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TABLE OF CONTENTS

THE ROYAL TRAIN OF 1901.....	FRED ANGUS.....	187
TAKE THE O TRAIN.....	196
THE 2001 REMOTE RAIL ADVENTURE TOUR.....	FRED ANGUS.....	198
THE NEW VIA TRAIN TO KITCHENER.....	MARK PAUL.....	202
VIA'S NEW LOCOMOTIVES.....	.....	203
THE "REBORN" QUEBEC CENTRAL.....	.....	204
THE LAST TRIP OF THE "WASCANA".....	DAVID MORRIS.....	206
EXPORAIL REPORT 7.....	CHARLES DE JEAN.....	207
THE FIRST SUPERLINER? IN 1829?.....	NEW YORK AMERICAN.....	210
A CHRISTMAS STREET CAR STORY.....	St. NICHOLAS 1895.....	212
TOMORROW AND TOMORROW AND TOMORROW.....	.....	214
THE GREAT CANADIAN ACHIEVEMENTS MURAL AT AURORA.....	.....	215
THE BUSINESS CAR.....	.....	218
SANTA ON THE TRACKS.....	MONTREAL DAILY STAR 1898.....	219

FRONT COVER: *The special train of the "Remote Rail Adventure Tour", operated by the Pacific Coast chapter of the Railway and Locomotive Historical Society, passes a grain elevator at Davidson Saskatchewan on April 22, 2001. These grain elevators are rapidly disappearing. Photo by Fred Angus.*

BELOW: *VIA RAIL has retired all of its LRC locomotives, the last run of which occurred on December 12, 2001. This photo was taken on July 19 1986, when 6914 was hauling a special train commemorating the sesquicentennial of Canadian railways. Photos of VIA's new locomotives are on page 203. Photo by Fred Angus*

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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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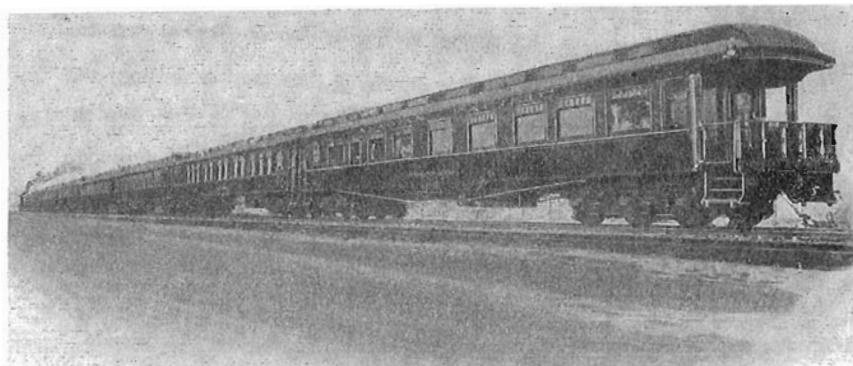
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The Royal Train of 1901

by Fred Angus

This year marks the one hundredth anniversary of the most famous Royal train ever operated in Canada up to that date. Even today, only the Royal train of 1939 is more well known.



THE CANADIAN PACIFIC RAILWAY'S ROYAL TRAIN.

"The Royal Train, built in the Canadian Pacific Railway's own workshops, by Canadian brains and labor, is a marvel of perfect workmanship and refined taste. Its equal the world has yet to see."

This tribute appeared in Canadian newspapers in September and October 1901, just 100 years ago, as the Duke and Duchess of Cornwall and York, later King George V and Queen Mary, toured Canada.

In 1900 the Victorian era was drawing rapidly to a close. The nineteenth century was in its last year and the queen, after whom the era was named, was also near the end of her life, outliving the century by only three weeks. Despite the war then raging in South Africa, the British Empire was then at the peak of its greatness, and it was arranged that Prince George, who held the two titles of Duke of Cornwall and Duke of York, would, with his wife Mary, make a tour of several countries of the Empire during 1901. George was the grandson of Queen Victoria, and in 1910 he would become King George V. Starting in March 1901, they would board the Royal yacht "Ophir" and would visit India, Australia and New Zealand before arriving in Canada in September. Then they would go to South Africa, where the Boer War was still being fought, and would then return to England.

While the plans for the tour were being finalized, Queen Victoria died on January 22, 1901 and her son Edward, George's father, became King Edward VII. Thus George became the next in line to the throne and would soon be invested as Prince of Wales. Despite this change in status, it was decided to continue with plans for the Royal tour.

The Royal yacht entered Canadian waters on September 14 1901, and the newspapers announced "*The Ophir, bearing the Royal party, has reached the coast of Canada. The Duke and Duchess of Cornwall and York are welcome to this Dominion*". By an unfortunate historical coincidence, this was the very day of the death of U.S. President McKinley who had been shot by an assassin at the World's Fair in Buffalo eight days previously. So it was that the start of the Royal tour of 1901 in Canada was relegated to the back pages of most of the papers.

