

Canadian Rail

THE MAGAZINE OF CANADA'S RAILWAY HISTORY

No. 482



MAY - JUNE 2001



MARCONI ON SYDNEY & LOUISBURG CAR 4

**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



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FRONT COVER: One hundred years ago a new era in communications began when Marconi transmitted the first radio message across the Atlantic. A year later he set up a transmitting station in Glace Bay Nova Scotia. In this rare view, taken about 1902, Sgr. Marconi and his wife pose on the platform of Sydney & Louisburg car No. 4, with the transmission towers in the background. Car 4 was built by Rhodes Curry in Amherst N.S. in 1894. Later rebuilt as a combine, it served until 1963 when it came to the Canadian Railway Museum. Recently restored, it is now one of the "jewels" of the collection. Photo courtesy of the New Brunswick Museum.

BELOW: While one normally associates early Canadian gas-electric cars with CN, CP also had them as we see in this 1924 builder's photo. Some cars like this (later numbered in the 9000 series) lasted until 1962. CRHA Archives, CanCar Collection.

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Canadian Rail is continually in need of news, stories,, historical data, photos, maps and other material. Please send all contributions to the editor: Fred F. Angus, 3021 Trafalgar Avenue, Montreal, P.Q. H3Y 1H3, e-mail angus82@aei.ca . 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 CRHA may be reached at its web site: www.exporail.org or by telephone at (450) 638-1522



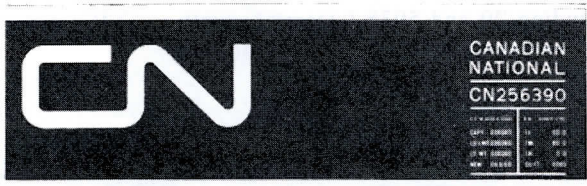
Farewell to the Twentieth Century Part 2

by Fred Angus

In the November-December 2000 issue we began a chronology of selected events in railway history in the twentieth century. That account ended with the year 1960, but we promised that it would be continued soon. This second part starts with the year 1961 and ends with 2000, so completing the entire century.

It should be noted that this is not a history of Canadian railways in the twentieth century; just a selection of certain events, ranging from major to minor, but all possessing some interest. There will also be considerable reference to the CRHA and to the Canadian Railway Museum. Please do not feel slighted if your favourite event is left out; there is so much to cover. So here we go with "Farewell to the Twentieth Century, part 2!"

1961



Canadian National Railways officially began the use of its new logo. This symbol is still in use and is known throughout the world. Recently it has received awards for excellence.

Early in the year the boilers at the CPR's Glen yard were temporarily shut down. To supply steam several steam locomotives were brought in on their own power and put to work as stationary boilers. One of these was 2816 which has recently been re-acquired by CP and is being restored to operating condition.

The CNR moved into its new headquarters building next to Montreal's Central Station, vacating the structure on McGill street first occupied by the Grand Trunk in 1902.

On June 4 the last train passed through downtown Lachine as trains began to use the new line further north. This new line was near where the original Grand Trunk line had been.



A runpast on a CRHA trip to Victoriaville on July 9, 1961

On July 21 the CRHA acquired, from Domtar, the land at Delson, and work began on the Canadian Railway Museum.

On September 23 the Maritime Railway in Nova Scotia was abandoned.

Both Toronto and Montreal celebrated the 100th anniversary of the establishment of their first street car lines, Toronto on September 18 and Montreal on November 27.

After many years of waiting work began on Montreal's subway system. Called the Metro, it was opened in 1966.

The CNR hired Pierre Delagrave in an effort to improve its passenger service. During the "Delagrave years" the CNR was in the forefront in North America in promoting passenger trains, and some of the innovations of those days still survive under VIA.

1962

The CNR inaugurated the system of "Red White And Blue" fares. At first they were used only on trains to the Maritimes.



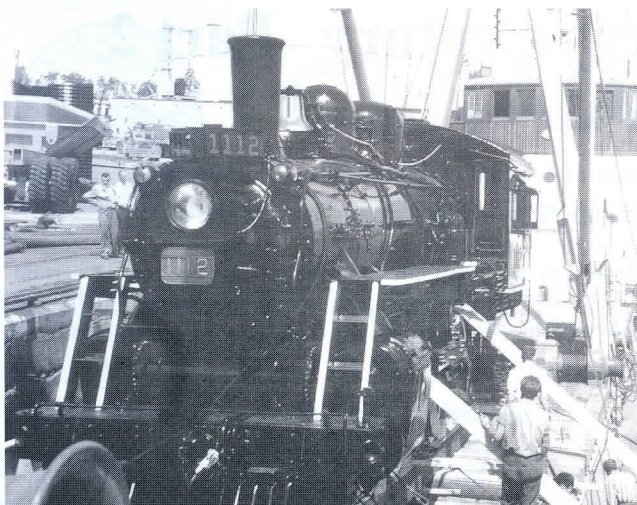
Volunteers unloading material for the first building at the Canadian Railway Museum, May 12, 1962.

The first building was erected at the Canadian Railway Museum.

The electrification between Montreal's Central Station and Turcot yard was discontinued.

Passenger service on the Fredericton Branch in New Brunswick was discontinued and CPR's gas-electric cars were retired.

On May 27 the scenic CNR line to Montfort in the Laurentians was abandoned. Some relics from this line were saved and are now at the Canadian Railway Museum.



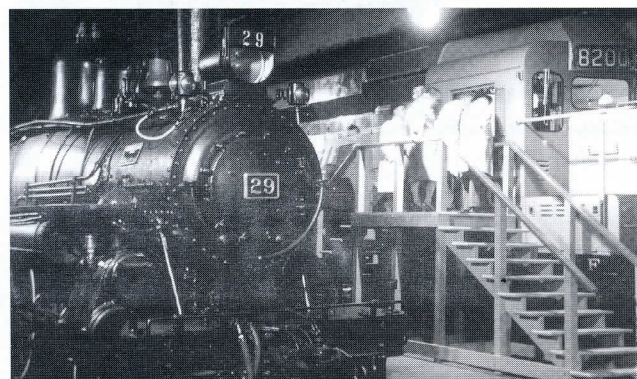
Quebec North Shore & Labrador 1112 about to be unloaded at Montreal on August 17, 1962. This was the first piece of equipment to enter the museum property.

On November 21 John Loye, the founder of the CRHA, died in Montreal at the age of 82.

1963



On January 26 an excursion was held in Toronto using Peter Witt cars, including 2300 which was later acquired by the CRHA. This view was taken at Docks loop.



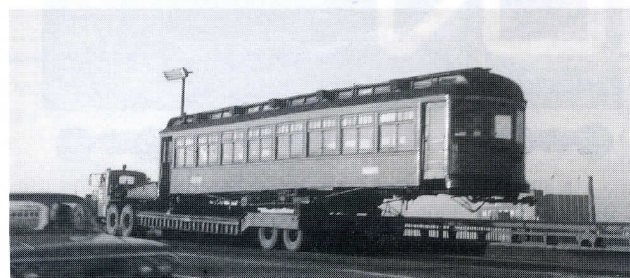
A contrast in motive power. 1887 CPR locomotive 29 and new diesel 8200 at the "Show of Power", May 1, 1963.

The CPR held a "Show of Power" at Windsor Station. Several steam and diesel locomotives were exhibited



29, 5468 and 5935 being hauled out of Windsor station at the conclusion of the "Show of Power", May 6, 1963.

including 29 and 5935 (steam) as well as CPR's newest second-generation diesels, 8200 and 8300.



M&SC 611 en route to the Museum, June 17, 1963

In June most of the CRHA's street car collection was moved from Montreal's Youville Shops to the Canadian Railway Museum.

Montreal's PCC cars (except 3517), which had been in storage for four years, were scrapped.

The CNR opened its new station at Moncton N.B.

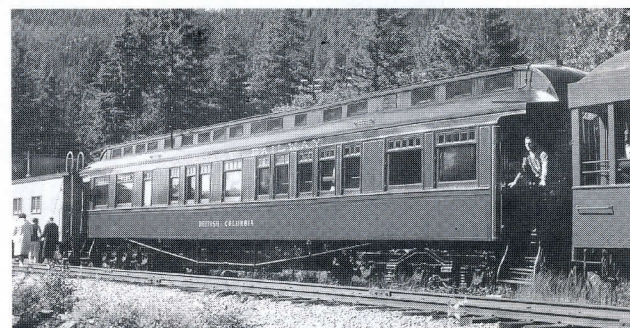
CPR's famous Norton-Chipman line in New Brunswick was abandoned.

On September 16 the CNR extended its "Red White And Blue" fares to its transcontinental trains.

Not to be outdone, on October 21 the CPR began its "Faresaver Plan".

1964

The CNR inaugurated its transcontinental train the "Panorama".



Former CPR business car "British Columbia", built in 1890, on an excursion on the PGE, August 30, 1964. This car is now at the railway museum at Squamish B.C.

On June 16 the CPR opened its new Agincourt yard near Toronto.

The CNR started its "Champlain" train. This used equipment from the former Reading "Crusader".

The great Slave Lake Railway was under construction to Hay River and Pine Point. In 1964 construction crossed the 60th parallel making this the first railway in the present day North West Territories.

The CNR offered the Canrailpass for the first time. This pass, offering unlimited travel for a given period of time, is still in use by VIA.

1965



Barrington station on January 16, 1965, soon after it arrived at the Canadian Railway Museum.

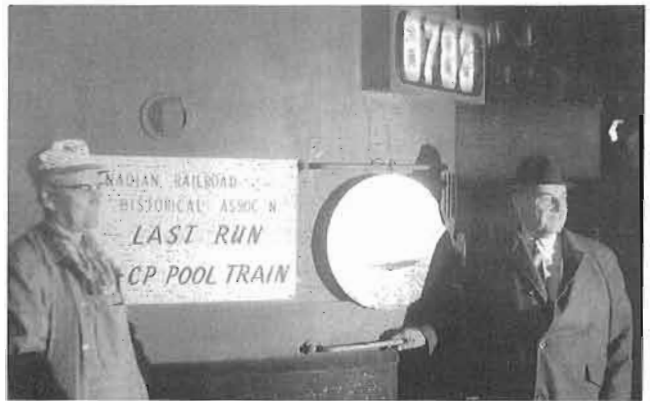
In January the 1885 Barrington station was moved from its former location, at the junction of the old Canada Atlantic and the Montreal and New York, to the Canadian Railway Museum.

The Great Slave Lake railway opened to Hay River and Pine Point. Although the Pine Point extension has been abandoned, the line still goes to Hay River on the shores of Great Slave Lake and is the farthest north railway directly connected to the North American railway system.

After four years of construction and preparation the Canadian Railway Museum opened to the General public.



Above and at the top of the next column are three views of the last pool train at Windsor station on October 30, 1965. Note the Chateau Champlain hotel under construction in the background. It opened late the following year.



The last CP - CN pool trains ran on October 30. The pool arrangement had started in 1933, in the depths of the depression, but by 1965 conditions were very different and the arrangement was outmoded. The day after the last run, CN began the "Rapido" service between Montreal and Toronto, while CP inaugurated the "Royal York" and "Chateau Champlain" between the same cities.

On December 23 the CNR took over the London and Port Stanley Railway. The L&PS had operated under that name since 1856, first as a steam railway and later, after 1914 as an electric interurban line.

1966

On January 7, only hours after receiving government permission, the CPR discontinued its transcontinental train the "Dominion".

Also in January, due to lack of patronage, CP discontinued the "Royal York" and "Chateau Champlain" after barely two months, leaving that run entirely to CN. CP's fares were considerably higher than on the Rapidos and, despite the more luxurious accommodation on the CP trains, most passengers went CN.

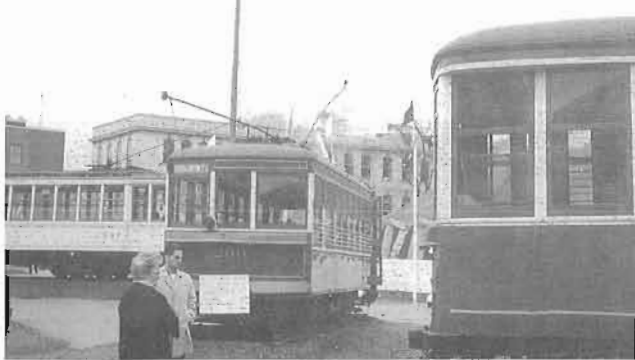
On February 26 the Bloor Street subway opened in Toronto. This was Canada's second subway, and connected with the original line at the corner of Yonge and Bloor.

Some of the cars of the "Expo Express", intended for use at Montreal's Expo 67 World's Fair, were displayed at Windsor station. The Expo Express was used during the fair and for a year or two thereafter. The cars were then placed in storage. Unfortunately they never found a buyer, despite their modern construction, and after lying idle for more than a quarter century they were cut up for scrap in the 1990s.

