

Canadian Rail

THE MAGAZINE OF CANADA'S RAILWAY HISTORY

No. 478



SEPTEMBER - OCTOBER 2000



THE GREAT RAILWAY STRIKE OF 1950

PUBLISHED BI-MONTHLY BY THE CANADIAN RAILROAD HISTORICAL ASSOCIATION
PUBLIE TOUS LES DEUX MOIS PAR L'ASSOCIATION CANADIENNE D'HISTOIRE FERROVIAIRE



CANADIAN RAIL

ISSN 0008-4875
Postal Permit No. 1494279



PUBLISHED BI-MONTHLY BY THE CANADIAN RAILROAD HISTORICAL ASSOCIATION

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FRONT COVER: Former Canadian National Railways FA-1 diesel locomotive 9400 at the head of a special display train, exhibited by the CRHA at the old Port of Montreal on July 2, 2000. This engine was built in 1950, and placed in service in April of that year. Thus it was one of CNR's newest locomotives at the time of the great strike of 1950. However most locomotives at that time were still steam. 9400 was retired in 1969, spent 17 years on exhibition at the National Museum of Science and Technology in Ottawa, and today is a prized exhibit at the Canadian Railway Museum. Photo by Fred Angus

BELOW: A montage of a few of the many headlines which appeared in the newspapers in the days leading up to the 1950 railway strike. The one relating to the Korean War is included to show that these were very troubled times; it is shown exactly where it appeared, directly below the headline about the strike. Note the effect of inflation; the price of a newspaper had gone up to 5 cents from 3 cents a few years earlier.

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 2000:
 In Canada: \$36.00 (including all taxes)
 United States: \$31.00 in U.S. funds.
 Other Countries: \$56.00 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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 PRINTING: Procel Printing
 DISTRIBUTION: Joncas Postexperts Inc.

THE WEATHER

Montreal Night
TODAY: Light Rain
SUNDAY: Cloudy, Cool

Complete weather conditions on Page 2

The Montreal Daily Star

FIRST.. EDITION

VOL. LXXXII, No. 194

MONTREAL, SATURDAY, AUGUST 19, 1950

TOMORROW: Sun rises 6:08, sets 7:57 D.S.T.

PRICE FIVE CENTS

Final Effort Starts To Avert Rail Strike Allies Report Landing Behind Korea Reds

Parties Confer With Mediator

Unions May Agree to Delay
If Progress Made in Talks

30-day Postponement Urged If Dispute Unsettled Aug. 22

Railways Agree; Companies Advise
Unions Study Train Passengers
Request Tie-up Threatens
Specific Scheme Is Omitted by
St. Laurent

TOKEN STRIKES PLANNED IN U.S.

Truman Refuses to Seize Railroads at the Present

Unions Spurn Postponement Plan

THE HERALD, MONTREAL, FRIDAY, AUGUST 18, 1950

The 50th Anniversary of the 1950 Railway Strike

| AUGUST | | | | | | |
|--------|------|------|------|--------|------|------|
| Sun. | Mon. | Tue. | Wed. | Thurs. | Fri. | Sat. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | | | | |

The Gazette.

| MONTREAL AND VICINITY | |
|-----------------------|---------|
| CLOUDY, COOL | |
| -- TEMPERATURE -- | |
| Yesterday | Minimum |
| 59 | 52 |
| Year ago (today) | Minimum |
| 55 | 51 |
| Average for this date | |
| 55 | 51 |

173RD YEAR

MONTREAL, TUESDAY, AUGUST 22, 1950

PRICE FIVE CENTS

Rail and Union Leaders Still Deadlocked

INTRODUCTION

In the history of Canadian railways there are dates that are recognized as important mileposts or turning points. One such historic date was just half a century ago, August 22, 1950, the day that almost the entire Canadian railway system was shut down by a nationwide strike, the first in its history.

In 1950, Canada was more dependent on the railways than it is today. Road and air systems were far less developed than they are now, and the Trans Canada Highway was not completed for another 12 years. Far more passengers and freight went by rail, and branch lines served many places that are now far from any railhead. Even automobile traffic was partially dependent on railways, for gasoline and other supplies were shipped by rail to many locations.

The railway system in the mid-century year of 1950 was much larger, but less efficient, than it is today. Canadian National had about 25,000 miles of track, while Canadian Pacific operated over more than 17,000. By far the greatest part of Canada's trains were steam hauled, as diesels were just beginning to take over. In fact the last steam locomotives had been delivered to the CPR only a year and a half before. The entire system was very labour-intensive; the non-operating employees (non-ops) alone numbered about 124,000, a number greater than the population of many Canadian cities.

Less than two months before, on June 25, the Korean War had broken out, and there was a strong threat that the fighting would spread and become another world war. Even as it stood, Canada's involvement in Korea meant that increasing quantities of personnel and supplies were being moved, largely by rail. Memories of the huge railway traffic handled in World War II, only five years before, were very strong. Clearly a nationwide rail shutdown would be a major disaster, but that is exactly what the nation faced as the countdown began towards the deadline, and the soon-to-be-historic date of August 22, 1950.

The threat of a strike had existed for some time. Since the end of World War II prices had risen dramatically but the wages of railway workers had not kept pace. In 1948 there was a crisis, and strong threat of a strike, but on July 16 of that year the federal government brokered an agreement which brought temporary peace. By 1950, however, changing conditions brought about another confrontation, and this time neither side showed any sign of backing down. The basic demands of the unions would not seem very extreme today. The chief demand was for a reduction of the 48-hour week to 40 hours, with a raise of 7 to 10 cents an hour, which would result in no change in take-home pay. After much discussion the railways, represented by the newly-elected president of the CNR, Donald Gordon, made a counter offer. This was a choice of either a 48-hour week with an 8.5 cent an hour raise, or a 44-hour week with a 9.1% raise. Both these offers would have meant little change in take-home pay. In addition the railways recognized "a moral obligation to implement the 40-hour week at the appropriate time". This offer was rejected by the unions in a 95% to 5% vote, and on August 2 a strike date was set for the 22nd, less than three weeks ahead.

A negotiating team was established to try to solve the impasse. Representing the railways were Donald Gordon (CNR president) and W.A. Mather (CPR president). The unions were represented by Frank Hall (chairman of negotiating committee), and A.R. Mosher (president of the Canadian Congress of Labour). However, finding a solution proved well nigh impossible.

The situation in Canada was being closely watched south of the border where the threat of a nationwide railway strike was also building. As the situation grew more and more ominous, it appeared that, if a strike broke out, President Truman would order the federal government to take over the railways as had been done in World War I and the Civil War. Eventually this is what happened and the U.S. strikes never took place. It was different in Canada where all attempts at compromise were fruitless, and early in the morning of August 22 most of Canada's trains came to a halt.

Your editor recalls those days well. First a family vacation in New Brunswick was cut short so all could be home before the strike began. Then there was the unforgettable sight, so well described by Mr. Perry, of literally hundreds of steam locomotives stored idle in CNR's Turcot yard and, only a few hundred feet away, the silent rolling stock in CPR's Glen Yard. The extra passenger traffic on Montreal's street car system meant that older cars were used in all-day service, and the occasion also meant the transfer of the two articulated cars, 2500 and 2501, from the Wellington Street run to much busier St. Catherine Street.

To commemorate the 50th anniversary of the great strike of 1950, we are pleased to present an article by Lorne Perry, including seven photos, vividly describing his experiences, as a railway enthusiast, during those eventful nine days. In addition, articles, announcements and cartoons from newspapers, some saved by your editor at the time, are reprinted. We hope that reading these accounts, and looking at the pictures, will bring to life again those memorable nine days in August 1950.

Factions Remain at Odds As Fateful Hour at Hand

Tieup to Affect Every Phase of Living | Nothing to Report States St. Laurent Of Cabinet Talk | Nation Prepares for Period of Chaos

ABOVE: "Nothing to report" as the time ran out in the early hours of August 22, 1950. The great railway strike of 1950 was on!

The Great Railway Strike of 1950

by Lorne Perry



Countdown to shutdown — 5507 steered the second to last train through St.Lambert at 8:20 AM, August 22, 1950, already over two hours beyond the strike deadline.

Some years stand out from all the others, especially when you're young. For me, 1950 was one of them. It was just at the beginning of the dieselization process, so steam locomotives were the pervasive railway power source. My town was St.Lambert, east of Victoria Bridge where the line divided into three; straight on to St.Hyacinthe and Levis, round the bend to the south towards Rouses Point, and north-east along the shore of the St.Lawrence River to Sorel.

Trains were a big part of my life. I studied railways, photographed trains, drew locomotive diagrams, made up clipping albums about railway media news, and closely watched the CNR action around St.Lambert. That summer I took a temporary job with CPR at their Place Viger freight office in east end Montreal.

So imagine the hole in my life when the two major railways were struck by their non-operating union employees, 124,000 strong, for the first time in history. Their objective was a five-day work week with an increase in pay. The railways said No. The August strike date came and nobody backed down. The railways ground to a halt.

I well remember the empty feeling, the shocked amazement, when the long-haul trains were cancelled if they couldn't finish their run before the 6 AM, August 22 deadline, and when the last trains trickled in on the final morning. My record shows that the second to last scheduled train inbound to Montreal passed through St.Lambert at 8:20

AM; the local from Waterloo, and the last at 8:29, the Scotian, number 59 from Halifax, locomotive 6166.

Suspended Animation

No more trains ran and I had no work; Place Viger Freight Office shut and picketed. But I had film in my camera and set out to document evidences of the gap in my routine. The Montreal and Southern Counties Railway was an electric interurban line, subsidiary to CNR and was closed for the duration. The trolley cars were gathered on the last day and packed into all available shop trackage at St.Lambert. Silence. Pickets marched up and down across the tracks at the nearest road crossing, the only sign of life in a usually busy scene. The old reliable 20-minute service to the heart of Montreal was suddenly unavailable. But motorists rejoiced because the toll takers on the road lanes of Victoria Bridge were strikers.

Turcot Roundhouse, the 56-stall nerve center for steam power in Montreal was smokeless for the first time in living memory. All stalls were full, but that was more or less normal. What was unusual was the long lines of locomotives parked nose to tail on all the trackage in the vicinity of the roundhouse. I counted 143, all dead. The corner of Decarie and Upper Lachine Road (as St.Jacques was known then) provided an elevated vantage point to survey and document the scene.



Turcot Roundhouse on a rare smokeless day — Lines of locomotives can just be discerned beyond the roundhouse.



Locomotives in waiting — A few of the 143 steam locomotives parked outdoors to the west of Turcot roundhouse. Day two of the strike.

The Sounds of Silence

There was no rumble from Victoria Bridge, since 100-car freight trains were no longer storming its grades. The telegraph sounders at the station were silent, and the order boards were permanently at stop position. The CTC signals were all red, not a green or yellow to be seen anywhere. The old locomotive bell on the gatehouse at the Victoria Avenue crossing stopped swinging, and the gates stayed up (to the delight of many!). Trains of the Central Vermont and Rutland carried on service in New England, their unions being completely separate, but their trains turned round just south of the border. Shiny railheads rusted over.



Missing Freight Cars — CPR Place Viger freight depot is completely cleared of freight cars on the first morning of the strike. A pair of pickets makes their point.



The Barn is full to overflowing — Montreal and Southern Counties electric cars plug the yard tracks at St.Lambert; the car barn at right is full to the doors.

The newspapers were full of the story. Impact on business. Disruption to travel plans. Intransigence of management. Stubbornness of the workers, etc. The week wore on and people adjusted, but commerce was grinding to a halt. After seven days the government could stand it no longer. They declared an emergency and in two more days passed legislation to force the men back to work.

Three cheers! Being a railfan without trains was turning out to be boring. Time on my hands and no trains to watch. A bad combination. Later on the Government declared that Saturday morning office work would come to an end at last.

Return to Life

On August 31, things got underway slowly. There were positioning moves to put locomotives and trains out at the end of the line; freight locos where the freight was back-logged. By dawn commuter trains and outbound locals were operating. Finally, the main lines began to hum. There was a tremendous volume of freight waiting for attention; not only that which had been stuck in the yards for more than a week, but what had accumulated at factories everywhere, and at yards on the south side of the border.

The largest locomotives available were dispatched to Rouses Point from Montreal in order to help clear the US yard; plugged with freight cars that had been rolling in all week from the American connecting roads, freight embargoes notwithstanding. One such northbound



Picket fence — Looking from the other direction, employees picket M&SC head office, station and car barns.



A helping hand — The strike just over, CNR yard switcher 8350 combines forces with Northern 6225 to lift 56 heavy loads the last mile uphill through St.Lambert to Southwark Yard.

locomotive coped with its long train of coal and banana reefers over the flatland, but the S-curve on a grade approaching the junction at St.Lambert proved more than it could manage.

Great fountains of smoke to the sky.
 Impressive spinning of driving wheels.
 Much taking up of slack and trying again.
 To no avail.
 Stall.

After awhile an eight-wheel switcher backed down and coupled on. Now there was power to burn. The syncopated rhythm of 6225 (4-8-4) working in tandem with 8350 (0-8-0) was a memorable performance of "stack music". It shook the ground and rattled the windows of nearby houses (we lived in one of them).

It was wonderfully reassuring to spend an evening at the station again, watching the parade of sleeping car trains leave for Eastern and Southern points. The community echoed to their whistle blasts, but nobody complained. All was back to normal!

News Items From the Great Strike

Compiled by Fred Angus

The railway strike of 1950 was one of the biggest news items of the year in Canada, second only to the Korean War. During the nine days of the strike, and the time leading up to it, countless articles, announcements, editorials and cartoons appeared in newspapers throughout Canada. Television was not yet on the scene (it would appear in 1952), but there was heavy coverage on the radio and in the newsreels.

Your editor has selected a few of these items to give an idea of the coverage given to the various aspects of the strike. They range from the grimly serious to the humorous. Overshadowing it all was the ominous news from Korea where the so called "police action" of June 25 threatened to go on indefinitely (it actually lasted three years) and perhaps turn into a worldwide conflict. For this reason we have included a few Korea headlines where they occurred beside the strike items.