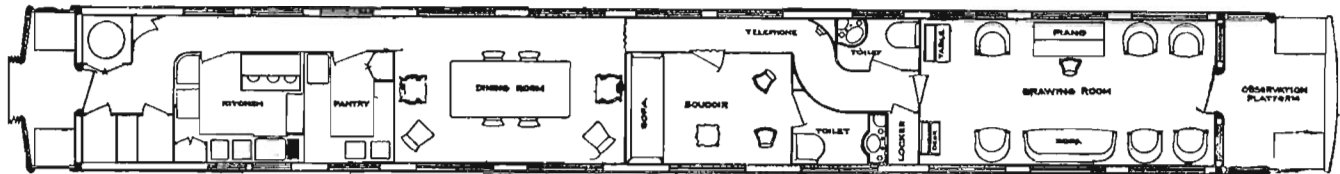
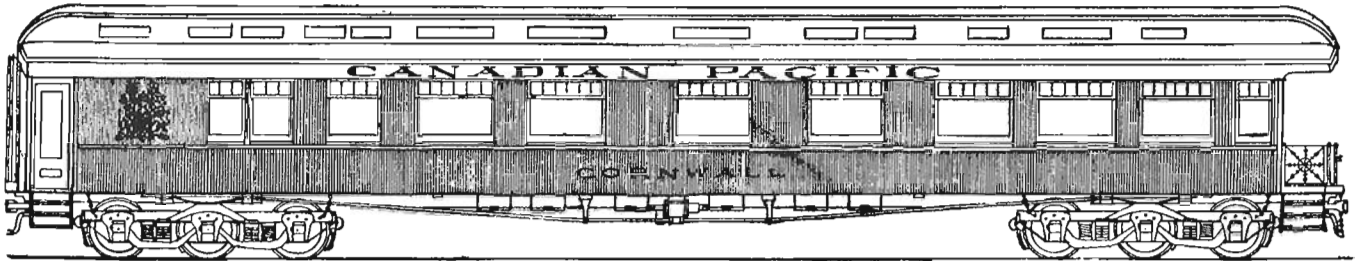
The arrival of the "Ophir" at Quebec, and the official start of the tour, was delayed by a dense fog in the St. Lawrence river which forced the Royal yacht to stop for several hours. However at 9:30 on the morning of September 16 the "Ophir" came in sight of Quebec, and at 12:30 P.M. the Duke and Duchess stepped ashore on Canadian soil. Amid the celebration there was a note of sadness. All vessels in port, the "Ophir" included, flew the Stars and Stripes at half mast in mourning for the murdered president, and a planned reception and garden party were cancelled.

For the next five weeks the Royal party toured Canada from coast to coast, before sailing from Halifax to Newfoundland (then a separate Dominion) on October 21. After a visit to Britain's oldest colony, they sailed for England on October 25. The Royal tour of Canada of 1901 was over. Although there would be other Royal tours of Canada, most notably those of the Prince of Wales (George's son) in 1919 and 1927, it would not be until 1939 that a tour as elaborate as that of 1901 would be held.

Most of the long-distance travel in the tour was by train, and the Canadian Pacific Railway spared no effort to make this train the best available anywhere. Detailed descriptions, with plans and illustrations, appeared in many

newspapers; the one that follows is from the Daily Sun, of Saint John New Brunswick, on October 12 1901, five days before the Royal train arrived at that city.

The C.P.R.'s Royal Train



DAY COACH CORNWALL

This train consists of the day coach "Cornwall" and the night coach "York", each reserved for the use of Their Royal Highnesses; the compartment car "Canada" and the sleeping car "Australia" for the members of their suite; the dining car "Sandringham" and the sleeping car "India" for their attendants; the sleeping car "South Africa" for the members of the press and others invited to join the Royal progress; and two cars for baggage and the accommodation of railway train employees.

The train is 730 feet in length and its weight is 595 tons. Locomotives, varying in weight and power according to grades, will be used, and during the long run of over 3000 miles from ocean to ocean about twenty changes of locomotives in all will be made.

The cars are all vestibuled, communication being had from end to end of train. The exteriors are finished in Mahogany. The entire train is lighted by electricity and equipped with electric bells, and there is telephone connection between all the cars.

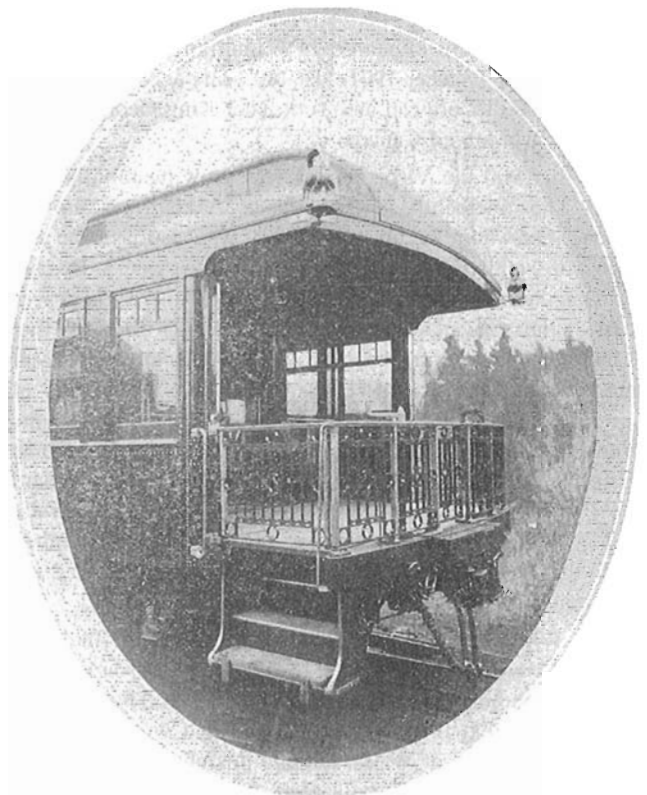
The "Cornwall" is the rearmost coach so that from its observation platform an uninterrupted view may be obtained through which the train will pass.

Immediately preceding the "Cornwall" is the "York" night coach, with bedchambers, bathrooms and accommodations for Their Royal Highnesses and their personal attendants.

The train was designed and constructed for the purpose for which it is to be used. Having in view the long run it is intended to make, the essentials for comfort and safety have been kept in mind in its construction, and it is believed the train represents all that is best in Canadian railway equipment.