On August 1 the new Ottawa station was opened replacing the 1912 Union Station downtown. An effort to preserve the old one was successful, and this beautiful

building still stands, although far from any track. The new station is still in daily use by VIA and now a frequent bus service connects it to downtown Ottawa.

Between August 23 and September 3 a strike shut down Canada's railway system. This recalled the great strike of 1950, almost exactly sixteen years before.

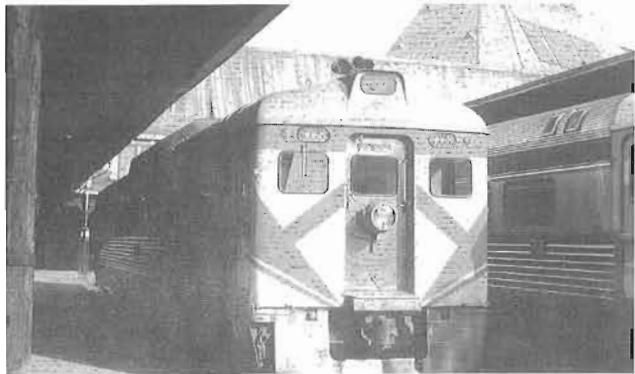


As a school burns in the background, two visitors look at the Montreal street cars on exhibition at Berri street on October 14th 1966. By complete coincidence this was the 900th anniversary of the Battle of Hastings.

In October, Montreal's subway, the Metro, opened using rubber tired electric cars. This system has since been greatly extended and more extensions are planned. To commemorate the opening the CRHA loaned a number of street cars from its collection for an exhibition near the Berri Metro station.

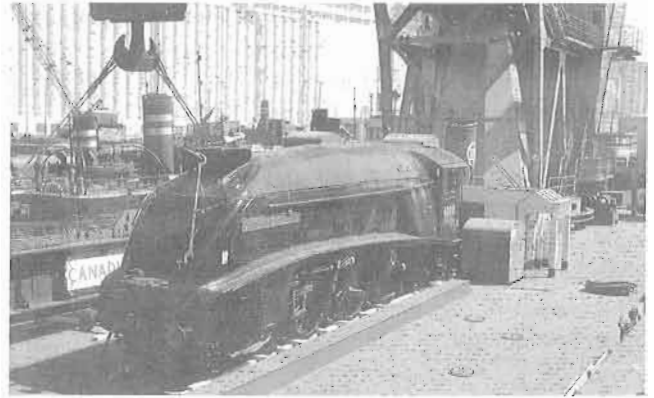
1967

This was the year of the centennial of Canadian Confederation. To celebrate, a World's Fair, called Expo 67, was held in Montreal, and other centennial events were held nationwide. Rail passenger traffic increased greatly, and both major railways were up to capacity. The CPR revived the old "Dominion" for six months, calling it the "Expo Limited". CN leased many passenger cars from U.S. railways, including some twin-unit diners, the first seen in Canada.



CPR Budd car 9068 about to depart from Quebec City's Palais station for Sherbrooke on April 9, 1967, via the Quebec Central. This service ended later that month.

A "Centennial Train" carrying exhibits relating to Confederation, travelled from coast to coast during 1967. Painted in a special elaborate design, this train was eagerly awaited by Canadians across the country.



British Railways centennial gift to the CRHA was the beautiful A-4 Gresley Pacific locomotive "Dominion of Canada". Restoration work was paid for by the sugar company Tate and Lyle. Here we see it about to be unloaded from a ship at Montreal on April 26, 1967. It arrived at the Museum two days later, the same day Expo 67 opened.

On a more sombre note, Canada's popular Governor General, Georges P. Vanier, died in March, and as his funeral train passed, on March 8, thousands of people watched with respect.



CPR's "Expo Limited" on its first run, going west through the mountains on May 3, 1967. It departed Montreal three days before.



On July 1, 1967, the actual 100th anniversary of Confederation, the CRHA sponsored a steam excursion to Ottawa and return. A highlight was a visit to the National Museum of Science and Technology where one could see this equipment from the Confederation era. Locomotive 40 was built in 1872 while the car dated from 1859.



Two early GO transit cars photographed on July 14, 1968.

On May 23 GO Transit began operating out of Toronto. After more than a third of a century GO has been greatly expanded and now carried many thousands of people every day. It has also been the model for several other commuter systems across North America.

The CNR started a new train between Montreal and Sydney N.S. Originally to have been called the "Highlander", it was changed to the "Cabot" in the interests of bilingualism.

1968



CP's "new look" was even applied to a few of the old heavyweight cars. Sleeper "Tracy", seen here on August 15, 1969, was painted silver with the action red letterboard complete with multimark.

On September 13 the CPR adopted a new look. The beaver symbol disappeared, replaced by a strange device called a "multimark". The paint job of all equipment was greatly changed, as it came due to be painted, and even the famous old initials "CPR" were replaced with the new "CP Rail". Today the multimark has long gone, and both the beaver and the initials CPR have returned.



1968 saw the end of one of the most interesting series of passenger cars in Canada, CP's "U" class tourist cars. They were old heavyweight cars sheathed with stainless steel for use on "The Canadian". Retired in 1966, when the "Dominion" was taken off, some were placed in storage. This photo was taken at Delson on June 22 1968 when the last of the group was on the way to Farnham for scrapping.

In the United States the two traditional railway rivals, the New York Central and the Pennsylvania, amalgamated as the Penn Central. Later the New Haven and other smaller lines joined PC. This affected Canada since the NYC had several lines north of the border. The Penn Central eventually went broke in one of the biggest bankruptcies ever in North America.

During 1968 the CPR closed its station at Port Arthur, relying on the nearby one at Fort William. Two years later both cities amalgamated to form the present day Thunder Bay.

The CNR inaugurated two new types of passenger trains in 1968. First came the "Tempo" trains in southern Ontario, and then in December, after numerous delays, the "Turbo" made its debut between Montreal and Toronto. Unfortunately the Turbo suffered numerous troubles, including several lengthy periods when it was withdrawn, and never fully lived up to its high expectations.

1969

During this year the Canadian Locomotive company in Kingston Ontario shut down after more than 110 years of operation. Those wanting to know more about this pioneering concern can purchase the new book "Constructed in Kingston", published by the CRHA.

On May 2 Donald Gordon, President of the CNR from 1950 to 1966, died in Montreal.



Two views of the "Caribou" in Newfoundland on October 8, 1968, some months before its demise. Note the ancient wooden business car bringing up the rear. There were several postponements, but the end finally came on July 2, 1969.

In July the "Caribou", more commonly known as the "Newfie Bullet", made its last run, after 71 years of service, between Port Aux Basques and St. John's in Canada's most easterly province.



"The mother of all Budd car trains" ran on the Montreal commuter line on Christmas Eve 1969. This photo was taken at Montreal West on that day.

The first sod was turned for the Hays memorial building at the Canadian Railway Museum. Named for former Grand Trunk President Charles M. Hays (1856-1912), the building was donated by the daughters of Mr. Hays, two of whom were present for the sod turning.

1970

On March 1 another big merger took place in the United States when the Burlington Northern was formed. This also affected Canada since several former Great Northern lines ran into Canada.

A new car identification system, called ACI, was coming into use. Machine readable labels were affixed to all freight and passenger cars to aid in tracking car movements. Unfortunately the system failed as the labels could not be read accurately when dirty, as they often were.



CP double deckers at Windsor station on April 27, 1970.

At the end of April, CP Rail introduced nine double-decker commuter cars on the Montreal lakeshore run. These were the first such cars in Canada and are still in use.



In 1970 CN's car ferry "Lansdowne", built in 1886, was retired, but the even older steam ferry "Huron" (1875) remained in service between Windsor and Detroit. We see it here on August 15, 1970. Later converted to a barge, it served until 1976, a total of 101 years!

On June 11 the "International", an overnight train between Toronto and Chicago via the St. Clair tunnel, made its last run. Later revived, as a day train, by Amtrak, this train still runs, now using the new tunnel.

Effective August 1 a new rule came into effect banning all freight cars more than 50 years old from interchange traffic.

In the fall, the British locomotive "Flying Scotsman" and its train made a tour of Canada.

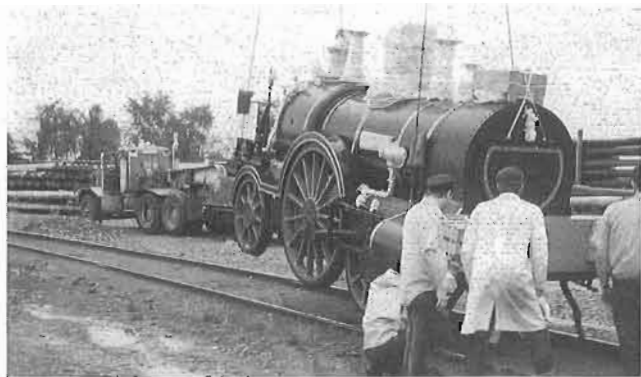
1971

On April 17 the last rail post office car in Canada, running between Levis and Campbellton, made its final trip. This ended an era that went back to the earliest days of railroading in Canada.



Three views of the immediate pre-Amtrak New York - Montreal passenger service. Top shows a D&H PA with Erie-Lackawanna 829 at Glen Yard on April 19, 1971, middle is a view of EL 820 being fuelled at Rouse's Point on April 24, while immediately above is the last northbound "Montreal Limited" arriving on the morning of May 1, 1971, the day Amtrak came into existence.

On May 1 Amtrak (originally to have been called "Railpax") took over most of the intercity passenger trains in the United States. About half the trains disappeared including all the ones running into Canada. Several of these trains to Canada were later reinstated and are still running.



The "John Molson" is unloaded at the Museum on August 3, 1971

In August the CRHA's steam locomotive "John Molson", based on an 1848 locomotive of the same name, arrived at the Canadian Railway Museum from Japan. This engine is still in use, being operated on certain days in the summer.

CP Rail tore down the old Mile End station which had been unused since the Park Avenue facility was built in 1930.

On July 22 the prototype LRC (for Light Rapid Comfortable) coach made its first run. This was to be the successor to the ill-fated Turbo.



A quite fortuitous photo of 4744, at the head of an eastbound freight, passing "The Canadian" on the prairies, November 9, 1971.

On March 25, CP Rail placed M-640 locomotive 4744 in service. Developing 4000 horsepower, it was, at that time, the most powerful locomotive in Canada. This unit was always one-of-kind, but it served CP for many years and after its eventual retirement it was donated by CP to the Canadian Railway Museum.

In November CP Rail tore up all tracks leading into Montreal's Windsor station, terminating them a few hundred feet west. This led to much speculation that the venerable terminal building was going to be torn down and replaced by an office tower.

The electrification of the former Cornwall Street Railway came to an end as parent CN decided to use diesel power for all switching.

1972

On July 17 Amtrak came to Canada in the form of the "Pacific International" running between Seattle and Vancouver B.C.

Amtrak's "Montrealer" between Washington and Montreal, began service on September 30. This train, later called the "Vermont", has had an "on again off again" existence for almost thirty years and is presently "off again".



The demolition of the 1953 express wing of Windsor station (seen here on July 25, 1972) led to speculation that the entire station was doomed. However the main portion of the structure was preserved and renovated. The Laurentien hotel in the background was torn down in 1977.



On September 23, 1972 electric street cars began to run at the Canadian Railway Museum. Her the inaugural car breaks through the ceremonial banner on that day.

During 1972 the impressive CNR (ex Intercolonial) station at Truro N.S. was torn down.

The British Columbia Railway (formerly PGE) opened its line to Fort Nelson.

1973

On June 12 no less than four of CP Rail's Baldwin diesels (8006, 8007, 8008, 8011) were wrecked in a spectacular crash on the E&N on Vancouver Island. All four were scrapped.

On June 24 the Toronto Transit Commission placed a 1922 Witt car in service as a "tour tram". This popular run continued for several years.

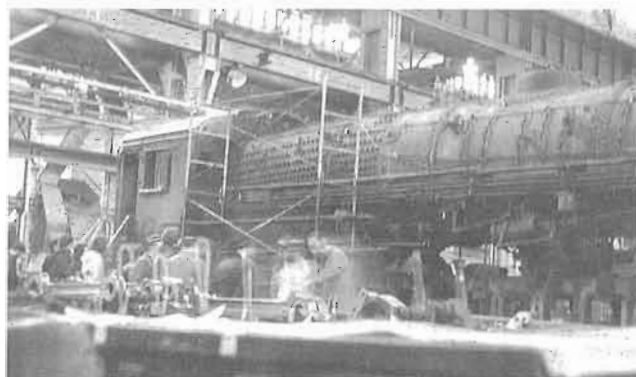


Two views of the D&H sesquicentennial special on April 28 and 29, 1973. Top is steam locomotive 302 that pulled the train while above is the replica of the "Stourbridge Lion" which the D&H purchased in 1829. This replica rode on a flat car, and was much admired by visitors who were impressed by the big lion's face painted on the front.