IMPORTANT NOTICE
of
EXPRESS EMBARGO

EFFECTIVE immediately, on account of the possible work stoppage due to the current labour dispute, an embargo is placed on all shipments, carload and less carload, of livestock, live poultry and other perishable goods; gold and silver bullion and currency which cannot with reasonable certainty reach its destination in Canada or be transferred to a connecting United States carrier by Monday noon, August 21st, unless authorized by a permit over the signature of T. H. Martin, General Superintendent of Traffic and Transportation, Montreal, Que. Other shipments will be accepted only subject to delay period.
August 17, 1950.

CANADIAN NATIONAL EXPRESS

IMPORTANT NOTICE
of
EXPRESS EMBARGO

Effective immediately, on account of the possible work stoppage due to the current labour dispute, an embargo is placed on all carload and less carload shipments of livestock, live poultry and other perishable goods; gold and silver bullion and currency which cannot with reasonable certainty reach its destination in Canada or be transferred to a connecting United States carrier by Monday noon, August 21, unless authorized by a permit over the signature of W. F. POLLEY, Superintendent Transportation, Toronto. Other shipments will be accepted only subject to delay.

August 16, 1950.

CANADIAN PACIFIC EXPRESS

IMPORTANT NOTICE
OF
GENERAL FREIGHT EMBARGO

*The Railway Association of Canada Embargo No. 23
Effective 11.59 p.m. Monday August 21st*

In view of possible work stoppage due to labour dispute, embargo is placed against the acceptance of all carload and LCL freight shipments not covered by Railway Association of Canada embargo number 22 issued August sixteenth, effective August seventeenth from all connecting rail, water and steamship lines for all stations on or via the Canadian Pacific Railway, Canadian National Railways, lines in Canada, Toronto, Hamilton and Buffalo Railway, Ontario Northland Railway, Napierville Junction Railway and Northern Alberta Railways; and against the acceptance of all such shipments from all stations to all consignees and destinations on or via Canadian Pacific Railway, Canadian National Railways, lines in Canada, Toronto, Hamilton and Buffalo Railway, Ontario Northland Railway, Napierville Junction Railway and Northern Alberta Railways. Exceptions: When authorized by permit issued by the following—For traffic originating on Canadian Pacific Eastern Region, D. A. Smith, Supt. Transportation, Toronto; for Canadian Pacific Prairie and Pacific Regions, A. B. Burpee, Supt. Transportation, Winnipeg; for traffic originating on Canadian National Atlantic Region, E. A. Robertson, General Supt. Transportation, Moncton; for Canadian National Central Region, E. H. Locke, General Supt. Transportation, Toronto; for Canadian National Western Region, W. H. Horner, Supt. Car Service, Winnipeg; for Toronto, Hamilton and Buffalo Railway, J. R. Vaneverly, Car Accountant, Hamilton; for Ontario Northland Railway, R. J. McMillin, Supt. Transportation, North Bay; for Napierville Junction Railway, R. E. Kendrick, Vice-President, Montreal; for Northern Alberta Railways, J. M. Macarthur, General Manager, Edmonton.

THE RAILWAY ASSOCIATION OF CANADA

The Canadian National Railways announced that "in the interests of public safety and for the protection of property" it would not permit trucks "larger than a small pick-up or light delivery size" to use its Victoria Bridge over the St. Lawrence. Tolls are usually collected on the bridge but since the toll-keepers are on strike, vehicles have been passing over without charge and traffic has been unusually heavy.

Boost in Bus Service Planned if Rails Strike

Spokesmen for three Canadian bus companies serving a large area of eastern Canada yesterday announced plans for increased service in the event of a railway strike.

The spokesmen, representing the Provincial Transport Company, Colonial Coach Lines and International Coach Lines, said the companies will institute shuttle service through heavily-travelled areas, an anti-ticket hoarding system and facilities for space reservation.

Officials said emergency commuter tickets will be sold only to passengers surrendering the front cover of an expired commuter ticket book. The space reservation system will be set up between terminal points such as Montreal, Ottawa, Kingston, Toronto and Saint John, NB.

They said extra buses will be rented from bus operators serving unaffected areas.

ABOVE AND OPPOSITE: In the days leading up to the strike, both the CNR and CPR placed embargos on express shipments, as well as similar embargos on freight and passenger traffic. Mail transportation was cut back, and bus companies prepared to cope with the extra rush. Airline travel was not of sufficient volume to make a big difference, but the airlines also increased service. International passenger trains, like the Delaware & Hudson's service to New York, often continued to run, but terminated south of the border.

Mail Service Deadline Set

Curtailment of mail services will begin today unless the rail strike is settled before 7 pm.

After 7 pm, no parcels, newspapers and periodicals, and printed matter will be accepted by the Post Office here for points in British Columbia and

Newfoundland.

After 7 pm tomorrow, mail for Alberta, Saskatchewan, Manitoba and the Maritimes will not be accepted.

The deadline for such mail for points in Ontario and Quebec is 7 pm Sunday.

IMPORTANT ANNOUNCEMENT

If threatened strike on Canadian Railways is made effective Tuesday Morning, August 22nd, Delaware and Hudson Railroad trains between Montreal and New York will be affected as outlined herein DURING THE DURATION OF THE STRIKE.

Train 10, leaving Montreal 9:15 p.m., Tuesday, August 22nd, definitely cancelled.

Train 9, arriving Montreal 7:30 a.m., Tuesday, August 22nd, definitely cancelled.

Trains 7 and 8—night trains, also Trains 34 and 35 — day trains will operate South of Rouses Point, N.Y., only.

THE DELAWARE & HUDSON RAILROAD

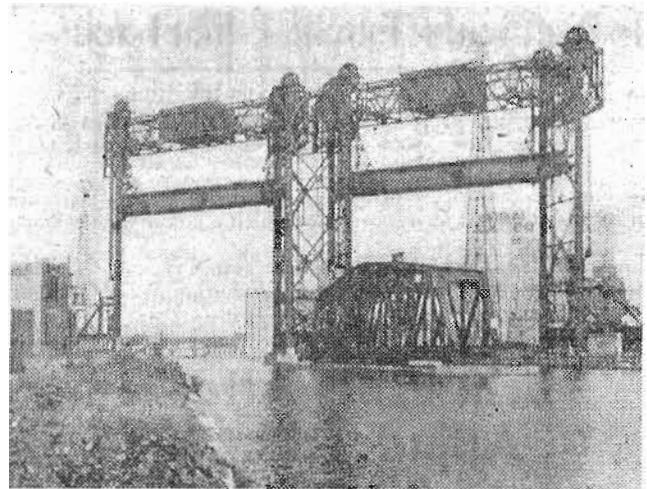
192,000 IDLED BY RAIL STRIKE

Effects of Tie-up Growing Daily, Labor Minister Reports

Ottawa, Aug. 29. — (C.P.) — The crippling national rail strike, hitting severely at the Canadian economy, has enforced idleness on at least 192,000 workers, Labor Minister Gregg estimated today.

His department, gathering National Employment Service reports, said that one week after the 125,000 railway workers left their jobs as a result of a rail-wage dispute with management, the effects of the strike had reached into almost every segment of Canadian industry.

Besides the 125,000 rail workers made unemployed, there were an additional 47,000 non-striking rail employees out of work for the duration of the strike and another 20,000 in other industries, forced into idleness because of a shortage of materials and lack of storage space for finished goods.



The lift and swing bridges over the Lachine Canal in Montreal were left open for the duration of the strike.

Rail Tie-up Sets Record

First Coast-to-coast Walkout, Records Show

OTTAWA, Aug. 25 — (C.P.) — Canada never before has suffered a complete stoppage of coast-to-coast rail transport or anything approaching it, so far as the records kept in the Labor Department show.

A check of statistics yesterday showed a 1908 strike of mechanical and car department workmen in the Canadian Pacific Railway to have cost the greatest aggregate of man days of idleness—440,000.

That strike started Aug. 5 and ended Oct. 12.

A strike in the Montreal and Sarnia machine shops in 1905 lasted from May 8 to Dec. 31, but fewer workers were involved and the man days lost were 58,000.

A C.P.R. strike in 1910 of conductors and trainmen in Ontario and Quebec cost 35,000 man days. There have been other smaller rail work stoppages.

These strikes over the last 50 years caused some dislocation of train movements, but nothing to compare with the complete tie-up in the current walkout.

The Companies and Unions That Were On Strike

Canadian Pacific Railway Company; Dominion Atlantic Railway Company; Esquimalt and Nanaimo Railway Company; Quebec Central Railway Company; Canadian Pacific Express Company; Eastern Abattoirs Limited, Montreal; New Brunswick Cold Storage Company Limited, Saint John, N.B.; Canadian National Railways; Canadian National Railway Company; Montreal and Southern Counties Railway Company; Niagara, St. Catharines and Toronto Railway Company; Thousand Islands Railway Company; Canadian National Telegraph Company; Canadian National Steamship Company Limited; Canadian National Transportation Limited, Port Arthur, Ont.;

Northern Alberta Railway Company; Montreal Stockyards Company; Toronto Terminals Railway Company; the Public Market Limited, St. Boniface, Man.; Ontario Northland Transportation Commission; the Toronto, Hamilton and Buffalo Railway Company; the Railway Association of Canada; Vancouver Hotel Company, Limited.

Commercial Telegraphers' Union of North America; Brotherhood of Railroad Signalmen of America; International Brotherhood of Electrical Workers; Canadian Brotherhood of Railway Employees and Other Transport Workers; Brotherhood of Express Employees; the Order of Railroad Telegraphers;

Brotherhood of Maintenance of Way Employees; Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees; International Brotherhood of Blacksmiths, Drop Forgers and Helpers; International Association of Machinists; United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry of the United States and Canada;

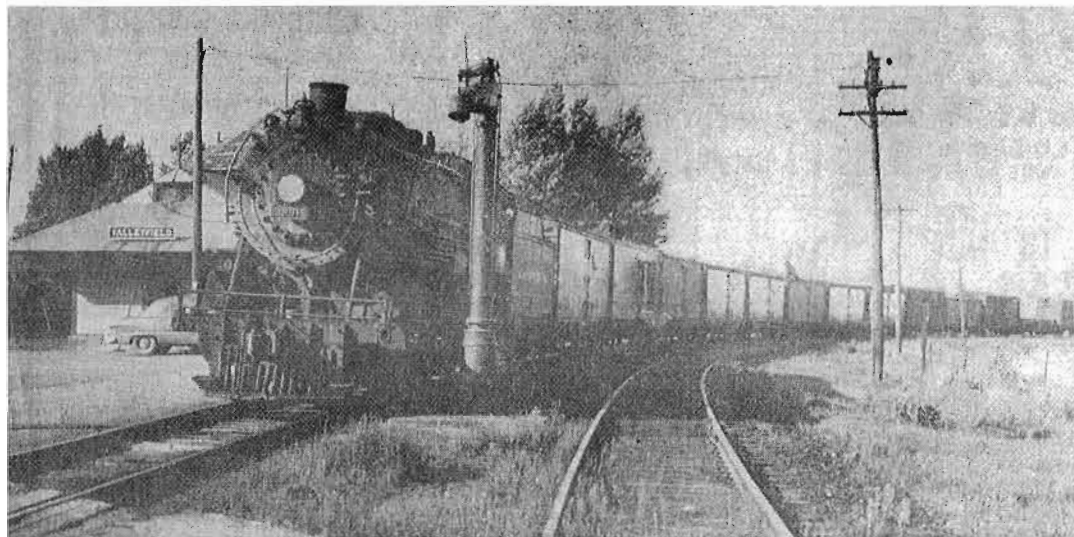
Brotherhood of Railway Carmen of America; International Brotherhood of Boiler Makers, Iron Ship Builders and Helpers of America; Sheet Metal Workers' International Association; International Molders and Foundry Workers' Union of North America; International Brotherhood of Firemen and Oilers, Power Plant Employees, Roundhouse and Railway Shop Laborers; Hotel and Restaurant Employees and Bartenders' International Union.

A list of the companies (above) and unions (above right) involved in the strike, as taken from Schedules "A" and "B" of the back-to-work legislation.