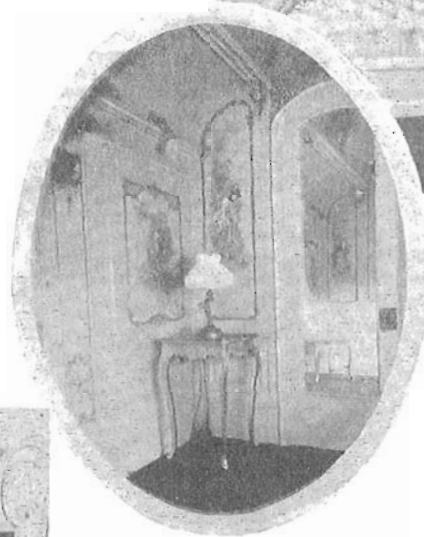
DESCRIPTION OF THE "CORNWALL"

The "Cornwall" is a day coach, 78 feet 6 1/2 inches in length overall, with a width of 10 feet 3 3/8 inches, an extreme height over rail of 14 feet, and a weight of over 59 tons. It is divided into a reception room, boudoir, dining room and kitchen etc.

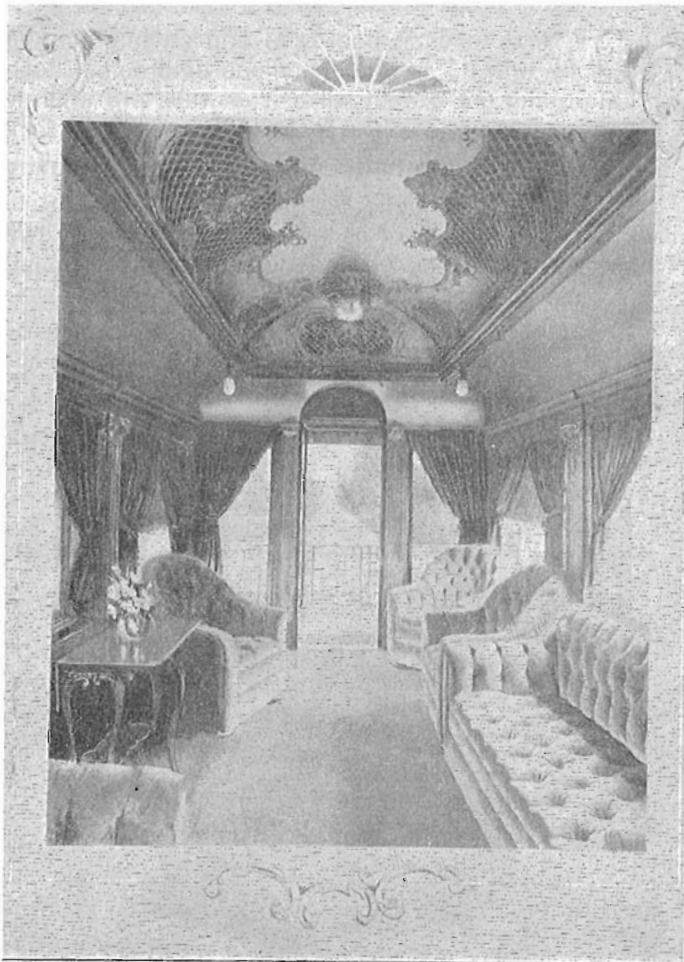


The reception room, the largest room of the suite, opens directly on to the observation platform at the rear of the train. The woodwork is of Circassian walnut, and is undecorated save for a few ornamental mouldings. The entire upper part of the room above the cornice is finished in quiet antique gold. The mouldings and ornaments are touched with gold and blue. The decorations in the room are in the style of Louis XV. The curtains are plain, of dark blue velvet, draped simply back from the windows, and the floors are carpeted with a heavy Wilton of a quiet grey-green tone. The furniture, consisting of a large sofa and light roomy arm chairs and table and desk, is upholstered in blue velvet to match the draperies, and a specially designed piano of Canadian manufacture is conspicuously placed in this room.

A short corridor, finished in mahogany, leads from the reception to the dining room. Half way in this corridor a door opens into the boudoir. This room is finished in pearl grey enamel. The walls are divided into panels framed with delicately modelled ornament in the style of Louis Quinze, and filled with paintings, soft yet rich in colour, after the manner of Watteau. Ornamental frames in the ceiling, filled with lattice work, provide ventilation. These, as well as the



THE DUCHESS OF CORNWALL AND YORK'S BOUDOIR,
CAR CORNWALL, C.P.R. TRAIN.

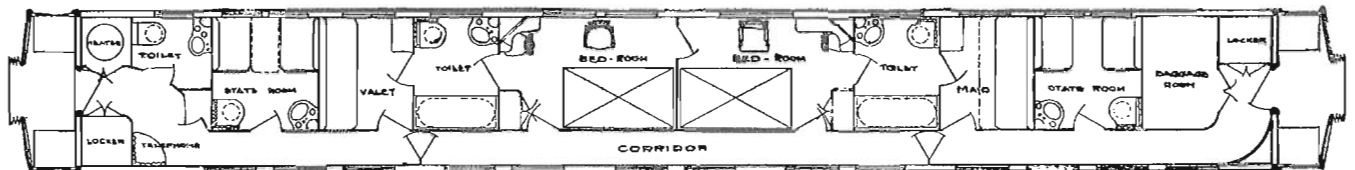
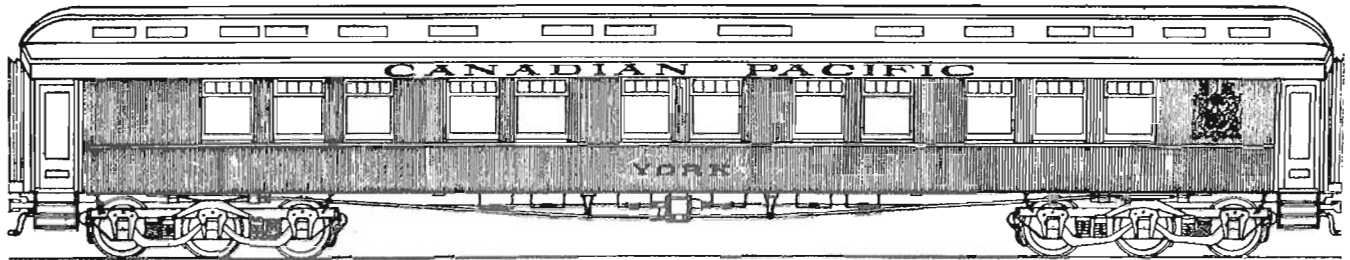


RECEPTION ROOM, DAY CAR CORNWALL, C.P.R. ROYAL TRAIN.

ornament around the wall panels, are touched with gold. The draperies are of light blue moire-silk. A couple of small chairs, a divan, and a table finished in gold, the latter carrying a reading light, complete the furnishings of this room.