In the Spring the Delaware and Hudson Railroad celebrated its 150th anniversary as a corporation by running a steam hauled exhibition train to Montreal. This company, started as a canal company in 1823, and which built its first railway in 1829, is the oldest name in North American railroading, predating even the Baltimore and Ohio. Today it is owned by Canadian Pacific.



One of the largest excursions of the 1970s (and certainly the largest ever run by the CRHA) was the Maple Sugar trip to St. Albans Vermont on April 7. Almost 1100 passengers rode this trip which was run in conjunction with the St. Albans maple festival. Here we see this huge train, hauled by three locomotives, coming around the curve into St. Albans station.



1973 is noted as the year when CN restored steam locomotive 6060 for excursion service. Top we see it in Point St. Charles shops on March 17, while above it is operating on an excursion to Victoriaville on September 15.

July 20 saw the destruction of an ex-CN Turbo train that was to be sold to Amtrak. Involved in a collision with a freight train near Lachine Que., the Turbo caught fire and was a total write off.



Heritage preservation suffered a heavy blow with the demolition of the Montreal mansion of Sir William Van Horne, the builder of the CPR. Here we see demolition under way on September 8.

1974

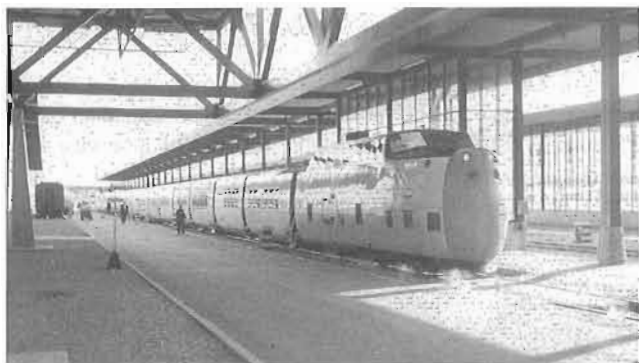
In the spring a lengthy television series based on Pierre Berton's history of the CPR, the "National Dream" aired across Canada.



A Witt car in tour tram service in Toronto on September 8, 1974.

On May 31 service to Dawson Creek B.C. on the Northern Alberta Railways ended.

Royal Hudson locomotive 2860 was restored to passenger service. After many years of further use it was temporarily retired, but is soon to be restored again.



For a time in 1974 Turbo trains were used on the run between Montreal and Ottawa. This view was taken at Ottawa station on October 26.

The National Museum of Science and Technology in Ottawa acquired a former Carillon & Grenville car built in the 1850s, one of the oldest in Canada.

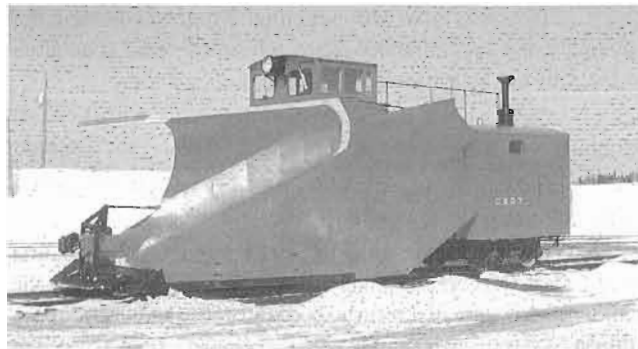
On July 16 CNR steam engine 6060 was abruptly withdrawn from excursion service due to serious damage to a bearing. It was later repaired and returned to service.

On August 5 Amtrak introduced the "Adirondack" running between New York and Montreal via the Delaware and Hudson. Although an Amtrak train, the equipment was entirely D&H including the famous PA diesel locomotives. This train still runs, but no more PAs.

On December 17 CP Rail bought the line from Vanceboro to Mattawamkeag Maine from the Maine Central. Although it had operated on that line since 1889 it had never owned it, so in 1974 it became a true transcontinental railway. Ironically, at the end of 1994 CP sold its eastern lines including this stretch of track.

1975

On February 17 CN bought the Canada and Gulf Terminal operating between Mont Joli and Matane. However it still operated it as a separate entity until it sold its eastern Quebec lines in the late 1990s.



A home-built snow plow on the Canada and Gulf Terminal Railway on March 22, 1975.

The Montreal Locomotive Works was sold to Bombardier on January 21.

1976

This was the year of the United States bicentennial and many railways painted locomotives in various patriotic designs commemorating the event.



A bicentennial locomotive on the Central Vermont at St. Albans on April 10, 1976.



In 1976 the International Association of Transport Museums had their convention in Montreal. On August 15 a special Budd Car train took the delegates to the Canadian Railway Museum where we see some of them posed by the 1883 business car "Saskatchewan".

This was also the year that Montreal hosted the Olympics and special trains were put on to bring spectators to the various activities.

On April 5 the Consolidated Rail Corporation (Conrail) was formed out of the wreck of the Penn Central.

In May CN Marine was formed to operate the coastal ships belonging to Canadian National.

On August 31 Quebec City's famous Palais station closed after sixty years. Later used as a farmer's market, the station was eventually refurbished and once again became a station.

1977

On February 28 federal transport minister Otto Lang announced the formation of VIA Rail as a subsidiary of CN. Within a few months major plans were in the works for restructuring Canada's passenger trains.

The Ontario Northland began to operate TEE (Trans Europ Express) trains obtained second hand from Europe. Later a conventional North American diesel was used to haul these trains.



When the D&H's PAs were retired Amtrak began to use Turbos on the "Adirondack" as we see in this view at Montreal on August 15, 1977. A commuter train is on the left.

The first cars for Edmonton's light rail transit system arrived, and construction started on Calgary's system.

The first prototypes for Toronto's new street cars were built in Switzerland.

In October VIA placed its first order for LRC locomotives and cars.

1978

The "Inukshook Express" was run to Hay River in connection with the winter games held there from March 19 to 28. This is as close as the North West Territories came to having a passenger train service, although at least one excursion was run there in later times.

The first VIA timetables appeared. There was no system timetable but there were three separate folders.

GO Transit introduced its first double deckers. These cars, of a novel "losange shaped" design, were very popular and are still in regular service. They have been the model for similar cars in places as far apart as Vancouver B.C. and Miami Florida.

Steam locomotive 2860 and its train made a cross-country tour reaching many places in eastern Canada.

The new light rail system went into operation in Edmonton.



The last eastbound run of "The Canadian" as an entirely CP train, at North Bay on October 28, 1978.

On October 29 VIA took over the western transcontinental trains. The last run of "The Canadian" as a CP train was an historic occasion, the end of a service that dated back to 1886.

1979



A GO Transit double-decker train at Toronto on July 19, 1979. These trains are still in service.



A mixture of VIA and CP Rail passenger units at Toronto on September 11, 1979. They were about to haul the "Canadian" on its westward trip.



The "Canadian", now operated by VIA, at Banff Alberta on September 15, 1979.

The Toronto Transit Commission began to use route numbers on its street car lines. Eventually the names were dropped and the lines known by number only.

Former CPR Hudson locomotive 2839 made a series of excursions in the southern United States.

On October 28 VIA introduced its new train the "St. Laurent" between Montreal and Mont Joli.



The last "Atlantic Limited", now down to four cars, arriving at the CP station in west Saint John on October 28, 1979.

Also on October 28 CP Rail trains 41 and 42, the "Atlantic Limited" made their last run between Montreal and Saint John. They were replaced by VIA trains 11 and 12, called the "Atlantic" (without the "Limited") running between Montreal and Halifax via Saint John. The last eastbound "Atlantic Limited" consisted of CP locomotive 8568 and cars 606, Draper Manor, 506 and 119. The replacement VIA train was very much longer.

On November 10 a hotbox caused the derailment of a CP freight train carrying dangerous chemicals through the city of Mississauga Ontario. The danger posed by these chemicals resulted in the evacuation of about 250,000 people for up to five days, the greatest evacuation in Canadian history. Amazingly, during the whole operation no one was killed and very few were seriously injured.

1980

Canadian National bought out CP's share of the Northern Alberta Railways and became sole owner of that system.

During 1980 it was admitted that the Automatic Car Identification (ACI) system, introduced in 1969, was a failure and its use was abandoned. The major problem was that the special labels would give false readings when dirty or partially or completely obscured. Since a false reading is often worse than no reading at all, it was decided to do away with the system and go back to the old manual method.



A new Toronto street car on July 24, 1980.

The first new street cars in Canada in almost thirty years were placed in service in Toronto. Over the years hundreds more followed and they are still in service.



Craig Terminus being demolished on May 17, 1980. The architectural items, carefully removed, still exist, but have never been used.

In Montreal the former Craig Terminus of the Montreal Tramways Company, built in 1925, was torn down. The facade was to have been used in the new convention centre built on the site, but this was not done and at last report the stonework is still lying in a north end field. Although the convention centre is now being expanded, there still seem to be no plans to incorporate these historic stones.



Montreal Birney car 200 rests between filming sessions on Hibernia street on October 23, 1980, during shooting of the movie "The Plouffe Family" (see article, next page).

In October a street car track was laid on Hibernia street in the Point St. Charles district of Montreal, and Birney car 200, borrowed from the Canadian Railway Museum, was run thereon. No, it was not a new transit line but was for a movie being made of the Plouffe Family, set in 1939. One amusing incident of the filming was when a scene was ruined by the anachronism of the Turbo train passing at the end of the street and being captured on film! At the conclusion of the filming the tracks were lifted and rails, overhead wire and car were returned to the Museum. This was the last operation (so far) of a street car in Montreal.

1981



A steam special, hauled by 1201, stops at Vankleek Hill on June 6, 1981. This was one of the events to commemorate CP's 100th anniversary year.

On February 17 Canadian Pacific celebrated the 100th anniversary of its founding. Observances of this anniversary continued all year. Even the federal government issued a commemorative silver dollar but it did not mention the CPR by name anywhere on the coin.



Crew members of the last "Atlantic", November 14, 1981.

On November 15 the federal government made very many cutbacks to VIA service. Among the casualties were the recently introduced "Atlantic" and also the "Super Continental". Both trains were later reinstated, although the "Atlantic" was cut again in 1994. Between 1981 and 1985 an RDC train was run between Halifax and Fredericton via Moncton and Saint John. This marked the first regular passenger service on the Fredericton branch since 1962.

The Amtrak train the "Pacific International" was discontinued due to budget cutbacks. However in later years it was reinstated.

On May 25 Calgary's new rapid transit began operating. Now greatly expanded, the "C Train" carries many thousands of passengers each day.

A 400 foot railway tunnel was opened just west of Toronto's Union station to ease congestion.

CNR's famous steam locomotive 6060 was retired from service. Later sent to Alberta, it has been kept in repair and has seen considerable use on short lines since that time.

1982

On March 12 the CRHA celebrated fifty years since it was founded.

The so called "Draper Taper" design was introduced on new locomotives for Canadian railways.

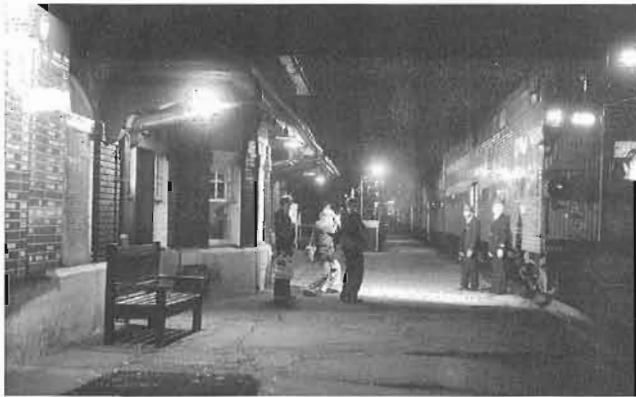


Two views of Newfoundland branch lines during 1982. The top view shows the Argentinia train on August 23, while above we see the Carbonear train climb the spectacular cliff at Spaniard's Bay on August 24. The second unit in the top photo is 805, now at the Canadian Railway Museum.

CN made great use of containers on the Newfoundland railway in order to make the operation more efficient. However six years later the entire system was abandoned.

In the spring the ill starved Turbo train made its last run and was replaced with LRC equipment. The Turbo cars were scrapped, so ending the story that had begun with so much hope fifteen years before.

On August 10 a "cornfield meet" between VIA train number 82 and a freight near Ingersoll Ontario resulted in considerable damage but, fortunately, no fatalities.



The last CP commuter train at Westmount station at 12:03 A.M. on October 1, 1982. It had ceased to be a CP train three minutes before, while en route from Windsor station.

On October 1 an era ended as CP Rail operated its last commuter train, the late night run to Montreal's west island. At exactly midnight, as the train was still in progress, the commuter system was handed over to the local transit authority and this last run ceased to be a CP train.