And Those That Were Not On Strike

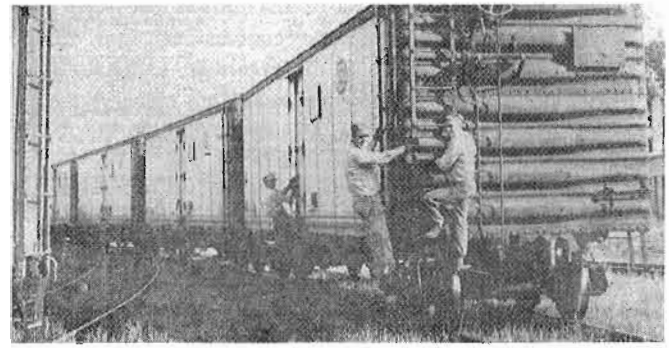
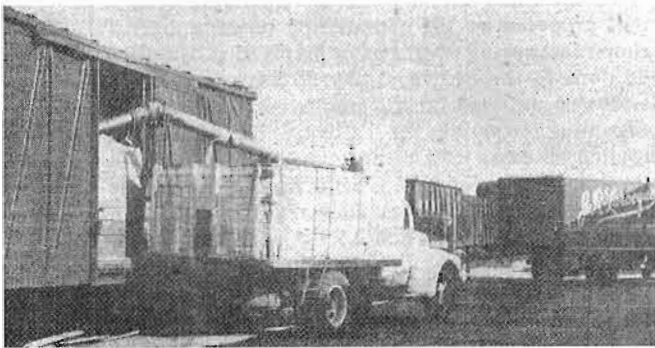
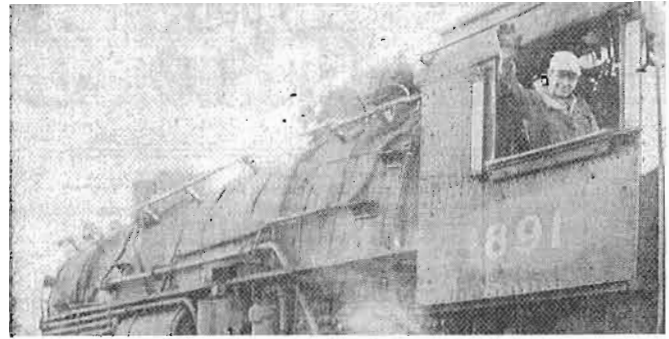
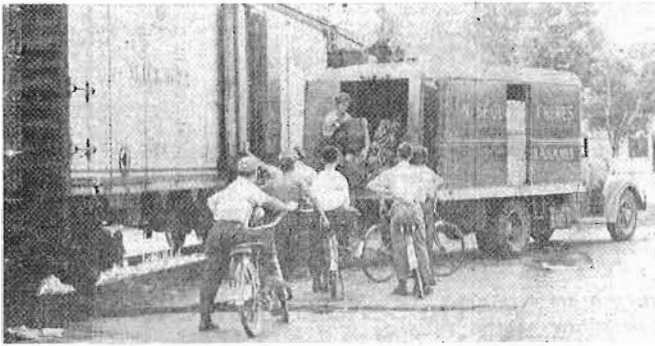
Not all of Canada's railways were strikebound during the strike of 1950. Some lines, not represented by any of the striking unions, kept going. One of these was the New York Central line in south western Quebec which brought vitally-needed food to Beauharnois, from where it was trucked to Montreal. On August 25, the Montreal Herald ran a picture story on this line, with the caption on the photo below at Valleyfield station being "It's not a mirage". One story told of an automobile driver near Beauharnois who ignored the warning signs at a railway crossing because "the trains are on strike". Seconds later his car was hit by a train, for it was the NYC line which was not on strike! The driver survived, but his car did not, and he learned a good lesson, still applicable today, to always "stop, look and listen".

The photo below, and the four at the top of the opposite page are all from the Herald article and, although somewhat fuzzy, are included because of their rarity and historical interest. It shows the so-called "Banana Train" run by the NYC to bring

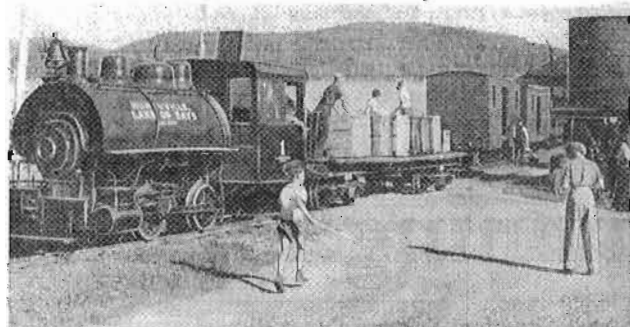


food to Montreal. 1950 was the last full year in which engine No. 1891 and other steam locomotives ran on this line, for dieselization came in 1951.

Other lines not on strike included the Algoma Central, the Pacific Great Eastern (which at that time did not connect at either end) and smaller lines, three of which are shown on the opposite page.



No Strike on World's Smallest Railway



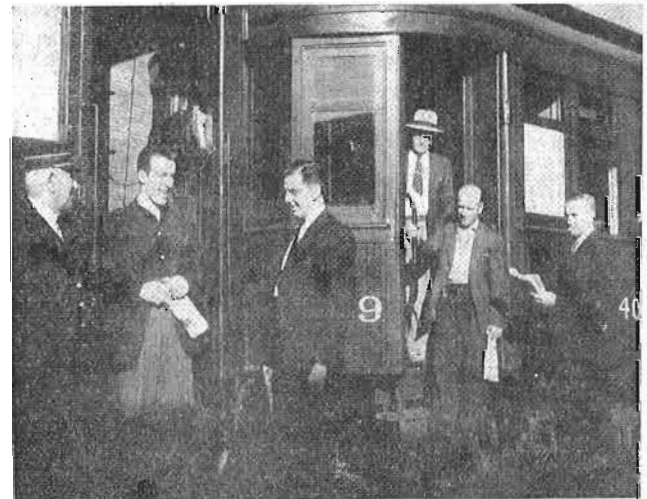
The Huntsville & Lake of Bays line, which operates over 2 1/4 miles of 45 gauge track in the Huntsville district, is not on strike as the four-man train crew also act as dispatchers, freight handlers, etc. The railway, sometimes called the

Portage Line, holds a Dominion charter and is called the smallest, shortest most complete railway in the world. It hauls passengers, freight and the royal mail.

Operating on Schedule



Here is one bright spot in the Canadian railway strike picture. Vancouver's Stanley Park toy railway is operating on schedule and children and crew and passengers are enjoying it.



UNAFFECTED BY STRIKE, the Quebec Railway Light and Power trains ran peacefully on. Conductor John Gariepy chats with regular passengers in Quebec City before Train No. 450 leaves for points up to and including Ste. Anne de Beauport.

ABOVE LEFT: The little Huntsville and Lake of Bays, in Ontario, kept going throughout the summer of 1950 without incident. In later years, however, it was abandoned and most of its equipment was shipped to St Thomas. Eventually, though, the equipment was shipped back to Huntsville, the line rebuilt (in a somewhat different location), and it resumed operation in the summer of 2000, so it is again possible to ride what used to be called "The world's smallest railway".

ABOVE RIGHT: The Quebec Railway Light & Power interurban line was not involved in the strike. Had the strike taken place little more than a year later the QRL&P would have been shut down, for the CNR bought it in 1951.

LEFT: Small lines in parks, like this one in Vancouver's Stanley Park, were not, of course, affected by the strike. In fact a sign on the train boldly proclaims "NOT ON STRIKE".

The Gazette

FOUNDED JUNE 3, 1778

MONTREAL, FRIDAY, AUGUST 25.

A CONTRAST IN CONCESSIONS

On several occasions since they gave the nod to start the disastrous railway strike across this country, top leaders of the unions involved have publicly referred to the "concessions" they offered to bridge the gap of disagreement and help avert the walkout. So far, however, no clear statement has been given as to the specific nature and extent of these concessions, and how far they receded in the direction of compromise settlement from the unions' previous insistence on their full original demands.

A joint statement by Mr. Frank Hall and Mr. A. R. Mosher in behalf of the 17 unions referred to "material concessions" offered as a "considerable contribution" toward settlement, but did not say what concessions or, how "material" they were. In a progress report letter to all affiliated locals, the union heads told of making concessions on both the amount of the pay increase sought and the effective date of the proposed 40-hour week. But again they gave no precise account of what these concessions amounted to.

The lack of amplifying detail supplied by the union leaders as to their offers is in contrast to the full and specific outlines given by the railways of the concession offers they advanced at various stages of the deadlocked negotiations. Starting with an offer of a four-hour reduction in the work week without loss of take-home pay, after the conciliation proceedings last spring, the railways ended up, in the recent mediation proceedings, with a proposal for the 40-hour week in little over a year. In addition they were prepared to give an immediate wage rate increase of four cents an hour (more than half that sought by the unions) and provide for a pay bonus tied to the cost-of-living index.

The railways' concessions were offered on four different occasions, on each of which their value mounted; their last offer appeared to involve ultimate costs more than double those of the previous one on August 10. The unions offered no definite concessions at all until the intervention of the mediator, and have yet to give the public any idea of what those concessions were.

An important aspect of the unions' reluctance to bargain on any basis short of their original demands is that no matter what the unions offered to concede, they had nothing to lose. Whatever compromise settlement might have been reached, even if it was equivalent to only a half or a third of their first demands, would have

been a definite gain in the pay rates and working conditions of the railway workers.

On the other hand, even the moderate settlement proposed by the conciliation board majority reports last spring would have involved substantial additions to the railways' payroll costs, estimated at \$20-\$25 millions for all employees. The revised bargaining offer by the railways on August 10 entailed an extra cost of around \$37 millions. The eleventh-hour compromise offer during the recent mediation effort to avert the strike would have involved an added burden on the railways which, as nearly as can be calculated in the absence of official figures, would have been twice or two and a half times as great as that of the August 10 proposal.

In short, the very real concessions held out by the railways would have had a marked effect on their costs and on the ability of revenues to keep abreast of those costs despite the freight rate increases of the past two years. Furthermore, the railways took the responsibility of making such offers despite the lack of any assurance that they would be able to offset the added costs from additional revenues. They acted rather with the knowledge that any further rate boosts could be gained only by dint of strenuous pleading before the Dominion Transport Board, and then only to a limited extent after many months of argument over sectional, politically inspired opposition.

For the railways, it is not just a simple matter of raising their rates as they deem necessary to offset added costs forced upon them. They must go before the Transport Board which, in the past few years, has taken 18 months or more to sanction rate increases to cover rises in costs dating back to before the rate applications. They must battle against the claims for preferred rate treatment from those representing regional and special-class interests; and against the tendency of the Transport Board to regard its function as restriction of the railroads, rather than protection of the general public interest and the ability of the railways to render efficient, self-supporting service. While they wait for board decisions, they must shoulder increased costs out of demonstrably insufficient revenues, which may not be made sufficient by the rate increases ultimately granted.

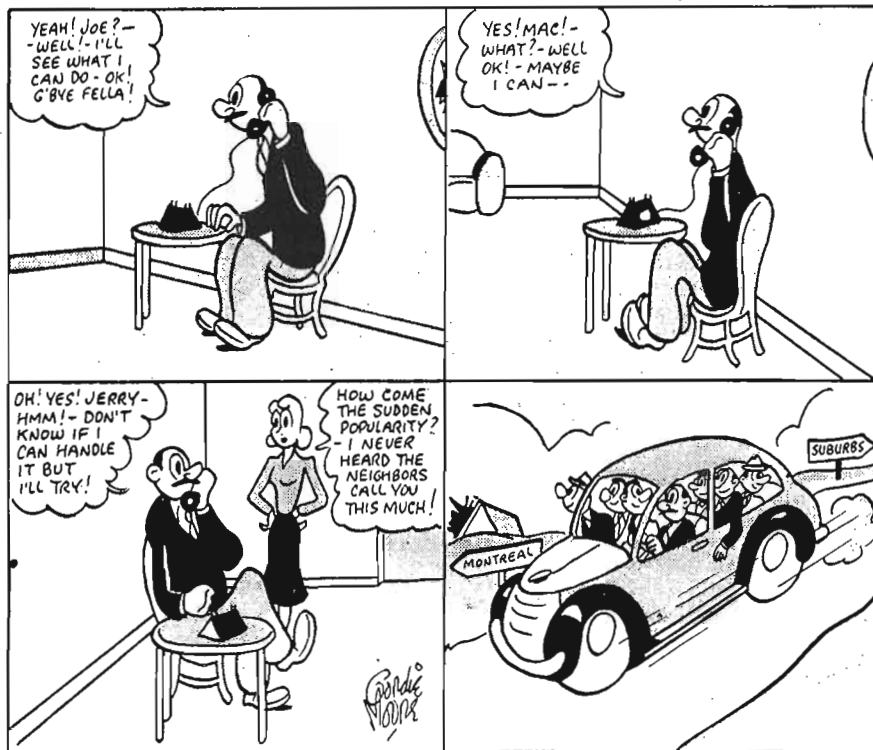
In view of their special difficulties and the demands for service made upon them, the railways would seem to have gone a long way and at definite risk to their financial position, in making the concessions they have.

The Gazette's editorial on August 25 was rather pro-management in tone, but as time went on it was realized that the talks were deadlocked, and neither side would yield. It was then that the anger of the population became less directed to management and labour, and more aimed at the government, for not forcing an end to the strike.

The Lighter Side of the Strike

AROUND OUR TOWN

By Gordie Moore



As so often happens in serious times, there were many displays of lighter, and even humorous emotions as Canadians tried to cope with the strike. Of course Montreal's famous cartoonist Gordie Moore drew one of his inimitable cartoons on the subject; this one concerned a suburban dweller who suddenly became very popular because he had a car.

There were also many strike jokes, including this one with the atrocious pun of "mother" vs. "Mather" (W.A. Mather being the president of the CPR).

Another story that served to lighten the gloom concerned the special train, operated by the strikers, which brought much-needed supplies to an isolated town.

Then there was the play on words as we learned that the town of Tyup B.C. was tied up by the strike.

And so the strike went on, and Canadians listened to news bulletins on the radio, endured innumerable playings of "Goodnight Irene", the number one song of the time, played Canasta, and hoped the strike would soon be over.

Town Greets Mercy Train

Atikokan Residents Back on Full Diet

ATIKOKAN, Ont., Aug. 28— (B.U.P.)—The 3,000 people of this northwest Ontario mining town, faced with virtual famine because of the rail strike, tucked into man-sized meals today for the first time in nearly a week.

A mercy train, approved by the striking railway unions, hauled 119,000 pounds of food and supplies into Atikokan from Port Arthur, Ont., Saturday.

With no highways or regular air service, the town depends on the Canadian National Railways for all its supplies. The rail strike had severed that supply line.

Appeals to the unions, the railways and the Government brought the mercy train to the town just as residents were dipping into the last of their food supplies.

"Our food would have been exhausted by Monday, but now we'll be okay," said Town Clerk F. A. Cox yesterday.

The strike has had its humorous side too. The latest joke current as a result of the rail walk out goes like this:
First man: "Did you hear the latest on the strike?"

Second man: "No."

First man: "Donald Gordon is in hospital."

Second man: "What's wrong?"

First man: "He's got labor pains. Going to be a Mather."

Railway Tieup Ties Up Tyup, B.C.

TYUP, B.C., Aug. 26— (B.U.P.) —The nation-wide rail tieup has tied up Tyup, railway community south of Duncan on British Columbia's Vancouver Island.