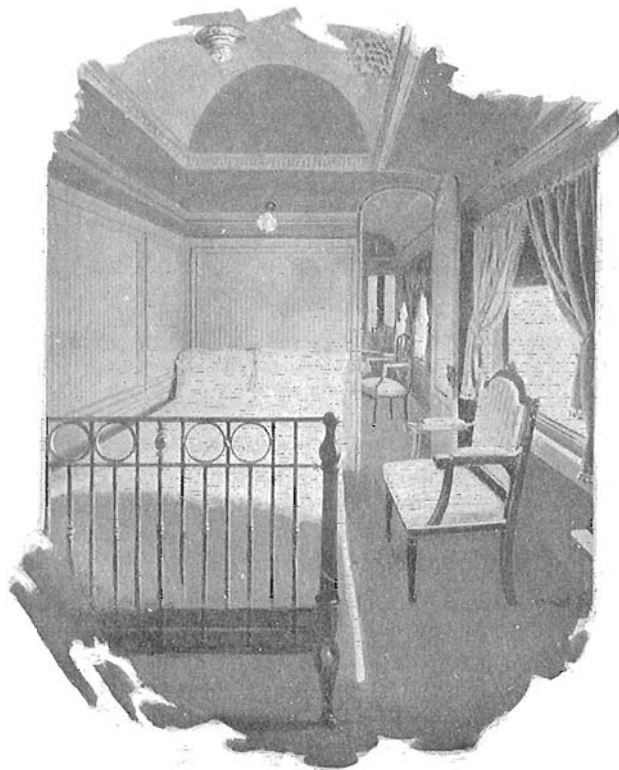
The woodwork in the dining room is of African Coromandel; the coves and ceiling being carried out in a lighter tone. The ceiling is plain, save for the gold frames of the electric fixtures. Ornamental cartouches in bas-relief display at one end the heraldic bearings of the King; at the other the combined coats-of-arms of the Duke and Duchess of Cornwall and York, while the arms of the Dominion and the private badge of the Duke face each other on opposite sides of the room. The hangings are of green velvet, the portieres and wall draperies being decorated with painted and embroidered applique in tones of gold and green. The furniture matches the other woodwork in the room and is upholstered in velvet of a rich warm brown. A candelabrum-like electric fixture supplies light for the dining-table, which is capable of extension to seat eight persons.

A corridor, similar in finish to the one already mentioned, leads forward past the pantry, kitchen and storerooms, towards the night car.



NIGHT COACH YORK

DESCRIPTION OF THE "YORK"



THE DUCHESS OF CORNWALL AND YORK'S BEDROOM, CAR YORK, C.P.R. ROYAL TRAIN.

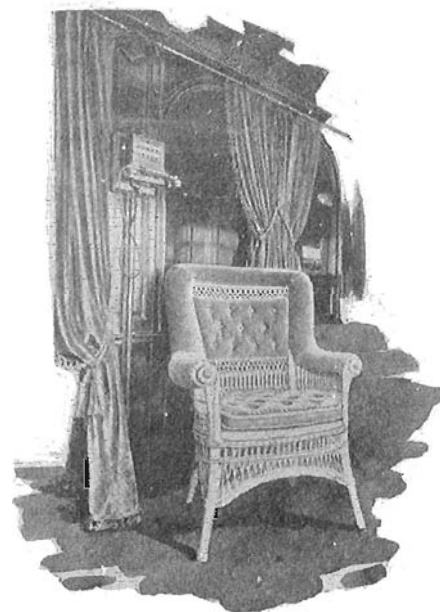
The "York" is the night coach, divided into sleeping apartments, bathrooms etc. Its length is 78 feet 2 inches, and its weight being about 57 1/4 tons, the other dimensions being uniform with those of the "Cornwall". A corridor extends the entire length of the car. The central section of this car, between the trucks for a length of about thirty feet, is occupied by the two principal bedrooms, with the servants' rooms adjoining them. The bedrooms are finished in pearl grey enamel and the walls are panelled in silk to match the draperies. One corner of each room is occupied by a wardrobe, another by a convenient dressing-table with large mirrors. The

bedsteads are of brass finished in gold to match the hardware. Besides the usual ceiling lights, in these rooms there is a special fixture over each dressing-table designed to throw light upon the person sitting before it. The wall panels, draperies and furniture coverings of the Duke's bedroom are of red silk armure; in the Duchess' of light blue moire. The ornamental mouldings, ventilator screens etc., are touch with colour, relieved in gold. The furniture is of satinwood.