Late that year the White Pass and Yukon route announced the closure of its railway due to the shutdown of the mine that was its biggest customer. For five and a half years this scenic line lay idle, but was later revived as a tourist line.



CP's Windsor station in Montreal all decorated for the Christmas season, December 17, 1982.

1983

The electrified line to Tumbler Ridge on the British Columbia Railway began operation.

During this year there was much agitation for and against the abolition of the so called Crow's Nest Pass freight rates which were originally established in 1897. Eventually these special low rates for grain were abolished and replaced by government subsidies.

CN and CP announced their intention to buy the Canada Southern line, in southern Ontario, from Conrail. However it was two years before the deal was completed.



An Ontario Northland "TEE" train on July 11, 1983.

Amtrak and VIA jointly reintroduced the "International", this time as a day train, between Toronto and Chicago via the St. Clair tunnel.



One of the last steam trips to Maniwaki was this one on October 1, 1983. This spectacular runpast was held on the return trip.

In October the first of a series of postage stamps depicting famous Canadian locomotives were issued. Ceremonies in connection with this issue took place at the Canadian Railway Museum.



The 65th anniversary of the opening of the Mount Royal tunnel was on October 21. This photo of a train headed by the oldest locomotive, was taken three days later.

1984

VIA leased some Superliner cars from Amtrak and used them between Winnipeg and Edmonton to test public opinion. A plan to purchase Superliners was later abandoned in favour of rebuilding the former CPR stainless steel cars.

In September His Holiness Pope John-Paul II visited Canada. Part of the tour involved travel by train, and a special Papal train was operated in eastern Canada using LRC equipment.

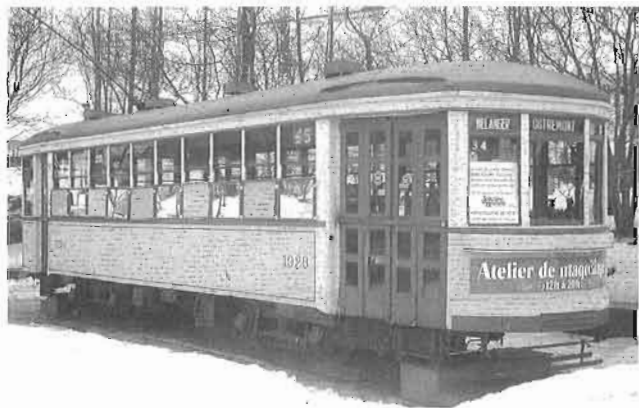
It was announced that much of the equipment from the Pinafore Park railway in St. Thomas would be returning to Huntsville from which it had come after the abandonment of the Huntsville and Lake of Bays. In 2000 the H&LB reopened as a tourist attraction at Huntsville in a different location than it had formerly been.



This photo, taken on April 13, 1984, informs visitors to Vancouver of the project to restore CP locomotive 374 in time for Expo 86. The restoration was done and the engine, which hauled the first regular train into Vancouver (1887) was exhibited.

Following an election, and a change of ruling party, the federal government announced plans to restore some of the VIA trains cut in 1981.

1985



Montreal street car 1953 (masquerading as 1928, the year it was built) was loaned by the museum to the amusement park La Ronde for two years for a children's play room! Here we see it on March 13 1985, while the park was closed for the winter.

On March 22 the Toronto Transit Commission opened the rapid transit line in Scarborough using linear induction propulsion.

The CN-CP takeover of the Canada Southern became official on April 30 when the final agreements were signed.



The first restored "Atlantic" arriving in the pouring rain at McAdam N.B. on June 1, 1985.

On May 31 the "Atlantic", between Montreal and Halifax via Saint John, and the "Super Continental" between Jasper and Vancouver, were revived, fulfilling the election promises made in 1984.

Two abandonments of lines with passenger service took place in 1985. The three branch lines in Newfoundland and the Thunder Bay to Sioux Lookout line all ceased operation.



Following the re-enactment of the driving of the Last Spike at Craigellachie on November 7, 1985, the special steam train returned to Revelstoke. This spectacular runpast was held on the way back.

On November 7 the centennial of the driving of the Last Spike on the CPR was celebrated in a big way. A special train was run from Calgary to Revelstoke on November 6, and a steam special, hauled by 1201, ran from Revelstoke to Craigellachie and return on November 7. On this train was car 76, from Heritage Park in Calgary. The car was built in 1882 and had been at the original spike driving in 1885. At exactly 9:22 A.M., the time of the driving of the original spike in 1885, the ceremony was re-enacted, following which the second century was begun with the driving of a new spike, this time with a mechanical spike driver.

Quebec City's Palais station, closed in 1976, was reopened on November 8 after much renovation and laying of new track. Happily the famous "reversed map" stained glass window was left in place, still showing the map backwards as it had done since 1916.

1986



The last "Adirondack" to leave Windsor station, January 12, 1986.

On January 12 Amtrak's "Adirondack" became the last regular long distance train to depart from Montreal's Windsor station. A sign observed along the way said "Farewell D&H". The northbound "Adirondack" arrived at Central station and has continued to operate from there ever since. Windsor is now served only by commuter trains.

On February 8 one of the worst wrecks in recent Canadian history occurred near Hinton Alberta when 23 people were killed in a collision between a VIA train and a freight that came out of a siding against a signal.

In Vancouver the first portions of the Skytrain service began operation. This line, some of which ran above the old B.C. Electric right of way, operated by linear induction like the Scarborough line opened the year before.



The "grand parade" opening Steamexpo, May 23, 1986.

To commemorate the centennial of the founding of Vancouver, a World's Fair was held there, known as Expo 86. As part of this, an event called "Steamexpo" took place in May at which were numerous steam locomotives from all over North America and even from England. Many were under steam, and a very impressive parade of steam locomotives was held on the opening day.

The 150th anniversary of the opening of Canada's first railway, the Champlain and St. Lawrence Rail Road was observed on July 21. VIA produced some commemorative items and publicised the anniversary. The CRHA also published a sesquicentennial book giving the



A special commemorative run, using an LRC train, to St. Jean on July 19, 1986 (two days before the actual anniversary) in conjunction with the sesquicentennial of Canadian railways.

history of the line and various stories connected therewith. Ceremonies were also held at Laprairie and St. Jean, the original termini of the line.

1987



The upper photo shows 29 and 1009 double-headed on the Salem and Hillsborough on September 6, 1987, in connection with the 100th anniversary celebrations for 29. Below is 29's birthday cake on the same day.

On September 6 the 100th birthday of former CPR locomotive 29 was celebrated at Hillsborough New Brunswick, the engine being steamed up for the occasion. In 1994 this engine was badly damaged in a fire, but was later loaned by the CHRA back to the CPR which restored it and now has it proudly displayed outside its headquarters building in Calgary.



VIA's "Atlantic" passing Petitcodiac station in New Brunswick on September 5, 1987. Both station and train are now gone.

Amtrak's "Montrealer" was discontinued due to deteriorating track. It would be gone for two years, part of the "on again off again" saga referred to earlier.

On October 11 the "new" Wisconsin Central was formed and took over parts of the old Soo Line trackage. Later the WC took over the Algoma Central, and recently has itself been purchased by CN.

1988

On May 12 the White Pass and Yukon, closed since 1983, reopened as a tourist line between Skagway Alaska and Fraser B.C. It continues in operation today and even runs two steam locomotives on some trains. Regular operation still goes to Fraser, but some trains go as far as Bennett and Carcross. The track still extends to Whitehorse but the upper end is not operated at present.



The CRHA acquired ex-CPR 7077, the first production diesel locomotive built in Canada (1948). We see it here at the Canadian Railway Museum on October 8, 1988.

VIA began a tourist train through the Rockies, but later sold it to a private company.

The former Canada Atlantic line between Coteau and Cantic Que. Was abandoned. This line, built about 1884, had been the site of several notable CRHA excursions, and was also the line from which our Barrington station had been obtained.

The CN commuter train from Montreal to St. Hilaire was discontinued, but has recently been reinstated as far as McMasterville.

On September 1 CP Rail created its Canadian Atlantic (not to be confused with the Canada Atlantic above) division, comprising most of its lines east of Montreal. Most of these lines were either abandoned or sold by the end of 1994.



Scenes on the eventful trip taken by CRHA members in Newfoundland on August 14, 1988. Top is a runpast (with a regular train!) near Gaff Topsail, and immediately above is a view of the train after arriving at Corner Brook.

In September the entire main line of the Newfoundland railway was abandoned, and the tracks were torn up during the next two years. A few weeks before, some members of the CRHA had made a memorable trip from Bishop's Falls to Corner Brook and return, on the last remaining passenger service on the island.



Locomotive 805 and several cars from the Newfoundland railway standing on a narrow gauge track at the Canadian Railway Museum on October 8, 1988 soon after arrival.

The last of the Witt street cars in tour tram service in Toronto was retired after a farewell excursion on November 27.

CP Rail's new Mount Macdonald tunnel in British Columbia opened on December 12.

1989

VIA's overnight train between Toronto and Ottawa was discontinued on January 17.

More of the old Canada Atlantic system disappeared with the abandonment of the former Ottawa Arnprior and Parry Sound line in Ontario. This track had had little use in recent years, in fact many of its rails were the original ones made in 1896 - 1897 when the line was built.

In Alberta, the Central Western Railway began operation, using portions of former CN lines. This was one of the first modern short lines in Canada.



Scenes on the memorable 100th anniversary trip on CP's "Short Line". Top view is of the train crossing Ship Pond bridge at Onawa Maine on June 2 1989, while above is the arrival at Vanceboro Maine on June 3.

Early in June, CP Rail (it the form of its Canadian Atlantic division) celebrated the 100th anniversary of the opening of its "Short Line" (not to be confused with short line in the modern sense) between Montreal and Saint John via the state of Maine. As part of this celebration a special steam train, open to the public and hauled by 1201, made a memorable trip from Megantic Que. To Saint John. It travelled by day, overnighting at McAdam, allowing passengers a rare daytime view of the spectacular scenery of northern Maine.



The pre-inaugural "Montrealer" arriving at Montpelier Junction Vermont on July 17, 1989.

In July Amtrak's "Montrealer" was reinstated using a different route between New Haven and Brattleboro. The day before the regular service began a special inaugural train ran by day, attracting large crowds en route.



Sign announcing harbourfront light rail (street car) line under construction in Toronto, April 20, 1989.

In October the federal government announced huge cuts to VIA's operating budget. As a result plans were made to discontinue about half of its trains the following January. Although the "Atlantic" was planned to be cut, it was eventually spared (but cut to three days a week) and ran almost five more years.



VIA's "Canadian" in the Kicking Horse canyon, September 27, 1989, a few days before the cuts were officially announced. It would stop running on this route the following January.

CP Rail's Drummondville subdivision was abandoned in December.

On December 26, Norris R. Crump, former CPR president and originator of the modernization of the passenger fleet in the 1950s, died at Calgary.

On December 31, the last day of the 1980s, the entire remaining trackage in Prince Edward Island was abandoned. This was the first (and so far only) Canadian province to lose all its rail service (Newfoundland still has the lines in Labrador).

1990

January 15 was a black day for passenger train enthusiasts for on that day almost half of VIA's trains were discontinued. Among the casualties was the "Canadian" over the scenic CP line through the mountains. The name "Canadian", as well as the stainless steel equipment, was transferred to the CN line, the route of the former "Super Continental". Service on the CP line between Calgary and Vancouver is now provided by a private tour company.

A movie, entitled "The Last Train Across Canada" appeared on television and created the erroneous impression that Canadian transcontinental passenger service was gone. The original title of the movie was "Last Train to Medicine Hat" which was more meaningful, but unfortunately the name was changed before it came out.



Train of rebuilt stainless steel cars on exhibition at Montreal's Old Port on September 21, 1990.

During the summer VIA unveiled its "new look" a train of completely rebuilt, and equipped for head-end power, stainless steel cars. Called "Of Style and Steel", the exhibition drew great public attention and did much to dispel the misconception, held by some, that VIA had gone out of business following the cuts in January.

Following the VIA cuts, much of the Dominion Atlantic Railway in Nova Scotia was abandoned.

CN discontinued all operation on Vancouver Island effective January 29.

The former Quebec and Richmond line was abandoned.

After being disused for a time, the tracks of the CP line between St. Jerome Que. and Mont Laurier were taken up. The old right of way has been preserved and is now a scenic hiking trail.

After much discussion and negotiation, CP Rail reached an agreement to take over operation of the Delaware and Hudson, the oldest railway company in North America and one of the oldest in the world. This gave CP access to important ports and connections in the United States.

1991

On January 16 CP officially took over the D&H.

The last long distance train into New York's Grand Central station was Amtrak's "Maple Leaf" from Toronto which arrived at Grand Central on April 6. All Amtrak trains in New York now use Pennsylvania station, and Grand Central is now used only by commuter trains, of which there are very many. The station has recently been renovated and restored to its beautiful 1913 appearance.