The Public Begins to Demand a Settlement

By August 28 the strike had been on for six days and the realization of the seriousness of the situation was setting in. The humorous comments and jokes were disappearing as hardship began to be felt. Almost 200,000 Canadians were out of work, and supplies of all kinds, especially food, were in short supply. As so often happens, profiteers were taking advantage of the shortages to raise prices, and there was scarcely a person in Canada unaffected by the strike. Stores started running advertisements (see next page) urging an end to the strike. Morgan's department store (now the Bay) offered alternative delivery service, while even Burnett's, the dry cleaner ran a very strongly worded message, naming and picturing the chief negotiators.

It was obvious that the negotiations were hopelessly deadlocked, and the only hope was government intervention. Some people thought that the government should invoke the War Measures Act, a law passed in 1914, at the start of World War I, which gave the government sweeping powers in wartime. Since Canada was involved in the fighting in Korea (which by then was no longer a "police action" but a full-fledged war), it was felt that the use of the act was justified. However most felt that special legislation dealing specifically with the strike was the way to go. Eventually this is the method the government used, and the War Measures Act was not invoked (it was invoked once, however, twenty years later, in the "October crisis" of 1970).

TRUMAN MAY PROVIDE RAIL PATTERN

Conjecture is rife as to the steps which may be taken by President Truman with regard to the threatened railway strike which will tie up U.S. roads starting Monday failing preventive action. In view of Canada's unprecedented position, with not a wheel of a Canadian train turning and no clear idea as to what to do about it, the U.S. situation is attracting nearly as much attention in this country as it is across the line.

While the guesswork as to what President Truman will do covers a wide range, no one believes for a moment that he will permit for long—if at all—the shutting down of railway traffic. The present critical state of the Korean campaign as well as of the international situation in general is such as to make such a stoppage unthinkable. At no time in history has more depended upon the efficient operation of the United States transportation system.

The consensus of opinion is that Mr. Truman will order the lines taken over for government operation, which is what the unions hope he will do, were it not for the inexplicable factor of the union leaders calling a strike less than an hour

after they are said to have promised a truce. Quite naturally this aroused the presidential wrath and some observers see in it sufficient provocation and justification for the taking of drastic action.

Legislation already is before Congress which would provide for the setting up of government fact-finding boards which would inquire into future disputes and their recommendations would be binding upon both labor and management.

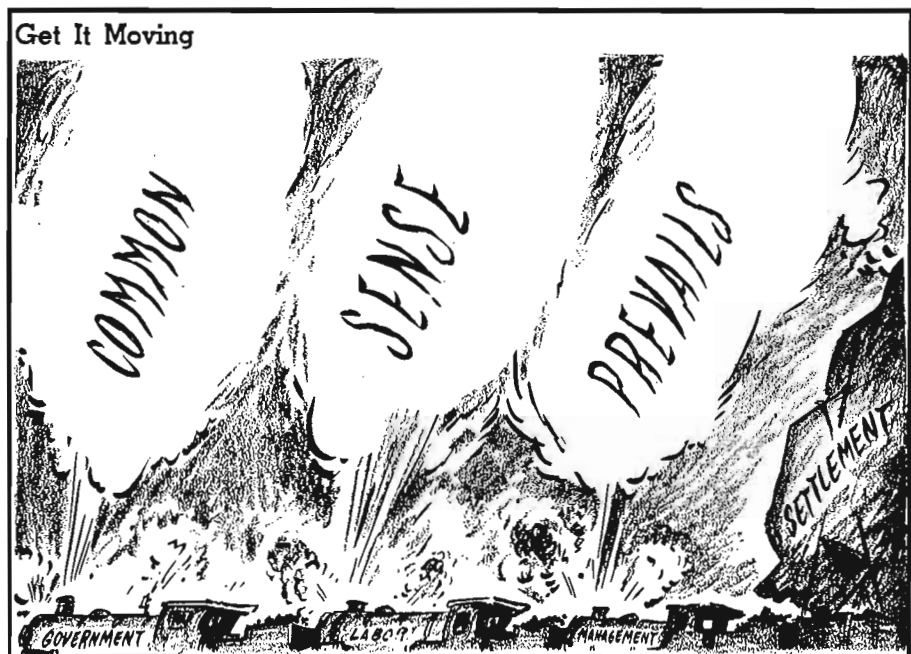
At present, as is the case in Canada, the recommendations of boards of conciliation and arbitration are not binding. Recalled is President Truman's impatience with railway strike threats to the welfare of the country. Particularly remembered is his move to draft striking rail workers into the armed services when a strike loomed at the end of World War II.

By the time the Canadian Parliament meets on Tuesday to consider this country's railway dilemma it seems possible that action in Washington may have set a pattern. Whether or not such pattern is followed here, it can hardly prove otherwise than helpful to Ottawa in arriving at a decision.

ABOVE: A Gazette editorial speculates that the solution being considered by President Truman to prevent rail strikes in the United States, might also be a solution for Canada.

RIGHT: A cartoon in the Montreal Standard urges common sense and government action to end the strike and get the trains moving again.

OPPOSITE: Advertisements by Morgan's and Burnett's dealing with the strike. They were the full height of the newspaper page, and showed the concern of the stores in achieving a settlement. Note that the Burnett ad has a reference to Stalin who was considered to be the villain of the time because of the war in Korea.





EMERGENCY DELIVERY during the railway strike

- As a service to our customers living in the vicinity of the undernoted places, a special free delivery by motor truck will be operated on roads suitable for delivery
- With each order please give full delivery information including name, exact address and any further information.
- All orders will be delivered as soon as possible, but we cannot give exact dates

This service will be for the duration of the railway strike only.

| | | |
|-----------------|------------------|---------------------|
| Abbotsford | Joliette | St. Anicet |
| Bedford | Knowlton | St. Augustin |
| Berthier | Lac Archambault | St. Barbe |
| Bondville | Lac Charlebois | St. Barthelemy |
| Brome Lake | Lac Pauze | St. Brigide |
| Brownsburg | Lac St. Louis | St. Cexaire |
| Brysonville | Lachute | St. Chrysostome |
| Carillon | Lakefield | St. Cuthbert |
| Cazaville | Lake Louise | St. Donat |
| Clarenceville | Lanoraie | St. Emile |
| Contrecoeur | Lavaltrie | St. Eprit |
| Cowansville | L'Epiphanie | St. Hermas |
| Dalesville | Marieville | St. Jacques |
| Dunany | Mascouche | St. Johns |
| Dunham | Maskinonge | St. Joseph de Sorel |
| East Farnham | Missisquoi Baie | St. Julienne |
| Emard | Notre-Dame de la | St. Luc |
| Farnham | Merci | St. Martine |
| Fort Lewis | Oka | St. Placide |
| Foster | Ormstown | St. Philomena |
| Franklin Center | Pinehill | St. Roch |
| Frontier | Pike River | St. Scholastique |
| Granby | Pointe Fortuna | St. Theodora |
| Havelock | Port Lewis | Sabrevois |
| Henryville | Rawdon | Selby Lake |
| Herdman | Rigaud | Sorel |
| Hill Head | Rougemont | Sweetsburg |
| Howick | St. Alexis | Varennes |
| Huntingdon | St. Andrews East | Vercheres |
| Iberville | | Waterloo |



HENRY MORGAN & CO. LIMITED

You are sure of quality at Morgan's

THE RAIL STRIKE IS GOING TO BE SETTLED WHY NOT STOP IT TODAY?

Sooner or later a settlement must be reached—the strike just can't go on.
Every day's delay is disastrous — let's call a halt before the dispute reaches serious proportions — before every man, woman and child starts to feel the pinch.
EVERY DAY'S DELAY IS A BODY-BLOW TO CANADA — A DIRECT BOOST FOR STALIN.
Business is falling off — shipments can't be made or received — shops and mills are glutted with production — the wheels are grinding to a halt.
Unemployment is mounting as consumption stops and materials for fabrication do not arrive.
Defence suffers as work is halted on warship construction, plane and arms fabrication, troops cannot move to training centres.

This Isn't Just Another Strike It's A National Calamity



A. R. MOSHER



DONALD GORDON



FRANK HALL



W. A. MATHER

**We Depend
On
These Men
To Settle
The Strike**

These men, between them, can decide the future of this country. If they do not agree and the strike goes on it might well result in plunging the whole country into a major depression.

If they agree, even with the intervention of the Government, we can pick up where we left off.

**AGREEMENT MUST BE REACHED
AGREEMENT WILL BE REACHED
LET IT BE REACHED TODAY**



Burnett LIMITED
CLEANERS, DYERS & SEASONAL STORAGE

Ottawa Acts At Last

Faced with the breakdown of negotiations, as well as the demands of angry Canadians, the federal government, under the leadership of Prime Minister Louis St. Laurent, called Parliament into emergency session on August 28. Debate began on the 29th as members of Parliament hurried back to Ottawa by various means (but not by train). The bill passed in the early evening of August 30, and was given Royal Assent, so becoming law, at 9:56 P.M. that night. It called for a return to work within 48 hours, an interim wage increase of four cents an hour, appointment of an arbitrator if no solution reached in 15 days, and a government guarantee that no employee would be discharged because he had gone on strike. On the other side the unions were to withdraw all their strike orders. This would assure an end to the strike.

**US Army Takes Over
As Truman Seizes Rails**

THE HERALD, MONTREAL, MONDAY, AUGUST 28, 1950
**Ottawa Parleys Collapse;
Railways, Unions Now Say
Next Step Up to Commons**

U.K. Troops Rushed to Front As Reds Launch Three Major Drives in Korea

| AUGUST | | | | | | |
|--------|------|-------|------|--------|------|------|
| Sun. | Mon. | Tues. | Wed. | Thurs. | Fri. | Sat. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | | | | |

The Gazette.

| MONTREAL AND VICINITY | |
|-----------------------------|---------|
| CLOUDY, VERY COOL | |
| — TEMPERATURE — | |
| Maximum | Minimum |
| Yesterday | 71 57 |
| Two and yesterday | 71 51 |
| Average for this date | 71 51 |

173RD YEAR

MONTREAL, WEDNESDAY, AUGUST 30, 1950

PRICE FIVE CENTS

STRIKE END ORDERED

*Ottawa Bill to Halt Rail Tie-up;
To Name Arbiter If Talks Collapse*



A cartoon of a member of Parliament thumbing his way to Ottawa to deal with the strike.

**FREIGHT AND EXPRESS
EMBARGOES CANCELLED**

**PASSENGER AND TELEGRAPH
SERVICES RESUMED**

The railway strike having been settled,
all freight and express embargoes are
lifted immediately.

Passenger and telegraph
services are also resumed.

THE RAILWAY ASSOCIATION OF CANADA
CANADIAN NATIONAL EXPRESS • CANADIAN PACIFIC EXPRESS

The joint announcement stating that all embargoes are lifted on freight, express, passenger and telegraph operations.

The Trains Start Running Again

The Montreal Daily Star

STAR TELEPHONES
 HA. 5101 Nights, Sundays and Holidays
 Circulation Dept. HA. 8114
 Connecting All Depts. Editorial Dept. HA. 8114
 WANTED ADS L.A. 8181, 8:30 a.m. to 5 p.m. daily
 Saturdays 8:30 a.m. to 12 noon.

ORDER YOUR STAR WANT ADS BY TELEPHONE — L.A. 9181
 Receiving hours for Star Want Ads: 8:30 a.m. to 5 p.m. Monday
 through Friday for following days paper. Saturdays, 8:30 a.m. to
 12:00 noon for Monday's paper. Births, Deaths, Marriages, in Men-
 tion of Notices and Lost and Found advertisements accepted until
 10:15 a.m. for the same day (Saturdays excepted).

VOL. LXXXII, No. 204

MONTREAL, THURSDAY, AUGUST 31, 1950

PRICE FIVE CENTS

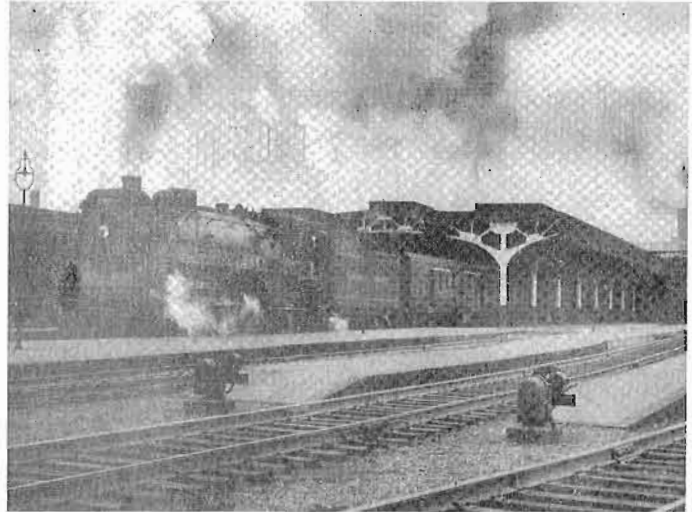
Hundreds Of Trains Start Rumbling Over Tarnished Rails

Equipment Operating Within Two Hours

Public Happy Its All Over

"JUST LIKE OLD TIMES AGAIN"
 Commuter Train Whistles Call Thousands Back to Stations

The end of the strike came quickly. Although the government had ordered service to start within 48 hours, the actual start was much sooner than that. Within minutes of the passage of the legislation, union leaders Frank Hall and A.R. Mosher made a radio broadcast urging their members to go back to work. By the time steam could be raised in the boilers, most other workers were back, and by rush hour on the morning of August 31 local trains were running, with long distance trains not far behind. The strike was over.



Locomotive 2467 hauls the first CPR passenger train out of Windsor station after the strike. It was train 503, bound for Ottawa, and it departed on schedule at 8:15 A.M. on Thursday, August 31, 1950.

... With His Orders in His Hand"



"With his orders in his hand" both management and labour prepare to get back to work. The words are from the popular song "Casey Jones". Montreal Daily Star, August 31, 1950.



Turcot roundhouse is smoky again as the locomotives prepare to depart. August 31, 1950. Contrast this photo with the one on page 133.