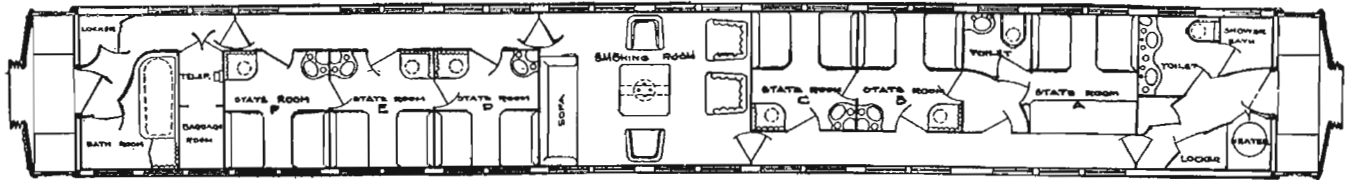
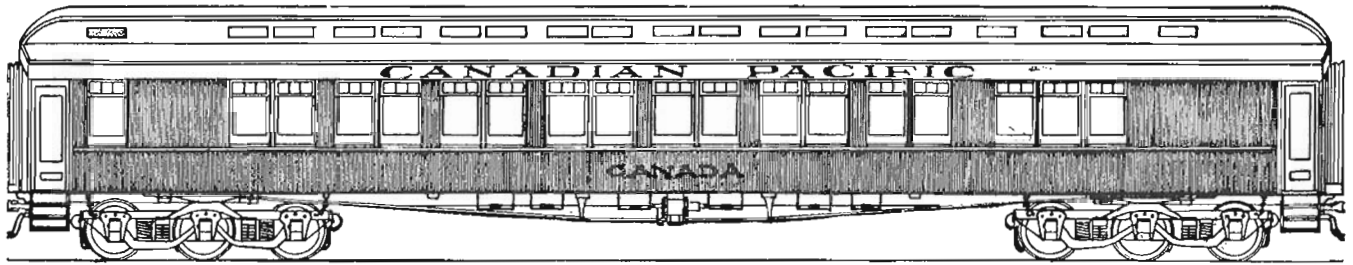
Next to each bedroom, and communicating directly with it, is a commodious bathroom. These bathrooms are exactly alike. The walls are entirely covered with tufted upholstery in waterproof rubber cloth.

Next to the bathrooms, and communicating therewith, are rooms for valet and maid.

The remainder of the car is occupied by two staterooms finished in mahogany, a general toilet, luggage room etc.



ROOM IN COMPARTMENT CAR CANADA, C.P.R. ROYAL TRAIN, SHOWING TELEPHONE.



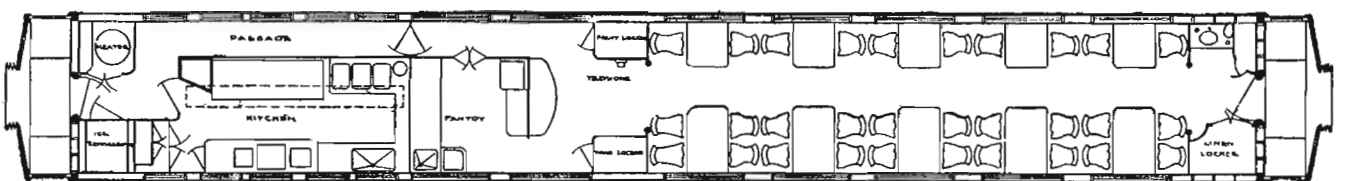
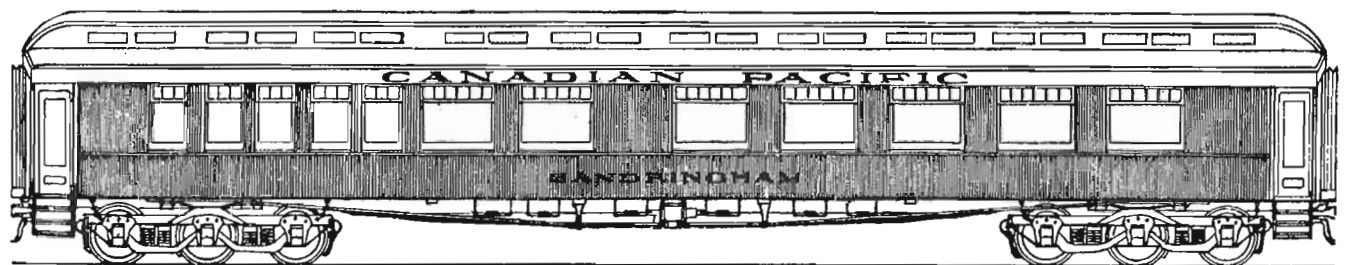
SLEEPING CAR CANADA

DESCRIPTION OF THE "CANADA"

The third car from the rear of the train is the "Canada", a compartment car specially constructed for the accommodation of the suite of Their Royal Highnesses. The interior is finished in white mahogany and upholstered in terra-cotta and olive green plush. The "Canada" contains six separate staterooms which are fitted with all conveniences; in the centre of the car is a commodious sitting or smoking room with a large table, lounge and luxurious easy chairs. At one end of the car is a bathroom with a full-sized bath, and at the other end is a large lavatory, adjoining which is a shower bath.

floor is carpeted with green Brussels. It is well lighted, having ten large windows draped with green silk, and at night twenty-eight electric lights, besides five double Acme lights, are used. The mahogany tables, which will accommodate thirty people, are arranged on two sides of an aisle - tables for four persons on one side, tables for two on the other. The chairs are upholstered in leather. The bulkheads at each entrance to the main room are draped with heavy green silk.

In the annex leading to the pantry on the left and the corridor on the right stands a large mahogany side-board, with silk coverings and fixtures of brass.



DINING CAR SANDRINGHAM

DESCRIPTION OF THE "SANDRINGHAM"

The "Sandringham" is the dining car for the staff, and consists of main dining saloon, pantry, kitchen, etc. It is 77 feet 2 inches long, weighs 57 tons, and is of uniform width with that of the other cars. The dining room is finished in red figured mahogany, with ceilings of embossed Lincrusta Walton, old gold in colour, and the