The monument at Sarnia to commemorate the St. Clair tunnel, seen on June 12, 1991. It is made from actual spare sections of the tunnel lining, kept in storage for 100 years.

On September 19 a great ceremony was held at Sarnia Ontario and Port Huron Michigan to commemorate the 100th anniversary of the completion of the St. Clair tunnel. This tunnel has since (1995) been replaced by a much larger one a short distance away.



November 30, 1991 marked the resumption of service between Montreal and Cochrane, via Senneterre, after some months suspension. Here it is on a cold December 1 at Cochrane station, about to start its return trip. Note the Cochrane museum train in the background.

The station at Cochrane Ontario, originally built in 1910 for the National Transcontinental, was renovated and a hotel established on the second floor. This is a fine stopping place for those taking the train to Moosonee.

1992

On January 31 the TEE trains on the Ontario Northland were retired from service, and on the same day the Napierville Junction (the Canadian subsidiary of the D&H) was formally integrated into CP and the NJ company dissolved.

On February 5 Omer Lavallée, noted railway historian and former archivist of Canadian Pacific, died at Lachine Que. Mr. Lavallée had been very active in the CRHA from 1945 to 1965, perhaps the most important twenty years of the Association's history.

On April 3 the line to Pine Point in the Northwest Territories was abandoned. The line to Hay River remains in use.



Two views, taken on August 14 and 22, 1992, of the train on the scenic line to Wakefield on the former CP Maniwaki line. The entire train is from Sweden and is similar to those formerly used on the Swedish National railways (SJ). Steam locomotive 909 was built in 1907 as an 0-8-0 and later converted to a 2-8-0. The diesel, also Swedish, is used when the steam locomotive is not running.

During this year CP Rail's Angus shops in Montreal were closed. Although they were briefly reopened, they were eventually shut down for good and the site is now a housing development. Portions of some of the buildings, constructed between 1902 and 1904, have been preserved.

Another short line, the Goderich and Exeter, began operation in Ontario using trackage sold by CN.

CP Rail's facilities at Port McNichol Ontario were abandoned.

Both Toronto and Montreal celebrated the centennial of electrification of their street car systems.



On November 21, CP demonstrated a commuter service that it could operate out of Montreal. This photo shows the demonstration train at Park Avenue station. Eventually a highly successful commuter train to Blainville was begun on this line, but operated by the local transit authority.

On December 18 work began on the restoration of street car service on Spadina Ave. in Toronto.

1993

The last steam-heated cars on VIA's transcontinental trains were retired on January 23. From then on all equipment on these trains was stainless steel and equipped for head end power.

On March 13 occurred the "Storm of the Century", a blizzard that swept from Cuba to Labrador in one day. Almost a foot of snow fell in Atlanta Ga., and much more further north. All means of transportation, including railways, was paralyzed throughout the eastern portions of Canada and the United States.



A railway enthusiasts excursion at McAdam New Brunswick on May 29, 1993. It ran all the way to Saint John.

One of the oldest railways in Canada, the St. Andrews branch, extending south from Watt Junction in New Brunswick, was abandoned. This was part of the original St. Andrews and Quebec, constructed in the early 1850s.

In Nova Scotia, the Cape Breton and Central Nova Scotia Railway took over the CN line from Truro to Sydney. This is the line on which VIA ran the "Bras d'Or" in 2000 and 2001.

In Quebec, the CN line from Mariville to Granby was abandoned. Electric railway enthusiasts will recall that this was part of the main line of the Montreal and Southern Counties Railway.

In what must be one of the most classic cases of lack of foresight, a new VIA station was built in Saint John N.B., replacing the 1978 structure. Little more than a year later all passenger train service to Saint John ceased and the nice new station was abandoned.



"Excalibore" about to start drilling the new St. Clair tunnel, September 16, 1993.

On September 16 work began on the new St. Clair tunnel, much larger than the old one completed in 1891. A device known as "Excalibore" was used to drill the tunnel, starting from the Sarnia end and proceeding all the way through to Port Huron. This differed from the method used on the old tunnel where boring began from both ends.



The Swedish streamlined train X-2000 visited Canada and made a number of demonstration runs. Here we see it at CP Rail's Glen yard in Montreal.

On November 29 the Fredericton Branch, from Fredericton Junction to Fredericton in New Brunswick, was abandoned.

1994.

What was probably the oldest railway structure in Canada, the original 1836 freight shed of the Champlain and St. Lawrence Rail Road at St. Jean Que., was destroyed. Little if any of the structural material was saved.

On September 16 a disastrous fire destroyed the major storage building of the Salem and Hillsborough Railway in New Brunswick. Much equipment was destroyed including the former Grand Trunk official car "Violet". Former CPR locomotive 29 was badly damaged but survived.

The Windsor and Hantsport, another short line, took over what was left of the Dominion Atlantic in Nova Scotia.

In December, the Norfolk Southern steam program, which had run for more than twenty years was cancelled, and such locomotives as 611 and 1218 were retired. Though these trips did not extend into Canada they were very familiar to many Canadian railway enthusiasts.



Bearing a commemorative drumsign reading "1889 - 1994" the final eastbound "Atlantic" departs from Saint John, ending 137 years of rail passenger service to New Brunswick's largest city.

The final event of this rather bleak year was the discontinuance of the "Atlantic", from Montreal to Halifax via Saint John, on December 15. The ostensible reason for the discontinuance was that CP had given up the Short Line through Maine and it was bought by another short line (in the modern sense) company. At this time the "Ocean" was restored to six days a week. Ironically the latter train now runs over a short line for much of its route, yet it was not discontinued as was the "Atlantic".

1995

On January 5 the New Brunswick Southern, controlled by the Irvings, began to operate that portion of the former CP "Short Line" in New Brunswick, while a company called Iron Road (which also owns the Bangor & Aroostook) took over portions of the line in Maine and Quebec. This ensured through freight service (but no passenger trains) over the entire line. The name New Brunswick Southern is an historic one, being used in the early twentieth century for the old Shore Line Railway, later part of the CPR and long since abandoned.

On February 4 the New England Central took over the old Central Vermont which had been sold by CN.

On April 1 the "Montrealer" was discontinued (again!) and replaced by the "Vermont" a day train that operated from Washington to St. Albans with a bus connection to Montreal. Very recently (2001) this train has been discontinued yet again.

On April 5 the new St. Clair tunnel was opened and the old one, in use for almost 104 years, was closed. Trains can now go through at full speed instead of having to slow down to a crawl.



One of the last commuter trains hauled by the old electric locomotives. June 2, 1995.

June 2 saw the end of the old electric commuter trains through the Mount Royal tunnel in Montreal. The last train was hauled by locomotive 6711 which had been built in 1914 and had hauled the first regular train through the tunnel on October 21, 1918. Much of the old equipment was preserved; 6711, two coaches and two multiple-unit cars going to the Canadian Railway Museum. The line was closed all summer (as it had also been in 1993 and 1994) and when it reopened on October 26 it was equipped with new fast, smooth electric multiple unit trains.



In December the Toronto Transit Commission retired the last of its PCC street cars from regular use. Most were sold to transit authorities or museums for further use, but two cars (4500 and 4549) were kept by the TTC for special charter trips.

During this year the former Bytown and Prescott Railway, the first railway into Ottawa, constructed in 1854, was abandoned by CP.



On October 9 Via's "Ocean" was hauled backwards over the CP bridge at LaSalle, Que. The reason was the closure of Victoria bridge for repairs. This was done on some long weekends in 1994, 1995 and 1996.

On November 1, the West Coast Express, using double decker commuter cars similar to those run by GO Transit, began operation on the CP line into Vancouver B.C.

On November 19 shares of Canadian National Railways were placed on the market for the first time. Until then CN had been entirely owned by the federal government. The share issue was a great financial success, as it was greatly oversubscribed for, and the price quickly rose to a high premium where it has remained ever since.

1996

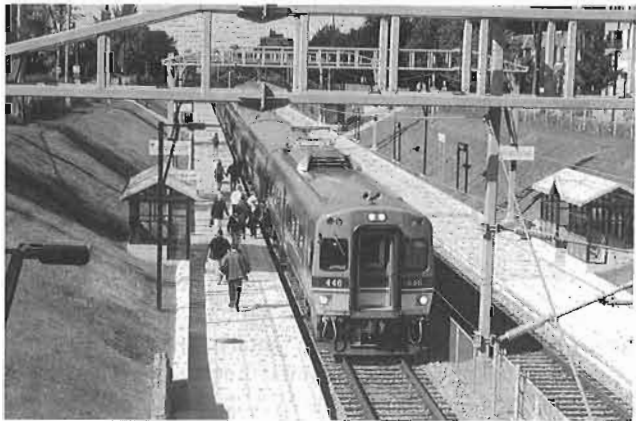
Canadian Pacific formed the St. Lawrence and Hudson Railway on April 2 to operate its lines in eastern Canada and the United States. The official use of this name began on October 1. For a time CP considered selling it, but eventually retained it and re-integrated it into the CP system.



As the song says, its got ssssteam heat! The VIA train at Tachereau quebec on March 7, 1996 was spewing steam in a big way. Less than two months later steam heat was gone.

On April 28 VIA's last steam heated cars were retired from its trains in northern Quebec. The entire system is now run with head end power except for two mixed trains in northern Manitoba.

VIA's "Skeena", between Jasper and Prince Rupert became a day train, overnighing at Prince George. First class dome service is provided as well as the much cheaper coach class.



The new multiple-unit trains on the Mount Royal tunnel line at Mount Royal station on August 29, 1996.

VIA tested out the Danish "Flexliner" trains on some of its runs in eastern Canada.

In September, Canadian Pacific moved its corporate headquarters from Montreal to Calgary.

On September 28 Iron Road took over more of CP's lines in Quebec.

Rail Link, Ottawa Valley began operating the former CP line along the Ottawa river on October 30.



By 1996 the end was near for the famous "Buffalo" grain cars. These were box cars, owned jointly by Canada and Manitoba, used to carry grain. Their last stronghold was the Churchill line but when the track was upgraded to allow heavier cars the old ones were retired.

December 1 saw the Chemin de Fer Baie des Chaleurs take over CN's line from Matapedia to Chandler. Subsequently they took over the line from Chandler to Gaspé as well.

1997

The CPR readopted the beaver insignia which had been dropped in 1968 in favour of the multimark. The new beaver was depicted with the name "Canadian Pacific Railway" and the date "1881" referring to the year the company was founded.

Former CPR locomotive 29 was leased back to CP by the CRHA, restored in CP's shops in Winnipeg and sent to Calgary where it is on display in front of the company's headquarters.



The Waterloo & St. Jacobs station in Waterloo, November 8, 1997.

The Waterloo and St. Jacobs Railway began operation as a tourist line in Ontario on July 2, using equipment from the former tourist line that ran east from Quebec City. Unfortunately the W&SJ closed in 2000.

On August 2 the Hudson Bay Railway took over the CN lines from the Pas northward in Manitoba, including the lines to Lynn Lake, Flin Flon and Churchill.

On November 11 the Quebec Gatineau railway began operating former CP lines north of the Ottawa river.

Former British Columbia interurban car 1231 was restored in Victoria and shipped to Vancouver where it joined sister car 1207 and was placed in service on a heritage electric line.



November 19 was the 150th anniversary of Montreal's first railway, the Montreal & Lachine. This plaque was erected in 1947 on the 100th anniversary.

A new format VIA timetable made its debut on November 23. Pocket sized and thicker, the new timetable contains airline-style schedules as well as the more conventional railway type ones.

1998



Windsor station during the ice storm. January 9, 1998.

DEPARTS		DEPARTS		DEPARTURES	
TRAIN	DESTINATION	TRAIN	DESTINATION	TRAIN	DESTINATION
957	TORONTO	1040			
033	OTTAWA	1015	17		
184	NEW YORK	1030			
181	TORONTO	1145	14		
122	QUEBEC	1300			
029	OTTAWA	1300			
165	TORONTO	1545			
067	TORONTO	1640	13		

ARRIVEES		ARRIVEES		ARRIVALS	
TRAIN	ORIGINE	TRAIN	ORIGINE	TRAIN	ORIGINE
015	OTTAWA	0920	13		
021	QUEBEC	0925	20		
152	TORONTO	1146	18		
132	OTTAWA	1206			
178	OTTAWA	1240			
106	TORONTO	1440			
103	TORONTO	1440	14		

Many trains out of Montreal were still cancelled by January 19 when this photo was taken.