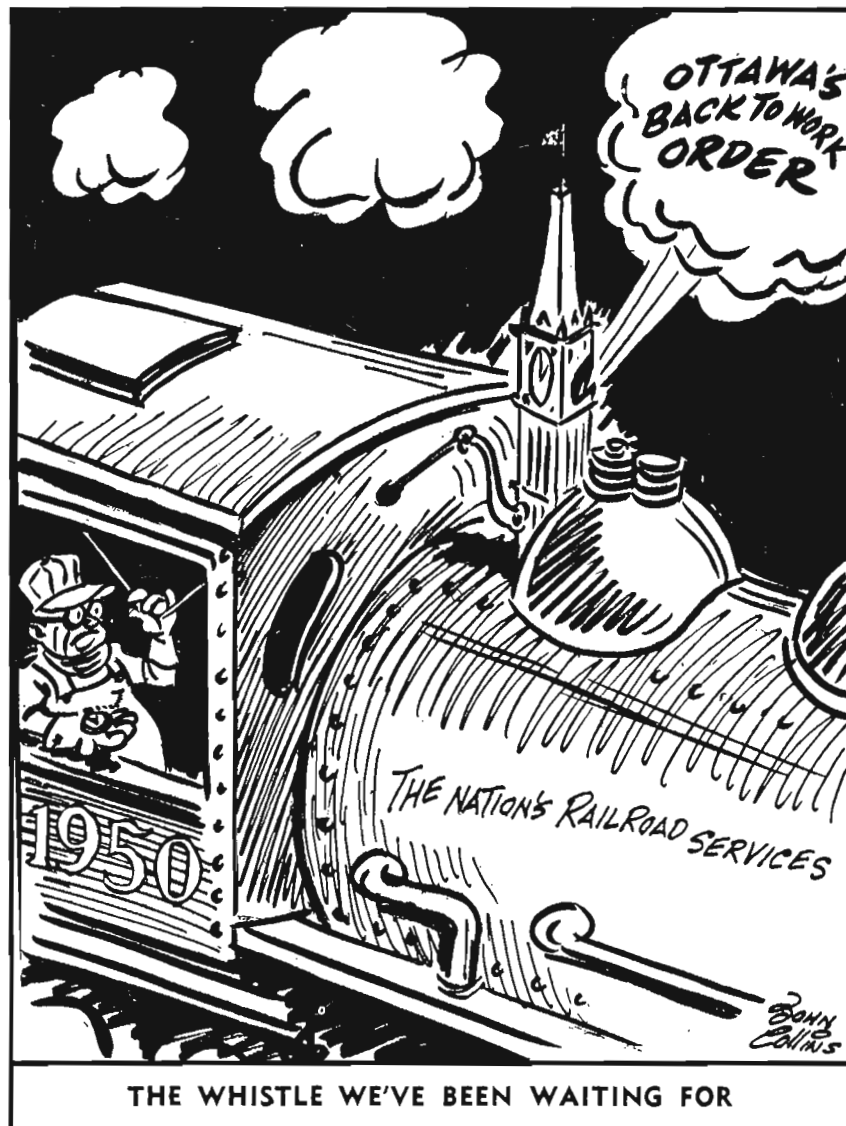
Bridge Toll Takers Busy

MOTORISTS who switched their allegiance from the Jacques Cartier bridge to the toll-free Victoria span during the strike, found early this morning that the free rides were over. Fare collectors were back at the old stands at midnight, and were helped in stopping cars by C.N.R. and Provincial police. At 7:30 a.m., there was a line-up more than a mile long, of motorists who figured they might get one more ride "on the house." Inspector Omer Langlois was first to get a Montreal and Southern Counties car rolling again. At 10:30 o'clock last night, shortly after the back-to-work order, he took a car out to Montreal South to check the rails.

Conditions Get Back to Normal

Once the strike was over, things got back to normal very quickly, and within a very short time it was an item for the history books, something to reminisce about in the years ahead. Although there were other railway strikes in the future, including a general rail strike in 1966, and innumerable postal shutdowns, there was never again a strike which affected so many Canadians so seriously. We sincerely hope this is a record that will always stand.

We feel that the best way to end this coverage of the great strike of 1950 is to reprint this delightful article which appeared in the Montreal Daily Star the day the strike ended, and which described so well how Canadians returned happily to their trains. There is even another groaner of a pun - at the very end!



This cartoon, in the Montreal Gazette, of August 30, 1950, summed up the public feeling at the time.

Canada's railway strike moved back into history today.

Life sprang anew into hundreds of silent locomotives today, the creak of freights and passenger trains rumbling over tarnished rails could be heard again around major rail terminals, and the travelling public which suffered the most during the nine-day strike breathed a sigh of relief. Less than two hours after the two union leaders, Frank H. Hall, chairman of the negotiation committee of the 15 International Railway Brotherhoods, and A.R. Mosher, president of the

Canadian Congress of Labour, and representing two unions, Brotherhood of Railway Employees and Brotherhood of Express Employees, made their appeal to workers to get back on the job, freight and rail terminals, like cities awakening in the morning, suddenly sprang into life.

By dawn smoke was curling skyward from the two great railway marshalling yards at Cote St Luc and Turcot; the blast of steam and diesel whistles as trains sped over the rails broke the early morning silence, and signal lights along the crossings blinked out their warnings to motorists that

Canada's ribbons of steel were back in use. Inside and outside the big Turcot roundhouse, which can hold 56 locomotives, men in greasy overalls hurried about. Some had been at work all night, while others arrived to relieve them. One by one the engines left the roundhouse. As they passed the office, the engineer got aboard and took over. Soon they would be heading towards points north, south, east and west.

The romance and thrill of railroading also came again to the Lakeshore today! Thousands of citizens who contemplated another day of hitch-hiking and makeshift transportation to work in the city heard the "chuff-chuff" of commuter train locomotives with profound delight early this morning.

The smiling citizens stuffed down a hasty breakfast and streamed towards the nearest railway station. Many were there ahead of them, lining the platforms where they were wont to regale neighbours and friends with news of the day, or brag about the size of prize vegetables and flowers.

"Man, what a pleasure to get back to our comfortable seats, have a smoke and read our newspapers again", one of the more voluble commuters commented. "It will be just like old times again, we will be able to resume our bull session on politics and the good and bad of municipal administrations", another stated.

Train crews were not oblivious to commuters' sensations on seeing trains again. Locomotive engineers, mindful of the fact that people did not have to take precautions at level crossings during the last few days, came in with slow approaches and whistles blowing. It was almost like a triumphal procession, or public celebration.

Some citizens took up familiar stands on platforms where they had awaited trains for nearly half a century and greeted each old pal with the comment "Well, they're running again".

Local stationmasters handled a rush of business this morning, also a great number of queries. "What are we going to do with our old tickets which still have many unexpired rides?" was the most frequent question. The answer was ready. "The unexpired tickets, as of the date of the onset of the strike, will be acceptable to conductors for an additional nine days, or fraction thereof according to how many days they had to run", the rail officials informed commuters. There was no talk of increase in fares. Tickets were sold at the familiar rates, which to Valois, a central part on the Lakeshore, was \$5.10 for 50 rides, the rides to be used up in 30 days.

Housewives, tired of staying at home, are planning shopping trips to the city again - an urgent necessity in view of the approach of school days and the rush to get Johnny and Mary ready for classes.

Commuters, like strikebound Montrealers, will swell the rush of week-end traffic because many of them postponed their holidays or simply stayed home. They want to take advantage of the last summer holiday to get away and see things.

Even the wise-crackers had a field day. "It soots us", they said of locomotives coming down the line.

Montreal Daily Star, August 31, 1950.

This ad appeared in "Canadian Transportation" in September 1950, a few days after the end of the strike. CNR 9400 still exists at the Canadian Railway Museum, an important relic of the great transition begun by the railways half a century ago.

Epilogue

The great strike of 1950 did mark a dividing line between Canadian railroading of the first half of the twentieth century and that of the second half. Within little more than a year the 40 hour work week for the non-ops was in effect, and changes came also to the running trades (who, we must remember, were not on strike in 1950). On the technical side the dieselization program, already well under way, continued as steam slowly disappeared. Just ten years after the 1950 strike, both the CNR and CPR held ceremonies marking complete dieselization, and the end of steam (except for special excursions). Since then, most of the "first generation" diesels have been retired, and railways use technology undreamed of in 1950.

The Korean War, so much in the news in 1950, dragged on for three more years, until an armistice was signed on July 27, 1953. There has still not been a peace treaty, although recently efforts have been made to bring peace at last.

In 1981, Canada issued a postage stamp to honour A.R. Mosher, one of the two union negotiators of 1950. Neither Donald Gordon or W.A. Mather have ever had their picture on a stamp, nor is it likely that they ever will.

The 75th Anniversary of 15820's Run to Vancouver

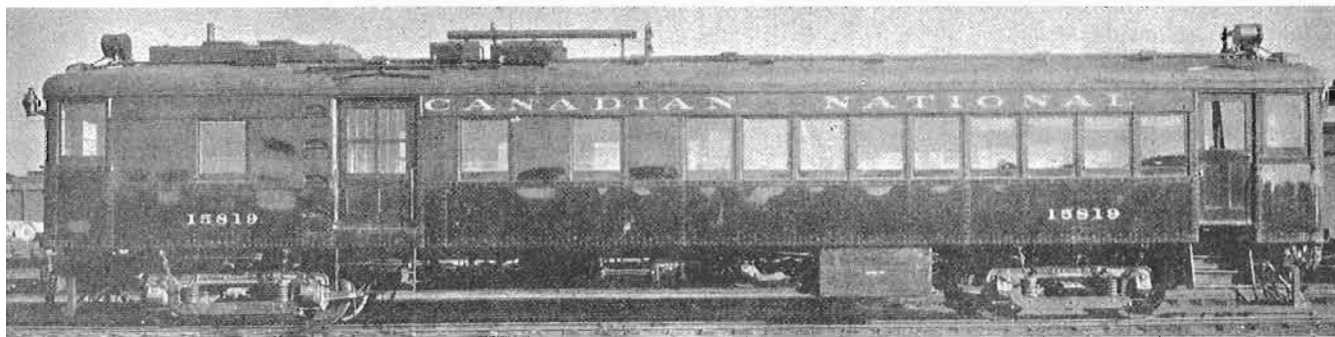
Seventy-five years ago, November 1 to 4, 1925, occurred a memorable event in the history of Canadian railroading, when Canadian National Railways diesel-electric car 15820 made a run from Montreal to Vancouver in a total elapsed time of 72 hours, and an actual running time of 67 hours 7 minutes.

Car 15820 was brand new, just out of the shop, and was assigned to go into service in western Canada. CNR officials decided to have a test run from Montreal to Vancouver, to see just how well the new diesel technology would perform in sustained long-distance running. After some discussion and planning, a scheduled time of 72 hours was determined. This was very much faster than the fastest transcontinental passenger train of the time, and is, in fact, faster than the present-day VIA train.

At 2:30 P.M. Eastern Standard Time on November 1, 1925 the 15820 departed from Montreal's Bonaventure station. The run encountered numerous troubles, such as hitting a cow at Alexandria Ontario and a track speeder at Dalehurst Alberta, as well as problems with the brake gear. Despite being 3 hours and 15 minutes late at Wainwright Alberta, all the lost time was made up and the 15820 pulled into Vancouver at 11:28 A.M. Pacific Standard Time on November 4, just 71 hours and 58 minutes after leaving Montreal, and two minutes ahead of schedule. An interesting feature of the car's trip is that while it left Montreal 16 hours 15 minutes behind the "Continental Limited" (No. 1) which left there on October 31 at 10:15 P.M., it arrived at Vancouver 20 hours ahead of it.

The test run shocked railway officials throughout North America, demonstrated the practicability of diesel power, and set the stage for the huge conversion program which would completely replace the steam locomotive 35 years later.

On this 75th anniversary, we are privileged to reprint an official log of this historic trip. The document, from the CNR holdings in the National Archives of Canada, was prepared by Mr. F.E. Collinson, a mechanical engineer who rode the entire trip of the 15820 from Montreal to Vancouver.



Car 15819, similar to 15820. Canadian Railway and Marine World, November, 1925.

Winnipeg, Man. November 9, 1925.
Diesel Electric Car #15820.

Mr. A.H. Eager:

On arrival at Montreal on Monday 26th October, it was found that car #15820 was just out of the shops, and had not been run.

Trial trips were made between Point St. Charles and St. Hyacinthe on October 27th, 28th and 29th, to tune up the engine and electrical equipment.

It was found that the car would not develop the speed expected, making only about 52 miles per hour on falling grades and 45 miles per hour on the level.

The car was equipped for the road on Friday 30th, berths being made by removing seat backs and placing wooden frames and mattresses over sets of three seats, refrigerator in the passenger end and a lunch counter, wash table and water tanks in the baggage compartment.

Three 85-gallon oil drums were also loaded in the baggage room and engine spares and equipment were also put on, so that the car was carrying the full load with which it was to make the run to Vancouver.

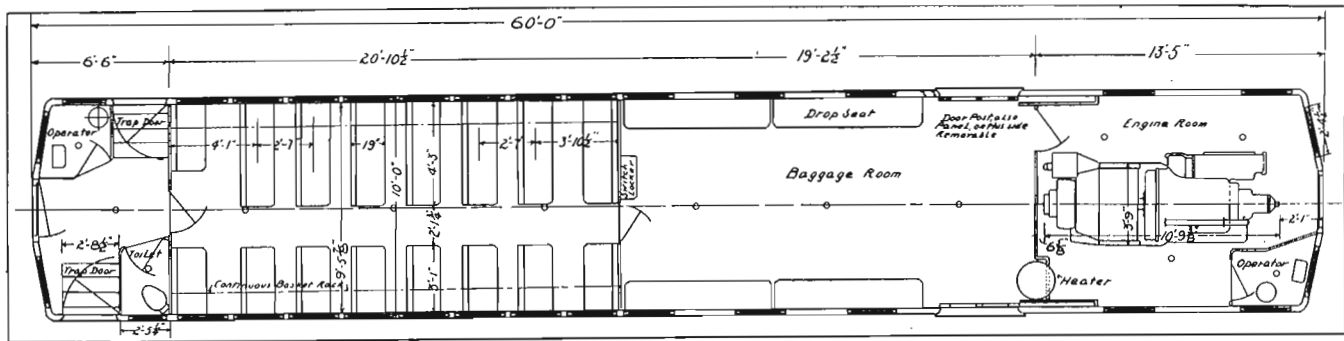
At the same time, Mr. Schrantz made a change to the resistance for the shunts of the motors in order to obtain a higher car speed to enable it to make the schedule which had been laid down; four out of the twelve coils of each resistance being jumped.