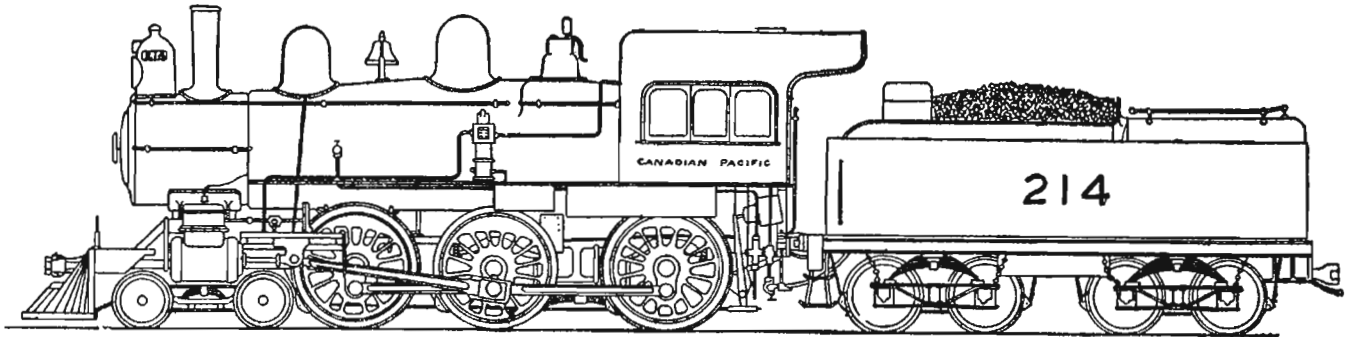
The pantry is spacious and is fitted up with tables, counters etc., covered with metal. In the kitchen are standard ranges, etc.

THE OTHER CARS

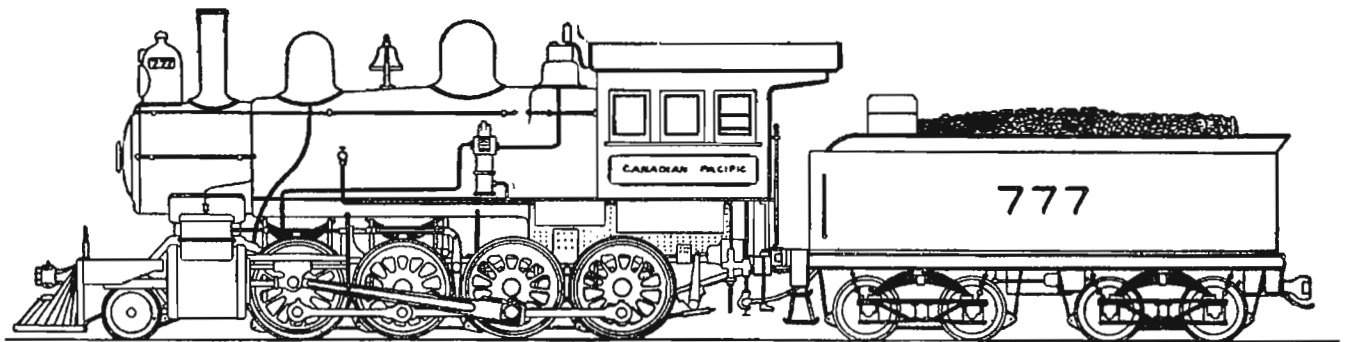
The other cars which make up the train are of the standard class which has been adopted by the Canadian Pacific Railway Company.

THE LOCOMOTIVES

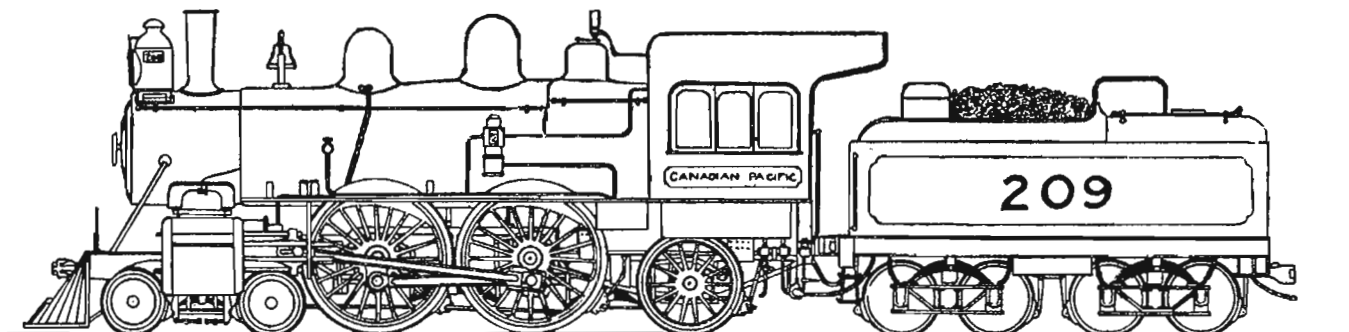
Three styles of locomotives are used by the Royal train in crossing the continent.