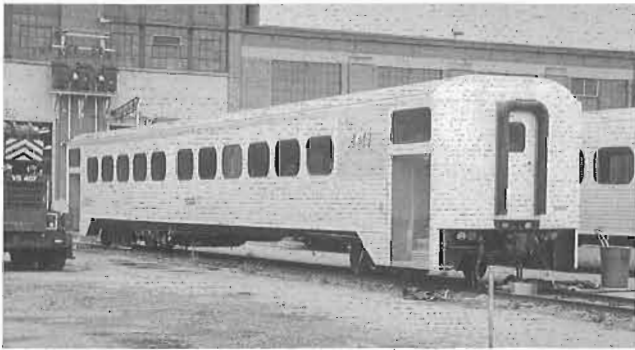
In January eastern Canada was devastated by an unprecedented ice storm. Rail service was cut for many days in some areas due to signal failures. CN's main line east of

Montreal was reduced to one way (westbound) traffic only, as a result of which the eastbound "Ocean" was rerouted via Hervey Junction. One interesting sidelight of the storm was the use of CN locomotives, moved to strategic locations of the tracks, to provide electric power to areas hard hit by power outages.

More short lines were formed and others were expanded. Among these was the Goderich and Exeter which absorbed the CN line from Guelph through Kitchener on November 16. The Ontario Southern was formed on January 1, and the St. Lawrence and Atlantic (Quebec) began to operate the Canadian end of the Montreal-Portland line on December 1.

In June VIA abolished conductors on its trains, the work now being done by other VIA employees.

On July 29 the Vancouver Heritage Railway opened using former BC Electric cars 1207 and 1231. This line, in the False Creek of Vancouver, has proved to be very popular and plans are in the works to extend it to Stanley Park.



A former GO Transit single-decker car on September 27 1998, after being rebuilt for Montreal commuter service at AMF, the former CN Point St. Charles shops.

The last train to Levis Quebec ran on October 23, ending more than 140 years of service to this city across the river from Quebec City. The VIA trains now run on the freight line somewhat more inland.

1999



The railway enthusiasts special at Hay River on April 6, 1999.

At Easter time a special VIA train, carrying a group of railway enthusiasts, ran from Edmonton to Hay River N.W.T. The trip was sponsored by the California chapter of the Railway and Locomotive Historical Society, and is the farthest north a VIA train has ever run.

This year the movement to the establishment of short lines continued even greater than before. Among these was Rail America which took over the Esquimalt and Nanaimo on January 8.

In July the old Delorimier shops of the CPR, built in 1884, were destroyed in a spectacular fire. The shops had not been used by CP since they moved to Angus Shops in 1904, and the old building had, in later years, been used as an oilcloth factory. Although vacant in recent years, the building was so saturated with oil that, when fire broke out, it was completely destroyed.

Dorval station near Montreal was rebuilt in a very attractive way, and plans were announced to rebuild other stations in the Quebec - Windsor corridor.



The Timber Train at Mattawa, Ontario on July 31, 1999.

Two tourist trains started this year, the Timber Train out of Mattawa Ontario (with most of the run in Quebec) and the Okanagan Valley Wine Train in British Columbia.

On December 31 many railways shut down much of their operations for fear that the so called "Y2K bug" would affect computer controlled operations as the calendar changed over from 1999 to 2000. The fear proved to be groundless and operation recommenced on January 1 with little trouble.

2000

On January 16 overnight train service was resumed between Montreal and Toronto exactly ten years to the day after it had been discontinued as part of the VIA cuts of 1990. The new train is called the "Enterprise", is all stainless steel and offers dome service in a "Park" car.



Another new VIA train in 2000 was the "Bras d'Or" which runs weekly between Halifax and Sydney, offering luxurious accommodation. This photo was taken August 23.



2000 was a year when interesting advertising paint jobs were seen on VIA locomotives. 6429 with the Home Hardware paint scheme had been around some time when photographed at Ottawa on November 8, but the Kool Aid ad, seen on 6406 at New Carlisle on May 8, appeared only in the spring and summer.

On June 24 the Quebec Central Railway was revived as a short line. It also offers a tourist train run using former Long Island passenger cars.

The Toronto Union station was sold to the City of Toronto which will maintain it as a station for both VIA and GO Transit.



On the steam preservation scene, CNR 2534, moved from Belleville, is being restored as part of a railway museum project at Brighton, Ontario. The station at Brighton is similar to other Grand Trunk stations of the 1850s, but it is built of brick instead of stone. The photo was taken on October 29, 2000.

VIA announced the purchase of many cars, some not yet completed, intended for the "Nightstar" service through the Channel Tunnel between England and France. This overnight service never began and the cars became surplus. The cars will be completed, to North American standards, in Canada and will be used on VIA trains. First to receive the new equipment will be the "Enterprise" running overnight between Montreal and Toronto, and the service to the Maritimes will follow later.

The steel mill in Sydney Nova Scotia, which had made rails for Canada's railways for many decades, was closed.

In July it was announced that both the federal and Quebec provincial governments will be making large grants to the Canadian Railway Museum for the "Exporail" project. This will enable the construction of a new large display building to better care for and exhibit the artifacts owned by the Association.



A contrast in locomotives in commuter service is seen in these two photos at Montreal's Windsor station, the top one on March 9, the bottom one on August 18. A locomotive leased from VIA stands beside one from Amtrak; both are hauling commuter trains. The second photo is of one of the newest engines for the service. These will eventually replace the older ones. In this picture it is painted for the special tour train "Le Riverain".

At midnight on December 31, 2000 the twentieth century came to an end. The railway events of this century would fill many a book, but we hope we have given at least a brief look at what transpired on Canadian railways during the last hundred years. From the days of Sir Wilfred Laurier in the late Victorian era, the century has seen the development of Canada and its railways together. Although the century has seen the rise of other types of transportation that have given serious competition, the railways have survived, and have adjusted to the new conditions of the twenty-first century. If our story has helped the reader to know more of Canadian railways in the twentieth century, this chronology will have been a success.

Photos of the Trudeau Funeral Train

by Warren Mayhew

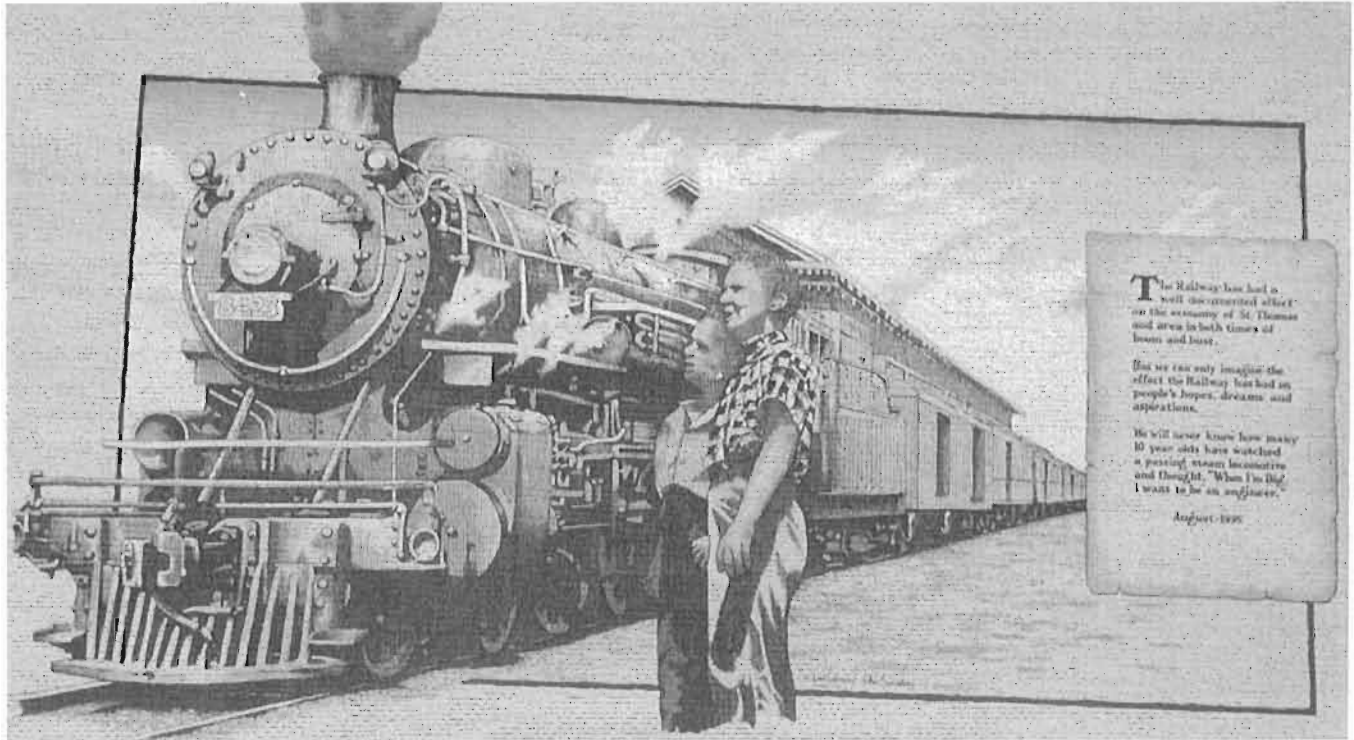


The article in our last issue, about the funeral train of the late Pierre Elliott Trudeau, former Prime Minister of Canada, did not have any photos of the train. Our member Warren Mayhew has kindly supplied these fine photos showing the funeral train on this historic day.



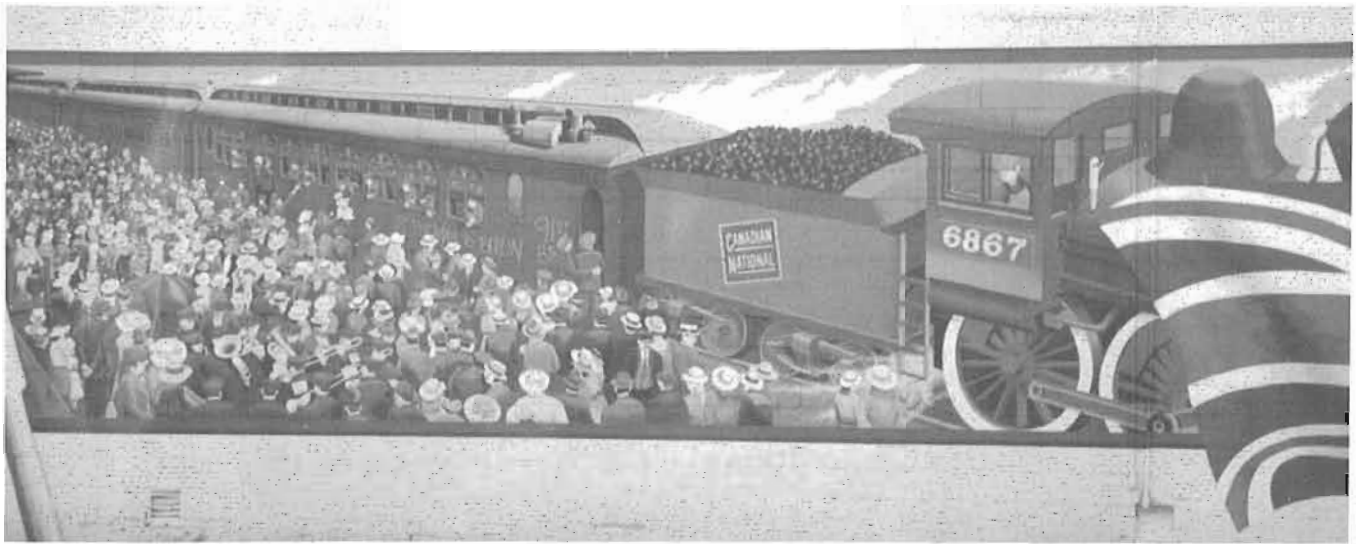
The Railway Murals of St. Thomas

The city of St. Thomas, Ontario, calls itself "The Railway Capital of Canada" with considerable justification, given the number of railways that used to pass through that city. In downtown St. Thomas there are no less than seven murals showing railway subjects. As part of our series on murals we feature these seven. It should be noted that there is no picture of Thomas the Tank Engine, nor is there any reference to Jumbo who was killed by a train in St. Thomas in 1885.



ABOVE: Many railways, both steam and electric, are depicted in this mural.

OPPOSITE: Possibly the finest of the seven is this one depicting the troops going away to the Great War in 1916. The mural is long and difficult to photograph in one view, so we have shown it in sections. The people in the painting are actual persons, and the medals are those issued during World War I. We will forgive the anachronism of the engine being lettered "Canadian National" in 1916; a name that was not used until three years later.



ELGIN'S FINEST

On Sunday, June 25 1916, a crowd of 20,000 gathered at the Michigan Central Station to see off the 940 men of the Elgin Regiment's 91st Battalion.

Travelling by train from St. Thomas to Halifax, they crossed the Atlantic aboard the Olympic and landed at Liverpool on July 5th.

The 91st saw action in some of the bloodiest battles of World War I, and one in six died fighting for freedom. Of the family pictured here a father, a son and two stepsons, only two came back home.