On Saturday, October 31st, a test trip was made at the full load, Mr. Smart accompanying the car, and 50 MPH was made on the level and 60 MPH on down grade, so it was decided that the alteration that had been made was sufficient to allow the car to undertake the trip to Vancouver.

On Sunday, November 1st, the final preparations were made, brakes adjusted, supplies taken, and the car moved to Bonaventure station at noon.

The arrangements for movement to Vancouver had been made by Mr. Crombie, and a 72-hour schedule drawn up, which allowed for five minute stops at all divisional points.

Fuel oil had been arranged for at Winnipeg and Kamloops Jct. But no extra time was considered necessary at these points, as a fuel oil pump had been installed on the car and arrangements made to load oil in drums and pump it into the engine tank whilst the car was running.



Floor Plan, 60 ft. Oil Electric Car.

Floor plan of car 15820 as built, and when it made its historic run. *Canadian Railway and Marine World*, November, 1925.

The start was made on time from Bonaventure and the car arrived on time at Vancouver, the running time, speeds and detentions being as shown on the attached sheet, the total distance of 2917.5 miles being run at an average speed of 43.47 MPH.

The causes for delays on the road, other than the necessary time for changing pilots and conductors and examining a car, were as follows:-

- POLYCARPE: 7 min. Changing atomizer in #2 cylinder.
- ALEXANDRIA: 13 min. Struck a cow and broke train and signal lines. Signal lines cut out and train line plugged with a wooden plug.
- NAKINA: 11 min. Changing atomizer on #4 cylinder and replacing brake gear release springs.
- WINNIPEG: 30 min. Oil and supplies loaded in 13 min. Balance of time taken in applying new brake shoes.
- LESTOCK: 5 min. Orders in connection with stop at Touchwood.
- TOUCHWOOD: 60 min. Held up behind a wreck, freight car across both main and side tracks.
- BIGGAR: 42 min. The car had pulled heavily all the way from Touchwood. There was a strong head wind but this failed to account altogether for the slow running. The stop was made to adjust the oil regulator of the engine and inspect motors and generator. After this was done and a fresh start made, no very noticeable improvement was found.
- CAVELL: 6 min. Stop made to examine the trucks, when it was found that the adjustor of the right front brake lever had stuck, allowing the shoe to trail on the wheel. This was freed and a temporary support put in.
- TAKO: 5 min. The car still did not run as freely as it should and was further examined, and the trailing shoes of the leading truck were found to be holding too close to the wheels. An arrangement of bell cord was put on to hold the shoes clear.
- STONY PLAINS: 2 min. Stop to send a message to the Chief Dispatcher for permission to make up time.
- LEAMAN: 4 min. Stop to fix the smoke pipe from the heater as the temperature was falling and there was not sufficient draft to keep the heating system working and prevent freezing the rear end.

- DALEHURST: 5 min. Struck a speeder, no damage to 15820.
- BRULE: 5 min. Orders received to run 10 min. ahead of previous run late order.
- AVOLA: 4 min. Order board at danger, in error.
- NEW WESTMINSTER: 3 min. Diamond semaphore at danger.

As will be noted from the running record, the maximum time late between Montreal and Winnipeg was 31 minutes at Ottawa, and this was made up to Winnipeg, which was reached on time.

At Wainwright, the car was three hours and 15 minutes behind schedule, but all the lost time was regained before reaching Vancouver.

The maximum speed for a subdivision was made on the Viking Subdivision, where an average of 50.3 MPH was maintained and a maximum speed of 62 MPH was made for five miles.

The following officials accompanied the car over portions of the trip, in addition to Mr. Crombie, who made the run from Montreal to Kamloops Jct., and Mr. Boyd, Road Foreman of Engines, who made the entire trip, Montreal to Vancouver.

MONTREAL TO WINNIPEG:

- Mr. G.E. Smart, Chief of Car Equipment.
- Mr. A. Coleman, Unit Car Supervisor.
- Mr. E. Philmore, Asst. Electrical Engineer.

REDDITT TO WINNIPEG:

- Mr. N.B. Walton, General Superintendent, Manitoba Dist.

WINNIPEG TO KAMLOOPS JCT.:

- Mr. Blackslock, Asst. Chief Engineer.

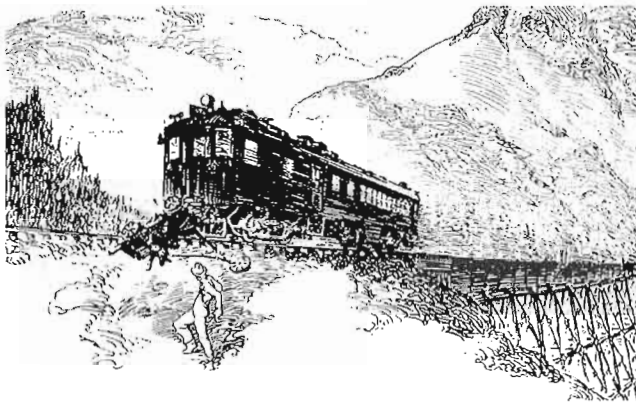
BIGGAR TO WAINWRIGHT:

- Mr. B.T. Chappell, General Superintendent, Saskatchewan Dist.

KAMLOOPS JCT. TO VANCOUVER:

- Mr. C.J. Quantic, Supt. M.P. & Car Equipt., Vancouver B.C.

Mr. McDowell, representative of the Publicity Department also accompanied the car from Montreal to Vancouver.



One of the adventures of the trip was when 15820 hit an errant track speeder at Dalehurst, Alberta at 9:45 P.M. on November 3, 1925. Evidently the crew of the speeder had not expected the car to make up so much time. They jumped and were unhurt, although the speeder was demolished. There was no damage to 15820, and it was only delayed five minutes. The artist's conception of the event is in error, in that it shows it deep in mountainous territory.

From "Self Propelled Cars of the CNR".

The operating crew for the car consisted of Mr. Schrantz, Electrical supervisor, Mr. Snitch, Diesel Engine Supervisor, Mr. Sylvester and myself.

Six hour shifts were taken, two men on duty per shift, and a change shift of three hours was worked each afternoon.

Mr. Boyd acted as relief operator on the Western Region, after having some very long shifts of duty on the Central Region.

As shown under the causes for delays, the brake gear was the chief reason for detentions and lost time. With the exception of changing two atomizers, no trouble was experienced with the engine, which worked well throughout, but did noticeably better on nights than on days.

As regards electrical equipment, nothing gave any trouble during the trip, but after leaving Biggar it was necessary to increase the exciter voltage and decrease the booster resistance in order to give the car the necessary additional speed to make up the time lost.

The fuel oil consumption was 604 gallons, and ten gallons of lubricating oil were used.

The figures for consumption and horse-power are shown below:-

| | |
|--|--------------------------------------|
| Total elapsed time of trip: | 71 hrs. 58 min. |
| Total running time: | 67 hrs. 07 min. |
| Total engine time: | 70 hrs. 30 min. |
| Fuel oil: | 604 gallons. |
| Lubricating oil: | 10 gallons. |
| Average volts, main generator: | 700. |
| Average volts, exciter generator: | 67 |
| Average amperes, main generator: | 148. |
| Average amps., exciter generator: | 39. |
| Kilowatts, main generator: | 103.6. |
| Kilowatts, exciter generator: | 2.6. |
| Engine horse power: | 160 |
| Horse power hours: | 11,280. |
| | (89% efficiency, main generator) |
| | (85% efficiency, exciter generator) |
| Consumption of fuel oil: | 4.83 miles per gallon. |
| | 256 ton miles per gallon. |
| | (0.535 gallons per horse power hour) |
| Costs (at 11 cents per gallon for fuel oil and 90 cents per gallon for lubricating oil): | |
| Per horse power hour: | 0.5885 cents for fuel oil. |
| | 0.1276 cents for lub. Oil. |
| | 0.7161 cents total. |
| Per kilowatt hour: | 0.887 cents for fuel oil. |
| | 0.192 cents for lub. Oil. |
| | 1.079 cents total. |
| Per car mile: | 2.277 cents for fuel oil. |
| | 0.493 cents for lub. Oil. |
| | 2.770 cents total. |
| Per 1000 ton miles: | 52.2 cents for fuel oil. |
| | 9.3 cents for lub. Oil. |
| | 61.5 cents total. |
| Cost of the trip from Montreal to Vancouver: | |
| Fuel oil: | \$66.44 |
| Lub. Oil: | \$14.40 |
| Total: | \$80.84 |

NOTE: Lubricating oil costs cover depreciation of the original 40 gallons of oil in addition to costs of 10 gallons of fresh oil added during the trip.

(signed)

F.E. Collinson
Mechanical Engineer.

What Happened to 15820?

After its memorable trip, car 15820 returned to Edmonton, with some of the officials riding as far as Kamloops Junction. It was then assigned to the passenger trains 77 and 78 between Edmonton and Vermilion, Alberta, on the Vegreville and Edmonton Terminals subdivisions, 129.8 miles, daily except Sunday. For many years it operated on various branch lines, and in 1943 it was rebuilt, at which time its original Beardmore engine was replaced by a Cummins Diesel. It continued in service until the late 1950s, and was finally written off, and presumably scrapped, at the end of 1959.

While it is unfortunate that this historic car was not preserved, a very similar car is still operable. Car 15824 went into service in February 1926, only three months after 15820, was also rebuilt in 1943, and after being retired from work service in 1964, came to the Canadian Railway Museum where it is preserved, an important relic of the early diesel era.

THE LOG OF C.N.R. DIESEL-ELECTRIC CAR 15820 MONTREAL TO VANCOUVER, NOVEMBER 1 TO 4, 1925

| STOPS | MILES | TIMES | | DET- ENT | RUN TIME | SPEED | MIN LATE | OPERATOR | PILOT | CONDUCTOR |
|--------------------|--------|-------|--------|-------------|-------------|-------|-------------------|-----------|-----------|-----------|
| | | ARR. | DEP. | | | | | | | |
| Montreal | 0.0 | | 14:30 | | | | Time | Boyd | Barden | Carpenter |
| Polycarpe | | 15:35 | 15:42 | 7 | | | | Boyd | Barden | Carpenter |
| Alexandria | | 16:06 | 16:19 | 13 | | | | Boyd | Barden | Carpenter |
| Ottawa | 116.2 | 17:33 | 17:36 | 3 | 163 | 42.7 | 31 | Boyd | Mason | Cook |
| Brent | 165.3 | 21:10 | 21:15 | 5 | 214 | 46.3 | 15 | Boyd | Thomas | Perrie |
| Capreol | 144.8 | 24:24 | 24:30 | 6 | 189 | 45.9 | Time | Collinson | Murray | Shannon |
| Folyet | 148.3 | 03:54 | 04:02 | 8 | 204 | 43.5 | 2 | Collinson | Morrison | Law |
| Hornepayne | 147.8 | 07:25 | 07:34 | 9 | 203 | 43.6 | 4 | Boyd | McCarthy | Downard |
| Nakina | 131.6 | 10:40 | 10:51 | 11 | 186 | 42.4 | 11 | Boyd | Lister | Smith |
| Armstrong | 112.2 | 13:15 | 12:21* | 6 | 144 | 46.7 | 1 | Sylvester | Kendal | Nixon |
| S. Lookout | 139.1 | 15:33 | 15:38 | 5 | 192 | 43.5 | 3 | Coleman | Campbell | Nixon |
| Redditt | 123.2 | 18:25 | 18:30 | 5 | 167 | 44.2 | Time | Sylvester | Miller | Cameron |
| Winnipeg | 129.3 | 21:25 | 21:55 | 30 | 175 | 44.3 | Time in 25 out | Collinson | Warner | Tofting |
| Rivers | 143.1 | 01:10 | 01:16 | 6 | 195 | 44.0 | 36 | Collinson | Hill | Marberry |
| Melville | 137.1 | 04:10 | 04:14 | 4 | 174 | 47.2 | 29 | Sylvester | Cardwell | Soba |
| Lestock | | 05:38 | 05:43 | 5 | | | | Sylvester | Cardwell | Soba |
| Touchwood | | 05:53 | 06:53 | 60 | | | | Sylvester | Cardwell | Soba |
| Watrous | 129.0 | 08:23 | 07:27* | 4 | 184 | 42.0 | 73 | Collinson | Robinson | Munehell |
| Biggar | 118.4 | 10:38 | 11:20 | 42 | 191 | 37.2 | 180 | Collinson | Reynolds | McKay |
| Cavell | | 12:08 | 12:14 | 6 | | | | Boyd | Reynolds | McKay |
| Tako | | 12:43 | 12:48 | 5 | | | | Boyd | Reynolds | McKay |
| Wainwright | 140.1 | 14:40 | 14:45 | 5 | 189 | 44.5 | 195 | Sylvester | Ayre | Mckee |
| Edmonton | 126.8 | 17:16 | 17:22 | 6 | 151 | 50.3 | 182 | Collinson | Cameron | Emerson |
| Stony Plains | | 17:53 | 17:55 | 2 | | | | Collinson | Cameron | Emerson |
| Leaman | | 19:39 | 19:43 | 4 | | | | Boyd | Harrison | Flaherty |
| Edson | 129.5 | 20:45 | 20:47 | 2 | 197 | 39.4 | 152 | Boyd | Harrison | Flaherty |
| Dalehurst | | 21:45 | 21:50 | 5 | | | | Boyd | Harrison | Flaherty |
| Brule | | 22:20 | 22:26 | 6 | | | | Sylvester | Coulsam | Mainprize |
| Jasper | 106.4 | 23:16 | 22:19* | 3 | 138 | 46.2 | 139 | Sylvester | Coulsam | Mainprize |
| Blue River | 132.5 | 01:27 | 01:30 | 3 | 188 | 42.3 | 90 | Sylvester | Graham | Field |
| Avola | | 02:07 | 02:11 | 4 | | | | Collinson | Jack | Field |
| Kaml'ps Jct. | 139.4 | 04:41 | 04:45 | 4 | 187 | 44.7 | 50 | Collinson | Jack | Field |
| Boston Bar | 125.6 | 07:52 | 07:54 | 2 | 188 | 40.1 | 5 | Collinson | Jack | Field |
| Port Mann | 114.9 | 10:50 | 10:52 | 2 | 175 | 39.4 | 4 | Sylvester | Gallagher | Nolan |
| N. W'minster | | 11:00 | 11:03 | 3 | | | | Boyd | Gallagher | Nolan |
| Vancouver | 16.9 | 11:28 | | | 33 | 30.7 | plus 2 | Boyd | Gallagher | Nolan |
| TOTAL | 2917.5 | | | 291 | 4027 | 43.47 | | | | |
| TOTAL HOURS | | | | 4 hr. 51m. | 67 hr. 07m. | | | | | |
| TOTAL ELAPSED TIME | | | | | 71hr. 58m. | | | | | |

* Denotes time zone change.