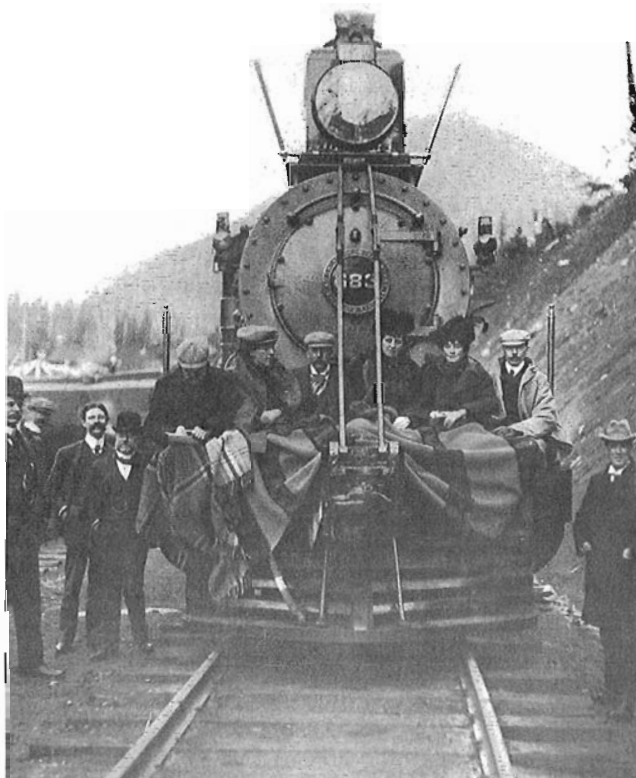
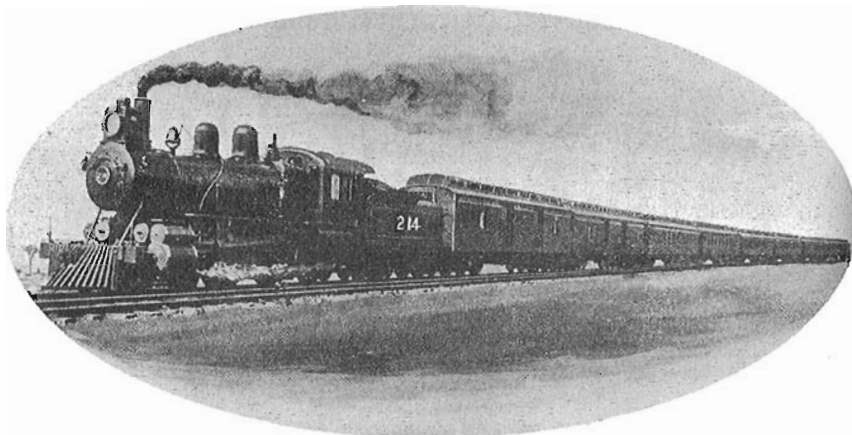
The 10 wheeled passenger engine (4-6-0). The weight of engine and tender when loaded is 130 1/2 tons. The diameter of the driving wheels is 5 feet 9 inches, the cylinders are 29 by 24 inches, the steam pressure is 200 lbs. The length of engine and tender overall is 61 feet 1 1/2 inches.



The Consolidation Engine (2-8-0). This type of engine is used in the mountain districts of the C.P.R. The weight of engine and tender when loaded is 132 tons. The diameter of the driving wheels is 4 feet 9 inches. The high pressure cylinder is 22 inches in diameter and the low pressure cylinder is 35 inches in diameter. The stroke is 26 inches and the steam pressure 200 lbs. The length of engine and tender overall is 61 feet 5 1/8 inches.

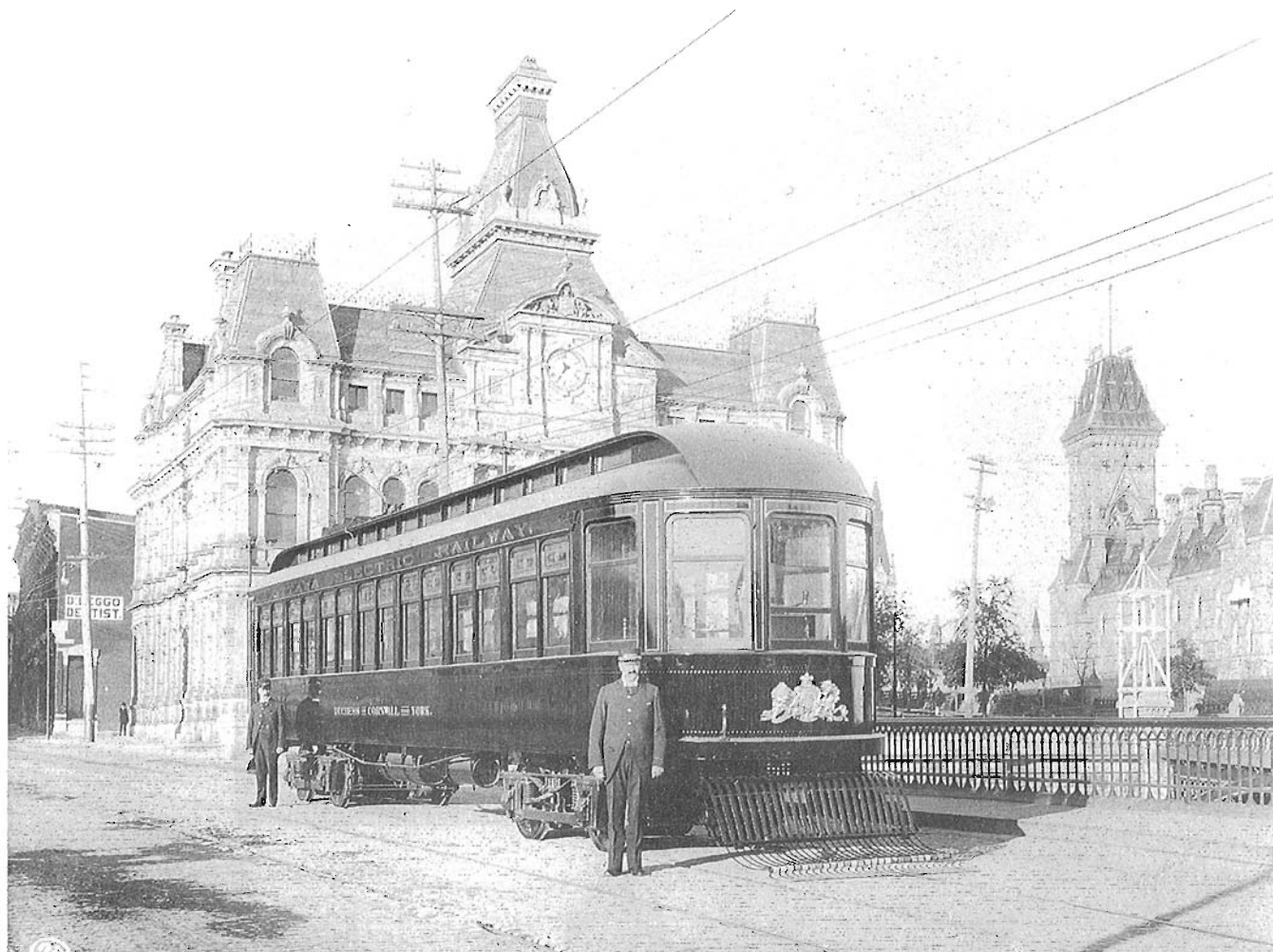


The "Prairie Flyer" (4-4-2). This engine is used in the prairie country traversed by the C.P.R.