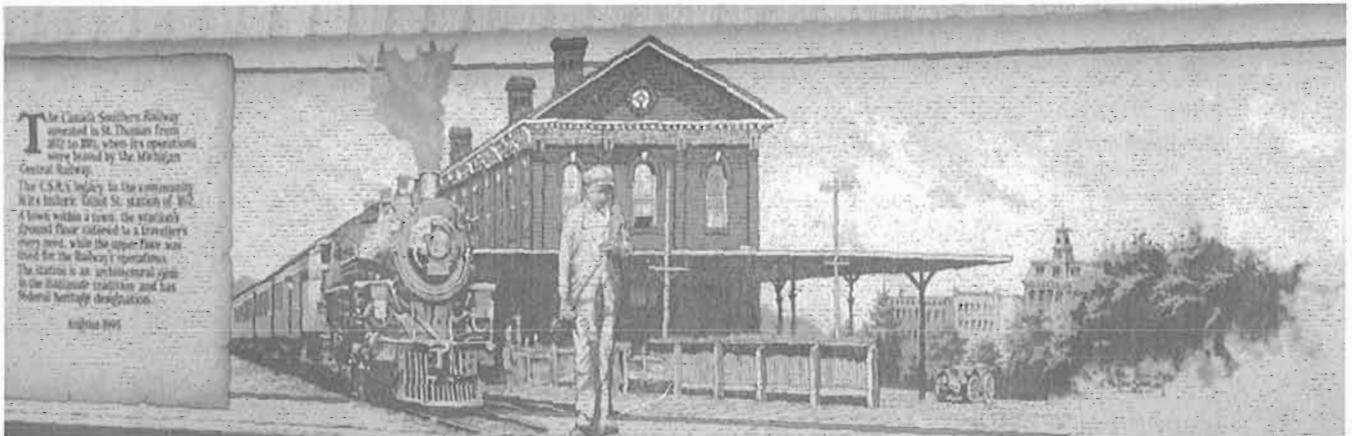
For more info, visit the Elgin Military Museum at 30 Talbot St. Mural sponsored by the Elgin Regiment and the Royal Canadian Legion, branch 41. Paint supplied by Pratt & Lambert. Wall prep by Heritage Quality Painting.

A very special thanks to On Track and everybody at White Street Decorating Centre. I personally dedicate this mural to my late grandfather Con Luneman.

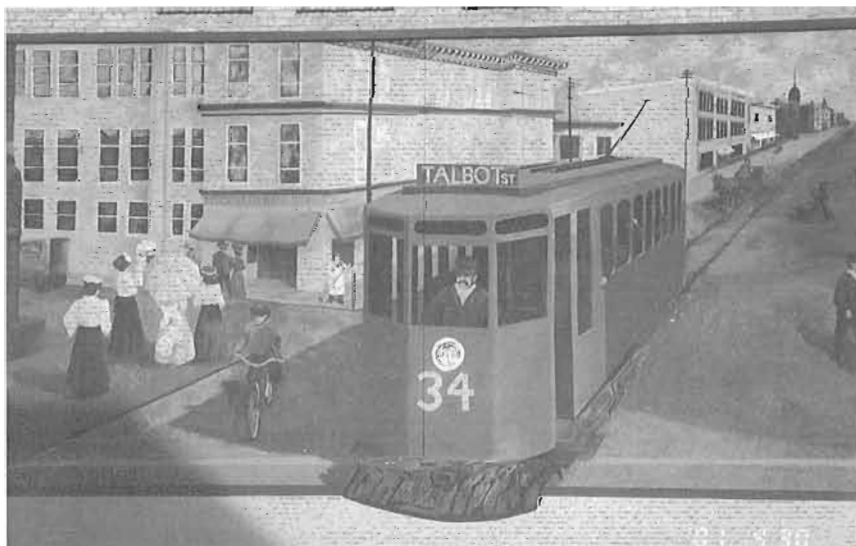
R.L.



A train appears in the distance in this mural on farming.



This one features the huge Canada Southern station.



ABOVE AND OPPOSITE: The street railways are well covered in the mural collection. Even a history is given The street car in the mural opposite top is enlarged in the view at the bottom of the page.

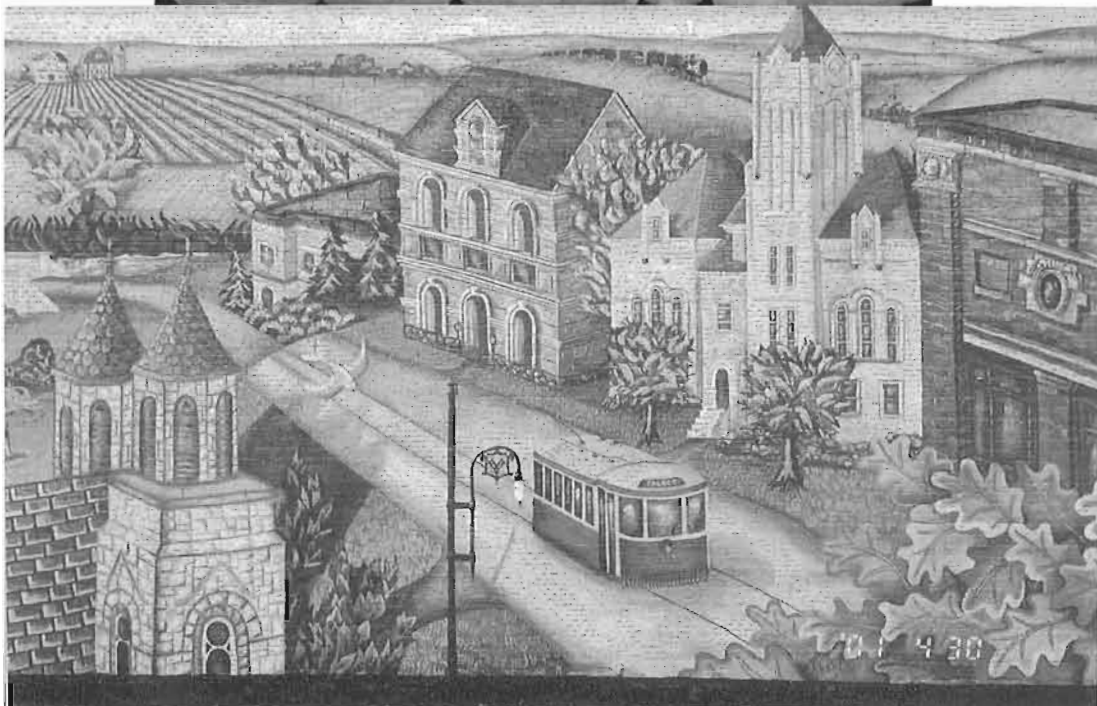


St. Thomas Street Railway : 1908

The St. Thomas Street railway opened in 1879. Although it was originally a horse drawn trolley line, the ten mile line was modernized with electrical power in 1898. By 1908, St. Thomas was home to seven different railways. It was then that St. Thomas became "The Railway City".

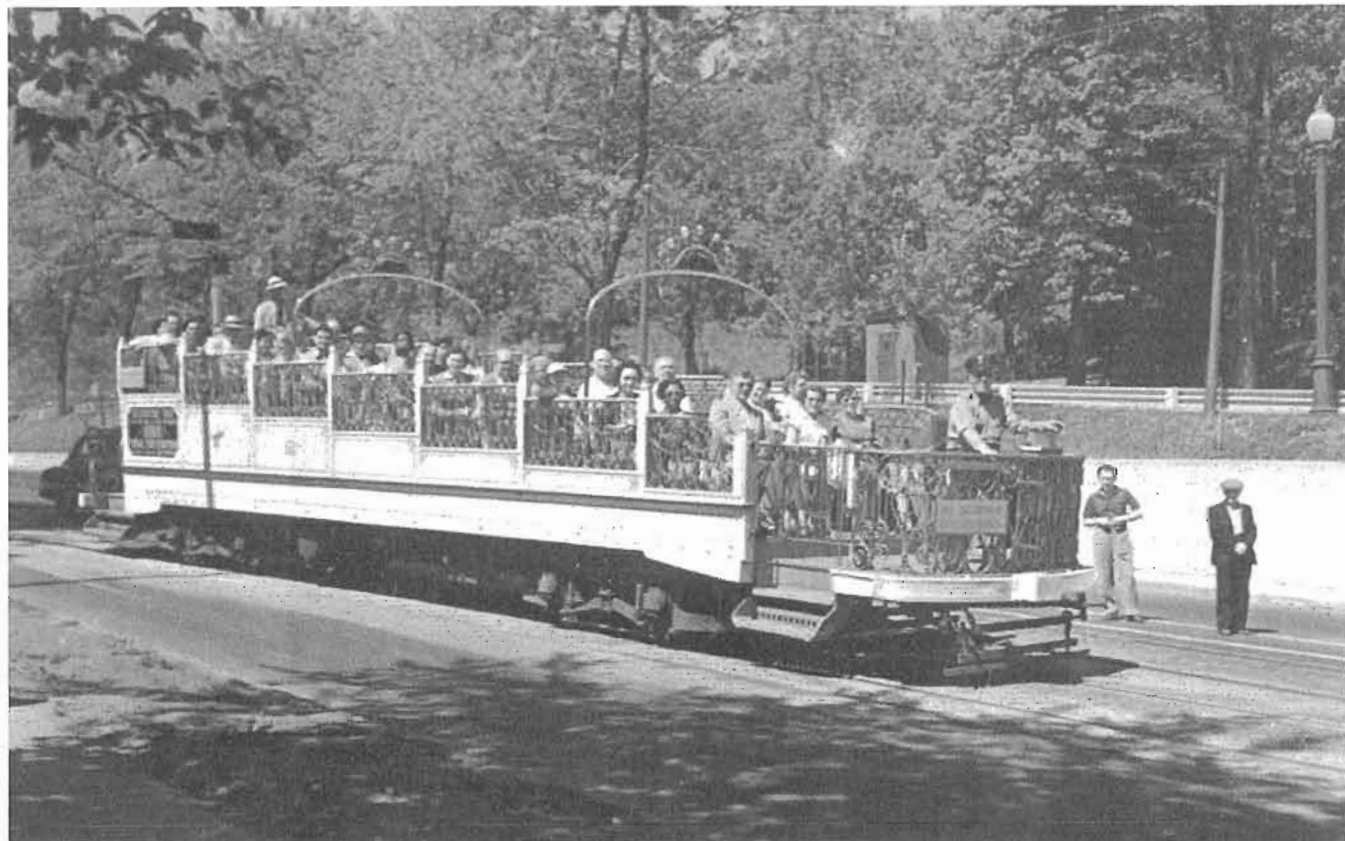
This mural captures a moment in time, when the clang of the bell rang by the conductor greeted the citizens of St. Thomas at every stop. This historical view of Talbot Street looks east from the corner of Hincks Street. The portion of the track that we see depicted was used by the South Western Traction Company, whose routes brought people from London and Port Stanley through the main streets of St. Thomas. This bustling intersection was the hub of the city. Fortunately, the majority of the buildings we see here are still standing while others, although now mere memories, have become part of our heritage.

Artist: Nicholas D. Wilkinson
September 1996-September 1997



Cote Des Neiges Follow-up

Since the appearance of our article on the Cote Des Neiges street car line, additional comments and information have come in, including material on the "missing" period from late 1899 to mid 1902. To complete the story they are printed below.



For a few years the observation cars ran on two routes, an eastern one and a western one. The eastern route, which ran from about 1950 through 1954, ran up Delorimier, along Mount Royal and through Outremont, down Cote des Neiges and back east on St. Catherine. This photo shows car No. 2 descending Cote des Neiges just above Cedar Ave. about 1953. It has come through the private right of way and is about to go down the big hill to Sherbrooke and then down Guy to St. Catherine.

THE ORIGIN OF THE NAME "COTE DES NEIGES"

With regard to our statement that the name Cote des Neiges translated to "Hillside of snows", Denis Duquette of Montreal writes: "I found it important to share this information with you for I think your work clearly proves that you are a perfectionist; you perform intensive research - your article on 'Côte-des-Neiges' is positive proof. I thought you would find it interesting to receive a different perception on the subject.

The term 'Côte' in Côte des Neiges, as in all other Côte on the Montreal island, does not refer to hillside but rather to a shore according to the current land subdivision system of the former French regime. Quoting from "Les rues de Montréal Répertoire historique", Editions du Méridien, 1995, "La toponymie actuelle témoigne également d'un autre héritage du régime seigneurial français. Il s'agit de l'utilisation des génériques 'côte' et 'montée'. Sous ce régime, qui ne prend fin qu'au milieu du XIX siècle, la côte représente une unité d'espace qui est découpée en terres

parallèles. La première côte long le cours d'eau, tandis que la seconde s'implante audessus de la première et ainsi de suite. l'accès au cours d'eau, lequel est pendant longtemps la seule voie de communication, est rendu possible par le découpage à travers les terres d'une voie de 'montée' jusqu'aux côtes suivantes. Il reste encore aujourd'hui à Montréal quelques odonymes témoignant de cette réalité. Toutefois, il faut comprendre que certaines côtes n'ont pas été tracées parallèlement au fleuve, mais plutôt parallèlement à des ruisseaux aujourd'hui canalisés, donc dissimulés; c'est le cas du chemin de la Côte-des-Neiges."