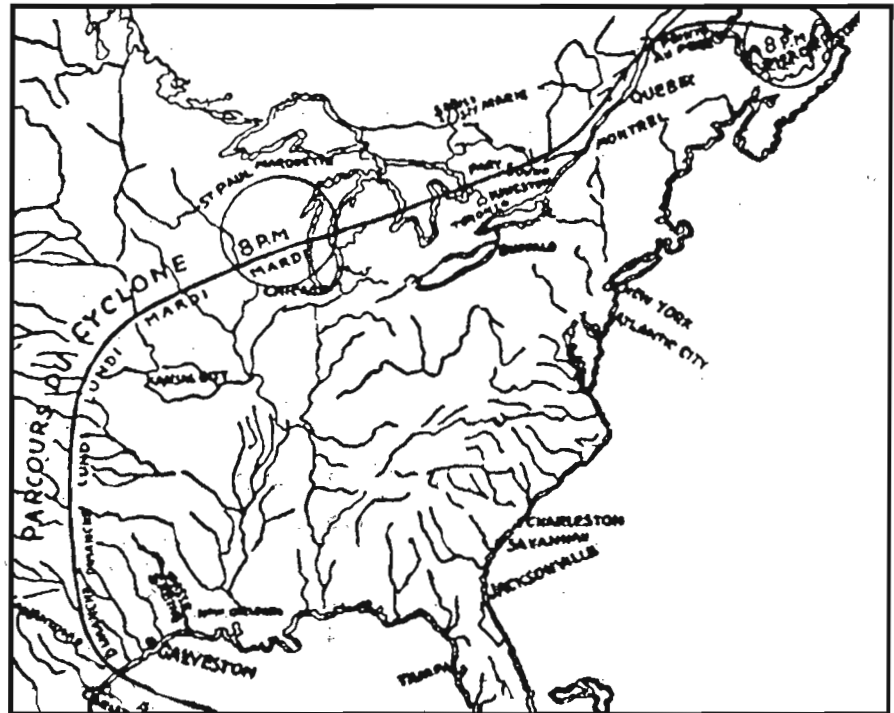
Canadian Railways in the Great Storm of 1900

by Fred Angus

This September marks the 100th anniversary of the most disastrous hurricane, in terms of loss of life, ever to hit North America. The Great Storm of 1900 swept out of the Gulf of Mexico and came ashore on the coast of Texas on September 8, 1900, just 100 years ago. By far the most damage, and loss of life, occurred in the city of Galveston which came close to being wiped off the map, and in which about 6000 people were killed. The entire island on which Galveston is situated, was covered by water, and almost every structure along the gulf coast was destroyed. Those buildings that survived were protected by the wall of debris pushed inland from the area in which the destruction was complete.

This storm is usually known as the great Galveston storm of 1900 (this was long before hurricanes were named), but the extent of this storm extended far beyond Texas, and far beyond the United States. The effects of the 1900 storm were plainly felt in Canada, and the disruptions to all means of transportation, including railways, was considerable.¹² The storm reached hurricane force in the gulf during the days immediately before September 8, and was observed by ships at sea. However there was not an efficient means of communication, so many people were caught unawares when it struck the land, just to the southwest of Galveston that Saturday evening, September 8. After devastating the Texas coast it turned north, where it gradually weakened passing over land through Oklahoma and Kansas during Sunday the 9th and early Monday the 10th. By Monday evening it was over Wisconsin, traveling east again, and, as it passed over the Great Lakes, it picked up more water and increased in intensity once again. After passing over Michigan Tuesday night, it crossed part of Lake Huron and swept through Ontario on Wednesday September 12. It then continued on east, passing just south of Montreal later that same day, reaching Gaspé by that night. After deluging northern New Brunswick and Prince Edward Island, the 1900 storm crossed Newfoundland, then over the Atlantic Ocean to northern Europe, and is supposed to have died out somewhere in Siberia more than two weeks after devastating Galveston.

During its passage over Canada, the storm caused a great deal of damage. Although no longer of hurricane force, the winds, and the rainfall, were heavy. Much of the damage was caused to shipping, but on land trees and telegraph wires were down, tracks were blocked and trains were running



From gulf to gulf. A map of the path of the 1900 storm from the Gulf of Mexico to the Gulf of St. Lawrence, from Saturday, September 8 to Wednesday, September 12. Note that more than 40% of the storm track is in Canada. La Presse, Montreal, le 14 Septembre, 1900, page 1

hours late, or were cancelled altogether. Fortunately there were few lives lost in Canada, but material damage was substantial. The worst damage occurred at Paris, Ontario, where a fire was started, perhaps by lightning, and was fanned by the high wind. Unfortunately the rain had let up, so was not much help in extinguishing the flames, so a large part of the town was in ruins by Thursday morning.

After the storm had passed it was several days before trains got back to their regular schedules, and lines of communication were restored. Shipping took longer to restore as some vessels had been sunk in the storm. In many cases it was days before full reports were received of storm damage in outlying areas. However things did get restored, and the damage caused in Canada was overshadowed by the horrible news bulletins from Galveston describing the effects of the same storm in Texas.

This year the city of Galveston is commemorating the centennial of the great storm of 1900 and, among other things, is affixing a special bronze plaque to each building, still standing, that withstood the storm a century ago. At this time it is fitting to observe that Canada, and its railways, also suffered during that tragic time, and we hope that never again will a storm cause as much damage to the North American continent as the Great Storm of 1900.

The Windsor and Hantsport Railway, A Flying Visit

by Roger G. Steed



RS-23 No. 8046, lying adjacent to the Windsor shops. She is the only locomotive completely repainted from the original CP rail red, and lettered with "The Windsor & Hantsport Railway Company Limited".

Hugues Bonin very kindly suggested that I might like to report on the state of some of the short lines in Eastern Canada, and so while on holiday at our cottage near Lunenburg my wife and I drove across to Windsor on Tuesday, July 11 to see what we could see in just one afternoon. We didn't do too badly!

Without any map of Windsor, our car unerringly found its way to the Windsor station, which is also the Railway's head office. What's more, Jim Taylor, the general manager, was in and was able to spare a few minutes to answer a few questions. Jim had been with CP Rail for many years before CP Rail left the Maritimes.

An eastbound train of some 22 empty hopper cars with three MLW RS-23s, Nos. 8036, 8042, and 8037, at its head was waiting beside the station, and a few minutes later two more RS-23s appeared, 8038 and 8019. This train would shortly leave for the gypsum mines only 2 and 4 miles up the Truro spur. Several, if not all, of these RS-23 locomotives had operated with CP Rail out of Saint John until 1994.

Jim Taylor told me that the railway's main line runs from Windsor Junction to New Minas, a distance of 54.8 miles. He went on to tell me that the railway has nine operating RS-23s, and runs 4 to 5 trains a day for a total of



RS-23's Nos. 8037, 8042, and 8036, viewed from behind, idle at the head of a train of empty gypsum cars, waiting beside the the Windsor station before pulling out to the gypsum mines on the Truro spur.



RS-23's Nos. 8037, 8042, and 8036, viewed from ahead, idle at the head of a train of empty gypsum cars, waiting beside the the Windsor station before pulling out to the gypsum mines on the Truro spur.

about 20 trains per week. It carries gypsum from the nearby mines to Hantsport where it is loaded onto Fundy Gypsum's ships for the Eastern Seaboard of the United States, and also carries feed grains to the Annapolis Valley, as well as logs and mixed freight. The railway also operates a passenger excursion trip during the summer to Grand Pré and back from Windsor on Sundays for \$18.50 for adults. Too bad we weren't there on the right day!

After taking a few photos we drove westwards a very few miles to Hantsport to see what we could see there. We quickly found Fundy Gypsum's dock, and another RS-23, 8041, was backing a full gypsum train through the unloading house. Finding



RS-23s Nos. 8038 and 8019, just arriving in Windsor at the end of the working day.



Empty gypsum hopper cars roll past the author at Windsor, on their way to a gypsum mine on the Truro spur.

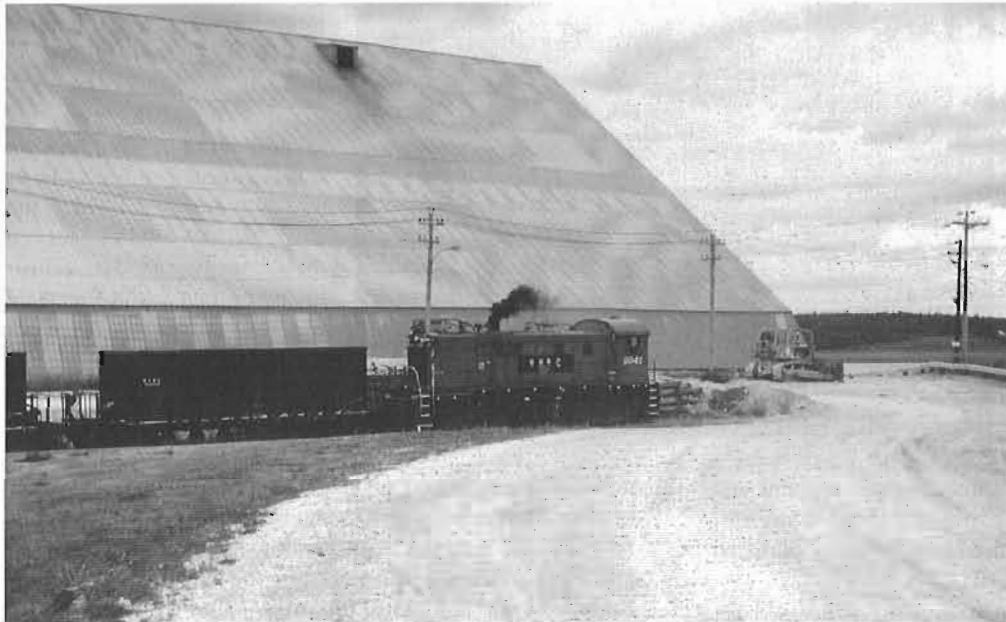
no one about from whom to ask permission to enter the property, we thought better of trespassing, and contented ourselves going down onto a neighbouring dock from where we had a marvellous view of the Avon River at low tide. The range of tide here is at least 50 to 60 feet, and a modern tugboat was secured alongside the dock we were on, completely out of the water. We could easily see the Kort nozzle under its stern. Jim Taylor had told me that the Fundy Gypsum ships only have some three hours around high water in which to be loaded with typically 24,000 tons of gypsum, and so must be very conscious of the state of the tide to avoid grounding. A lovely little municipal park just west of the Fundy Gypsum dock gave us another excellent view of the Avon River.

After a quick stop beside the Hantsport station, which was still in use, we drove back to Windsor for a snack at a strategically situated Tim Hortons. I was very curious to see what was beyond the road bridge just beyond the Windsor station, so we drove up to Fort Edward park, from the top of which we could look over the railway shops and wye. There were some passenger excursion cars down there as well as several more RS-23s which needed a closer look. Just about then the gypsum train we'd seen earlier was passing the shops, now westbound. So a brisk five minute walk along one of the park's paths, followed by a short scramble through some undergrowth got me up onto a leg of the wye, from where it was just a short stroll to the shop tracks. Some seven RS-23's were present, 8046 in new brown W&HR livery, 8021, 8023, 8026, 8034, and 8045 lying in various conditions, and 8040 jacked

up on top of freight car trucks in a very unhappy state. There wasn't a soul about, and so after taking a few photos I retraced my steps to rejoin my wife in the park's parking lot just as the flag was being hauled down beside the blockhouse.

This certainly hadn't been an exhaustive, in-depth survey of the railway, but it sure demonstrated that this ex-CP Rail shortline was very much alive and well.

RIGHT: Low tide at Hantsport, on the south side of the Avon River, showing Fundy Gypsum's storage shed and loading pier. Ocean-going ships will not be able to approach the pier to load until 3 hours before high tide.



LEFT: RS-23 No. 8041 smokes up as she starts to push a string of full gypsum cars through the unloading shed at Fundy Gypsum's Hantsport facility.

RIGHT: Another, more colourful view of Fundy Gypsum's Hantsport pier, this one from the west at the foot of a lovely municipal park.



In Memoriam, Walter J. Bedbrook

April 2, 1919 - August 31, 2000

by William J. Radford

On Thursday, August 31, 2000 a longtime friend, member and director of our Canadian Railroad Historical Association, Walter John Bedbrook died at the Prince Edward Memorial Hospital in Picton, Ontario. His Wife of 53 years, Rita Rachel (née Goodwill) was at his side.

Walter Bedbrook was born in Montreal West, Quebec on April 2, 1919. He was one of three sons of Inez Hazel (ne Watson) and Edward Arthur Bedbrook. Bedbrook Ave. in Montreal West is named for his family. Walter's two brothers are Perry and Robert "Bob" Bedbrook. Bob was an employee of Canadian National Railways. At the age of 7, Walter, along with his parents and brothers moved to the Beaufort area of Jacques-Cartier Parish, now Beaconsfield, in 1926.

At the young age of 4, Walter's interest in trains and railways began. In 1925, he got a Lionel train set. Throughout the years, Walter's interest in railways increased to a point where he joined the CRHA years later.

Walter served in the Canadian Army between 1941 and 1946 and was stationed in York, England during World War II where he met Rita Goodwill and they were married in 1947. Walter and Rita moved to Beaufort and built their first home located at 84 Woodland Ave., and lived there until 1970 when his company, Bell Canada, transferred him to Toronto, Ontario. During that era, Walter and Rita had four children, Ross, Gary, Victoria and Glenn. On November 15, 1960 Walter Joined the CRHA and was assigned membership number 256.

At the CRHA, Walter was much involved with various projects including the establishment of the Canadian Railway Museum. The museum, located in Delson - St. Constant, Quebec was built between 1962 and 1965 when it opened. Walter was a director of the association for many years and at times was charged with more than one responsibility.

While in Toronto between 1970 and 1982, Walter was one of fifteen founding members of the Toronto & York Division on March 23, 1972 and was its first Division



President in which position he served into 1981. Walter also helped to form the Windsor-Essex Division in 1976. Unfortunately it folded in 1991 due to executive and financial difficulties. He also helped to form the Niagara Division in 1979 which still is in place in St. Catharines, Ontario.

"Association News" was formed in 1971, and it became "CRHA Communications" in 1974. It was headquartered in various locations and had several editors. This bulletin was to inform members of news and events within the association. Walter served three terms as its editor including one while President of the Toronto & York Division.

In 1982, Walter was posted in Saudi Arabia where he came up with a short term newsletter entitled "The Sandpaper" which featured some of his railway reports up to when he retired from Bell Canada in 1984 and returned back home to Canada. Both Walter and Rita purchased property in the North Port area of Sophiasburgh Township, Ontario located in the northeast corner of Prince Edward County which, along with eight other municipalities in that county, merged to form the new Municipality of Prince Edward County on January 1, 1998. They built a new house and carport garage there for which their mailing address "Compartment 132, RR2; Picton ON; KOK 2T0" became familiar to CRHA correspondents in the last 15 years. This address also served as a headquarters for the CRHA Annual Awards nominations as Walter was responsible for these between 1985 and 1995.

While living in North Port, 15 miles north of the then Town of Picton, Walter also became involved with the formation of the Kingston Division. The division was founded on March 31, 1986 from the Kingston Railfan Society that Hugues Bonin had formed in 1984 along with some ten members. Walter was a director and in 1990 became the third editor of "Kingston Rail", succeeding 'Sparky' Sparks. Hugues was the first editor. While editor, Walter also served his second and third terms as editor of CRHA Communications between 1994-1995 and 1997-1999. Also,

Walter served as the Association's president between 1992 and 1996, succeeding David W. Johnson who served since 1982.

Walter was very much involved in the association along with its entities for much of the second half of the 20th Century and had devoted much of his time and energy, and contributed so much to the association. For Walter's role, he earned and was awarded the association's Lifetime Achievement Award in 1994. He was special and always had a personal touch for other people in general and was highly public relations minded, was well liked and admired by many people.

Besides Walter's admirations for railways, he was a builder, educator, agronomist, musician and a stone mason. Walter was also an automobile and airplane enthusiast.

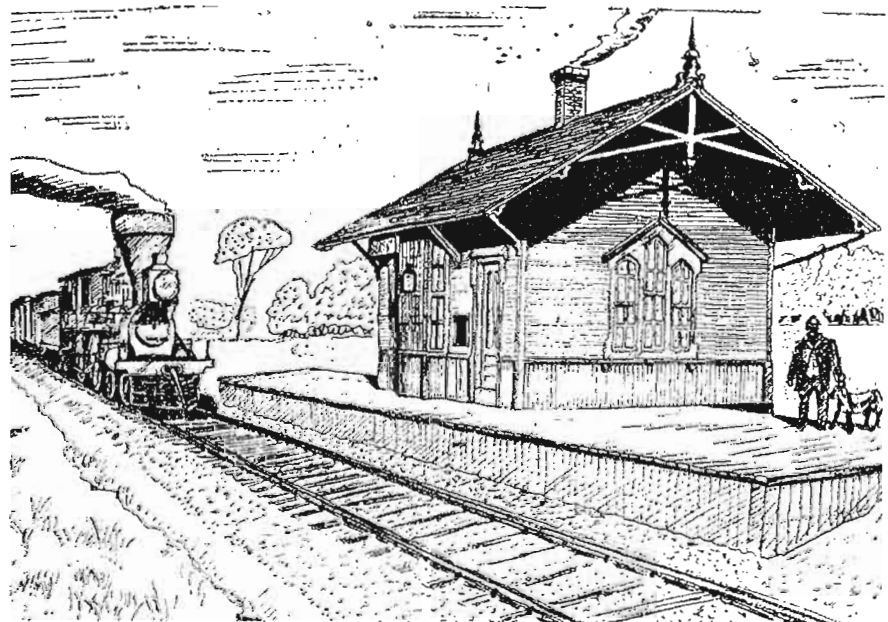
Before joining Bell Canada, Walter was a contractor which involved working with the Montreal based architectural firm Ross & McDonald with the west side extension of Canadian Pacific's Royal York hotel in Toronto. This was the firm which designed the hotel along with four other Toronto landmarks, Toronto Terminals Railway's Union Station, Postal Station "A" which is now the Dominion Government Building; the, Eaton's building which is now College Park; and Maple Leaf Gardens where the NHL Toronto Maple Leafs played between 1931 and 1999.

My personal views of Walter are the same as everyone else's; that he was an exceptional person with a unique personality, always open to members of the association as well as others. He was well liked, respected and a special person to our association for almost forty years. He volunteered to do things he did not have to do, and was highly committed to almost everything.

With Walter's "passing", another link with the "old days" of the CRHA is gone. Our condolences to his wife Rita, four children, twelve grandchildren, and his two brothers. Walter has done the CRHA proud, he will be dearly missed, but will never be forgotten.



One of Walter's many activities in the CRHA was serving as President. This picture shows him (standing at left) at Delson at the ceremony when the CNR commuter equipment was presented by CN to the CRHA in 1995.



The preservation of Barrington station was one of Walter's first major projects in the CRHA. It is safe to say that this structure never would have been preserved without Walter's expertise and determination to see the project through to completion. The two-day job, during January 1965, to move the station 35 miles was filled with many problems, and few CRHA members, then or now, would have been able to accomplish it.

Exporail Project Up and Running



An artist's conception of what the Canadian Railway Museum will look like if the present plans come to fruition. The drawings of the new structures are superimposed on an aerial photograph of the present museum site.

The realization of the long-held dream of the CRHA has come a giant step closer with the announcement that the both the Federal and Provincial governments would greatly increase their support of the Canadian Railway Museum at Delson / St. Constant enabling it to move ahead after many years of planning. The good news was communicated to the CRHA directors late in July, and it was officially announced to the members, and the world at large, at a special press conference held at the Museum on October 6, 2000.

As most members know, efforts for the expansion of the Museum go back to the late 1960s, not long after it first opened. Over the years land has been acquired and various plans drawn up. At one time relocation of the Museum was considered, and after this was rejected an ambitious plan for the present site was drawn up. This was called "Exporail", the name having been suggested by our member Howard Shepherd, now of South Carolina. Lack of funding has held back the project until now, but the support of two levels of government, together with very necessary contributions from industry and individuals, including members, mean that work can begin, for the contracts must be let and the work must be well in hand by March 31, 2001.

The following is taken from the official press release given out on October 6:

A major investment of \$10.4 million was officially announced on October 6, 2000 at a special news conference and reception at the Canadian Railway Museum. Present at the ceremony were the Honourable Martin Cauchon, Minister of National Revenue and authority responsible for Canada Economic Development, and the MNA for LaPrairie, Mr. Serge Geoffrion, representing Ms. Agnès Maitais, Minister of Ministère de la Culture et des Communications du Québec.

After many years of efforts - including eight years most recently spent on raising awareness among policymakers - the Exporail project will enable the Museum to enter a new stage of development. The creation of a major museum complex dedicated to railway transportation will ensure the preservation of a fabulous collection, internationally known and recognised as being of national interest. The collection will be housed in an environment that fully complies with museum standards and provides enhanced ways of viewing exhibits.

Opening in May 2002, Exporail's new pavilion and attractions will provide the Canadian Railway Museum of Delson / St. Constant with the opportunity to become a major tourist attraction focusing on railway history and technology. Visitors - whether adults or children - will first visit the main pavilion, whose main gallery will house the permanent exhibition. The twelve new tracks laid in this building, which will be equipped with a mezzanine, will be used to display close to fifty railway vehicles. The pavilion will also include an observation pit enabling visitors to see the underside of a locomotive, a number of exhibition galleries (including one dedicated to model trains), an archival centre, and a specialised library open to the public.

The Museum's outdoor site, which recreates a switching yard, will be enlivened by demonstrations of significant pieces of railway equipment and the turntable.

The Museum's many dedicated volunteers, and its regional and municipal partners, have played, and are playing, a key part in making Exporail possible. The project, which was given priority during the strategic planning of development projects for the area, will undoubtedly satisfy visitors' expectations as it offers new ways of thinking about the evolution of railways and their effect on society.

Book Reviews

CANADIAN RAIL PASSENGER REVIEW, NUMBER 3

Edited by Douglas N.W. Smith

Published by: Trackside Canada

P.O. Box 1369, Station "B"

Ottawa, Ontario K1P 5R4

Once again we are pleased to receive what is becoming an annual treat, the Canadian Rail Passenger Review. This year there are 11 major articles, and some smaller features.

The publication starts with a brief account of the epoch-making run of CNR diesel-electric car 15820 from Montreal to Vancouver 75 years ago. Then comes a lengthy account of CPR's "forgotten Limited", the *Imperial Limited*, which went into service in 1899, and whose direct descendent is still running (to find out what it is you will have to read the book).

There follows a ride on the parlour observation car of the Dominion Atlantic, then comes the story of CNR's famous 5700-class Hudson locomotives. After this is the annual review of passenger train developments in Canada in 1999.

An account of an interurban car that returned to Canada for preservation, the story of the CNR's dome cars and the CPR's "Mount" cars, and the stations and railways of Brantford make very interesting reading.

Finally an account about the Toronto subway, a wartime trip on the *Dominion* in 1943, and the "Departing Image" conclude the volume.

Both covers have illustrations in full colour (including a night photo of the *Imperial Limited* about 1907), and there are several colour pages inside. In all there are 100 pages (including covers) of 8 1/2 by 11 inch size. Those who like Canadian passenger trains, as well as the history of Canadian railways, should have this book.

Reviewed by Fred Angus.

A PHOTO HISTORY OF THE PRINCE EDWARD ISLAND RAILWAY

By Allan Graham

ISBN 0-9687204-0-4

Printed by William & Crue (1982) Ltd.

This book focuses on the railway lines that existed in the Province of Prince Edward Island. It was written by Allan Graham of Alberton P.E.I. who is the foremost authority on the subject of the railways, station buildings and railway history of that province. The book was written after some thirty years of collection and research by Mr. Graham.

The author maintains that the book is not a definitive history, rather an introduction to P.E.I. railways that operated from their beginning in 1875 to their closing in 1989. For railway historians, there is an excellent Table of Contents

enlisting sub-titles. About 1/3 of the book is written text of how the railway lines were surveyed and developed and their reasons. This includes many quotes from local newspaper articles. They include the awarded contractors who built the railway lines along with station buildings and other important railway facilities. In the years following the opening of the main line, additional branch lines were built, along with new station buildings; these are also covered.

There is much coverage of the stations. There are reports of the "Terminal", "Way" or "Crossing", "Flag" and "Keeper" station buildings. A number of the stations were renewed, re-located and in some cases sold or demolished. A few stations were also modified, with additions to the original portion of the building. There is also a list of some stations that were renamed.

The book also focuses on train operations. Some snow and special trains are mentioned. Some passenger timetables are printed along with advertising. The first steam locomotives were built in England and the vast majority of the early cars were built at the shops in Charlottetown.

The railway lines and train equipment was originally narrow gauge of 42 inches. At the time of World War I, standard gauge of 56.5 inches was introduced to P.E.I., and the main line trackage between Charlottetown - Emerald Jct. - Borden and Summerside had dual gauge trackage until all lines were converted to standard gauge within the next twenty years. Some photographs have interesting views of such dual trackage.

The remaining 2/3 of the book is mainly interesting photographs of station buildings, other structures and train operations, the latter mostly during the CNR era. During this era, many photos are divided into decades from the 1940s to the 1980s. The 1950s include many photos of CNR trains hauled by the GE 70-Ton locomotives that were built in 1950. The last three of these eighteen locomotives were retired in 1983 at the age of 33. There are also other diesel locomotives featured in the photos along with the last passenger train operations as well as the last train operation in the province on December 28, 1989.

For anyone who is interested in the history and photographs of the railway lines in the Province of Prince Edward Island "A Photo History of the Prince Edward Island Railway" is recommended. It is a 260 page soft cover book with glossy paper pages which includes black and white photos. The book measures 280 mm. by 215 mm. (11" X 8.5") and is available in good book stores or direct from the author. If you choose to buy from the author, Allan Graham, please call him at (902) 853-3211 to order a copy. Mr. Graham's mailing address is: P.O. Box 335; Alberton, PE, C0B 1B0.

Reviewed by William J. (Willie) Radford

BACK COVER: The newly-revived Quebec Central Railway is the subject of this photo, taken at Vallée Junction on July 2, 2000. Locomotive JMG-1, named J.M. Giguere for the owner of the company, hauls a train of ex-Long Island R.R. commuter cars in excursion service to Tring Jct., ten miles away. Photo by Fred Angus

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