Then, the 'côte' subdivision system was a series of rectangular lots following the shoreline of a river. When the shoreline was all occupied, a second series of lots neighbouring on the first one was traced. The roads opened up to serve these lots were named in accordance to the 'côte' it was leading to. Thus, Côte-des-Neiges Road, despite the fact that it really goes uphill, was named this way because it was the thoroughfare leading to the lots on the shore (côte) of the creek crossing the Notre-Dame des Neiges village.

This fact about land subdivision helps to understand why other main arteries of Montreal bear the name 'côte' without showing the slightest elevation. Of course, in the case of Côtés-Neiges, the reference to a shore is not evident since the creek has been canalised underground. Moreover, the presence of the Mountain adds weight to the impression that 'Côte' must mean 'hill'."

THE EVENTS BETWEEN OCTOBER 1899 AND AUGUST 1902

In our article, on page 16 of the January-February issue, we came to a strange gap in the story. In the late fall of 1899, with the railhead almost in sight of the summit, work on the Cote des Neiges line came to a halt and did not resume until 1902. This period exactly coincides with the Boer War, but there does not appear to be any connection. At the time of preparation of the article we did not know the reason for the delay, except that the city of Westmount had cooled to the idea of a connection to the Boulevard from the east. Further research has provided the answer of what happened or, more importantly, what did not happen.

The Montreal Street Railway had obtained the right of way through the Sulpician land in the summer of 1899. This right of way skirted the edge of the mountain and avoided the steep grade up the road. However the proposed route was not a nice smooth easy roadbed. Before tracks were laid there would have to be considerable digging, drilling, blasting and levelling. This the MSR was not prepared to do in the late fall of 1899 or, for that matter, all through 1900 and 1901. The reason was simple - these were years of expansion for the MSR and its labour force was fully occupied in building more extensive, and potentially more lucrative, lines than a quarter-mile extension into a sparsely settled area that would net few new passengers, especially in view of the fact that the extension to Westmount was postponed for the foreseeable future.

By the spring of 1902 the attentions of the MSR once again turned to Cote des Neiges and that unfinished extension. The company's big project, the line on Commissioners Street, was complete and Cote des Neiges was the next scheduled. That spring two major events were newsworthy. On May 31 the Boer War ended after more than

Transfers Issued between 4 P. M. and 4 A. M. must have this coupon attached

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COTE DES NEIGES

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A transfer from the Cote des Neiges line, issued on April 25, 1952 on car 1959, now at the Canadian Railway Museum.

two and a half years, and the world, and especially the British Empire, was eagerly looking forward to the coronation of the new king, Edward VII. The coronation, the first in Britain since 1838, was scheduled for June 26, but owing to the king's sudden illness it was postponed and did not take place until August 9. However, by coincidence, the original date, June 26, plays an important part in our story for at 8:00 A.M. on that day workers for the MSR began to break through the big stone wall of the Sulpician property just north of what is now Cedar Avenue. The work on the extension had begun.

"STREET RAILWAY BEGINS GUY STREET EXTENSION" proclaimed the newspapers, but with the warning that the job would "require a good deal of blasting and difficult work, and will likely take most of the summer". Soon thereafter, on July 8, a letter appeared strongly urging that the new line become part of a loop line through upper Westmount, a proposal that finally came true in 1909. Two days later, although no one realized it at the time, the first seeds were sown for the demise of the street car lines, for on July 10 1902 the city of Montreal issued its first licence for an automobile!

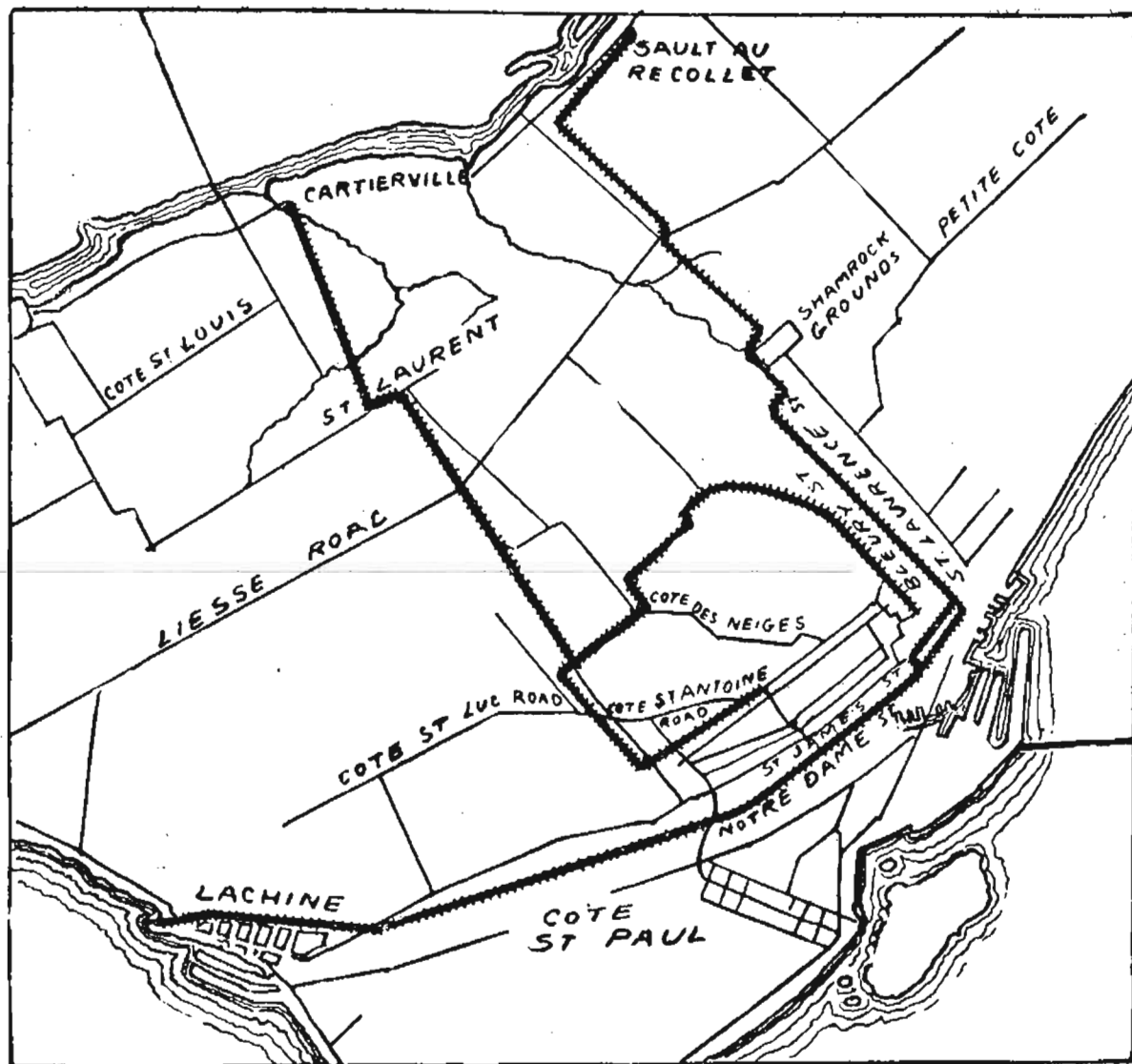
By late August construction was complete and on August 25 1902 the extension was opened and the Guy Street cars first ran all the way up Cote des Neiges to what is now the Boulevard.

WHAT ABOUT THE FUTURE

As we have read, the last street car ran on Cote des Neiges early in the morning of June 26, 1955. At that time, and for many years thereafter, it seemed as if the street car was a dead issue and would soon be extinct. Today, as we enter the 21st century, the congestion of automobile traffic has brought about the return of street cars, in the form of light rail systems, to many cities. Presently Montreal is considering light

rail lines including one across the river, another on Bleury and Park Avenue, and possibly other lines as well. Cote des Neiges, being an important thoroughfare which includes a steep hill, would be a logical place for an electric line, for the cars can draw extra power to ascend the grade. So it is just possible that in the future electric cars might once again ascend the Cote des Neiges hill as they did for so many years before 1955. Only time will tell.

The Sale of the Montreal Park & Island Ry. June, 1901



LINES OF THE MONTREAL PARK AND ISLAND RY.

One hundred years ago, on June 20, 1901, the Montreal Park and Island Railway came under the control of the Montreal Street Railway. The MP&I had begun building suburban lines soon after the coming of electric cars, in fact the first line, to the Back River (Rivière des Prairies) began operating at the end of 1893 when horse cars were still running on some routes downtown. There was always some friction between the MSR and the MPIR, a friction that was intensified when the MP&I car barn burned, destroying some MSR cars. It was long predicted that the MSR would absorb the suburban company, and this came to pass in 1901.

The Railway and Shipping World, in its issue for July 1901, reported as follows: "*The Montreal Park and Island Ry. has been sold to the Montreal Street Ry. Co., the consideration being \$1,100,000, which the purchasing company proposes to raise by means of a new issue of bonds. It is stated that the P. & I. lines will be modernized and an improved service put on, and that a number of extensions will be made, one of which will be a spur from the Guy street line along the Westmount mountain. A map of the lines is given above.*"

The name of the Park and Island continued for many more years. Even after the amalgamation that created the Montreal Tramways Company the MTC still used the name Park & Island for its suburban lines. Finally in 1918, with a new contract with the city, the old name disappeared.

New Book

NEW GUIDE TO CANADA'S RAILWAY HERITAGE

The Guide to Canada's Railway Heritage helps tourists find over 100 railway-related attractions across the country

WINNIPEG, Man. — Where can you see the first steam locomotive on the prairies? Stay overnight in a refurbished caboose? What does a school on wheels look like?

Answers to these questions can be found in *The Guide to Canada's Railway Heritage*, a 114-page guide to Canadian railway-related museums, attractions and excursions.

The *Guide*, published by Winnipeg's North Kildonan Publications, provides a province-by-province listing of the over 100 places where people can learn more about Canada's railway heritage, or just ride trains.

The largest number of railway-related museums, attractions and excursions are found in B.C., with 25, followed by Ontario (22), Manitoba (14), Alberta (13), Saskatchewan (10), Nova Scotia (7), Newfoundland, Quebec and Yukon with four each, Prince Edward Island (3) and New Brunswick (2).

The attractions range from a preserved station or a locomotive in a park to huge museums like the Canada Science and Technology Museum in Ottawa, the Canadian Railway Museum in St-Constant, Quebec and the West Coast Railway Heritage Park in Squamish, B.C.

A feature of the *Guide* is a listing of 191 surviving steam locomotives in Canada, the majority of which are on display, although some are operating and a few are listed as "sunk"!

This is the second version of the *Guide*. This new edition is the work of Winnipegger Daryl Adair, himself an avid railway preservationist and member of Manitoba's Winnipeg Railway Museum, who builds on the work of Lawrence Adams, who authored the first edition in 1993. In his forward, Adair dedicates the *Guide* to "all the volunteers who help preserve Canada's rich and diverse rail heritage."

And just where can you find the first steam locomotive on the prairies? The Countess of Dufferin, which arrived in Manitoba in 1877, can be seen at the Winnipeg Railway Museum. Where can you sleep in a caboose? At the Train Station Inn in Tatamagouche, Nova Scotia, a unique bed and breakfast housed in the town's old railway station. And that school on wheels? This rail car, which graduated over 1,000 northern Ontario students, can be seen in Clinton, Ontario. The school served the children of loggers, miners and other workers for many years in remote parts of that province; each week the classroom, which also contained living quarters for a teacher, was pulled to a new location so children living far from towns could also get an education.

The *Guide to Canada's Railway Heritage* can be ordered through local hobby shops specializing in model trains, from railway-related museums or direct from North Kildonan publications by calling 1-204-668-0168, faxing 1-204-669-9821, or writing to Box 99, Stn. F, 355 Henderson Highway, Winnipeg, Man. R2L 2A5.



Would you believe a railway mural at an airport? Yes indeed, it is at Winnipeg airport.

OF COVERS AND COMPUTERS: Your editor would like to explain two things: the lateness of this issue and the seeming reversion to black-and-white covers. The computer system was recently updated with a new 30 gigabyte system. Unfortunately, a few days later the old scanner and zip drive both failed. By the time these were replaced and the whole system was operating again three weeks had been lost. As for the covers, we are working on an arrangement that will produce even better colour covers, so in the meantime we decided to use some of our historic black-and white photos. Don't worry, colour will be back.

BACK COVER: The CNR parlour observation car "Georgian Bay" was the latest thing in travel in 1930 when this builder's photo was taken. Note that it proclaims that it is "Radio Equipped". CRHA Archives, CanCar Collection.

Canadian Rail

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