Three views of the Royal train of 1901. TOP: An artist's conception of the train. MIDDLE: The train in the shadow of the Rockies. BOTTOM: The Duke and Duchess on the pilot of locomotive 683 going through the mountains.

OTTAWA'S ELECTRIC CAR FOR THE 1901 ROYAL TOUR



ABOVE: The special car "Duchess of Cornwall and York" of the Ottawa Electric Railway with the East Block in the background.

OPPOSITE TOP: At the gates of Rideau Hall, the residence of the Governor General, Lord Minto.

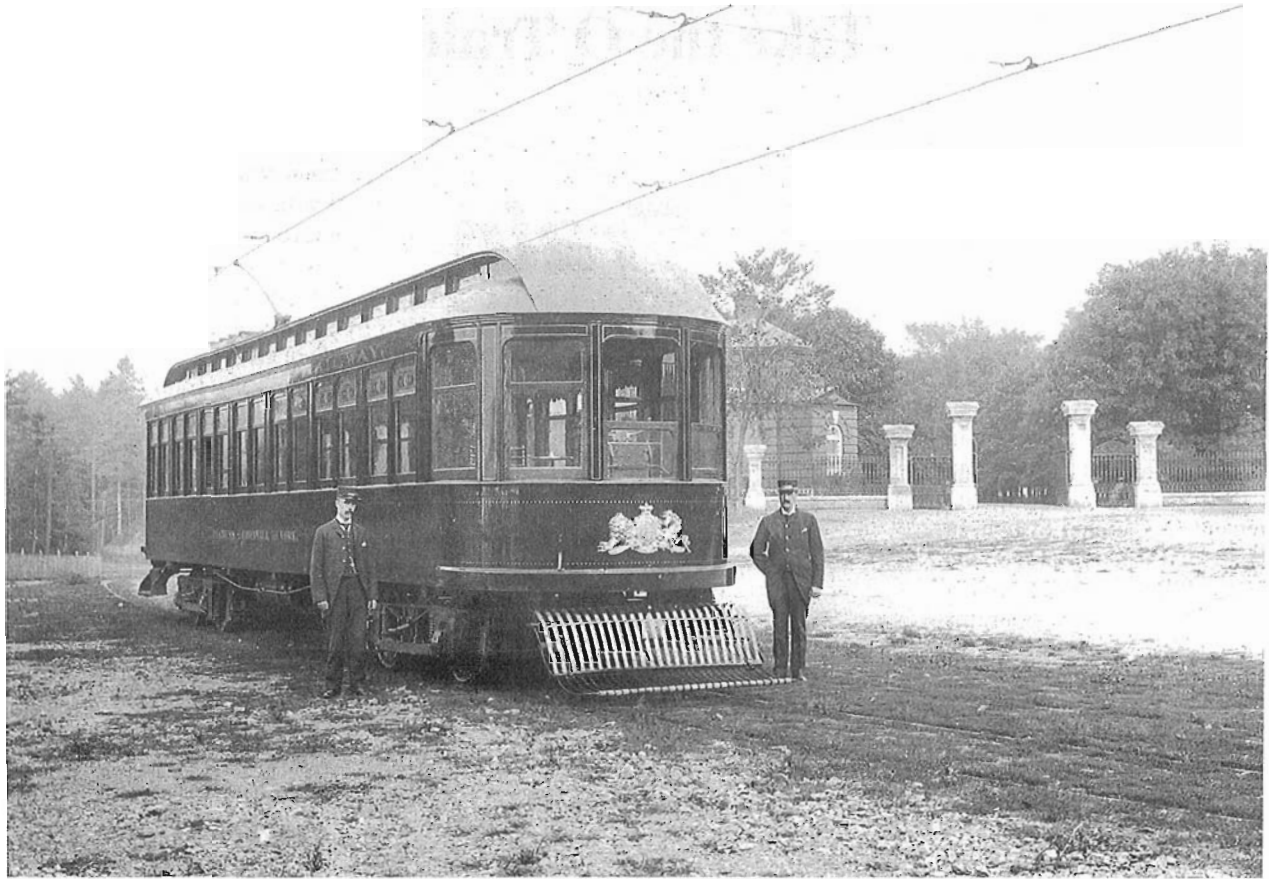
OPPOSITE BOTTOM: Turning on to Wellington Street. National Archives of Canada, photos C-26390, C-26393, C-26378.

Although not a part of the Royal train, the electric parlour car of the Ottawa Electric Railway should not be forgotten. This magnificent car was built by the Ottawa Car Company especially for the Royal visit to the nation's capital. After visiting Quebec City and Montreal, the Royal party travelled to Ottawa on September 20 for a four-day visit. During this time many activities and social events took place. One of these events, of interest to railway historians, occurred on September 21 when the Duke conferred a knighthood on Thomas Shaughnessy, the president of the CPR, giving him the title of Sir Thomas.

Then on September 23 occurred a visit to a lumber camp and a ride down a timber slide, as the Duke's father had done in 1860. Under a heading reading "Ate Pork and Beans", the newspapers reported the event, including the following: "At 12:30 their royal highnesses, with the Governor General and Lady Minto, boarded a magnificent palace car specially built by the Ottawa Electric Railway Co. for this occasion. The car was standing at Rideau Hall gates and was in charge of Supt. J.E. Hutchison. Another car conveyed the members

of the ducal staff. The progress through the city was a triumphal one, and as the Royal party passed along Sparks street there was enthusiastic cheering."

During the entire visit many buildings in Ottawa were illuminated by a great variety of electric lights, arranged for by Messrs. Ahearn and Soper. The spectacle was said to compare favourably with the illuminations at the Pan American Exposition then being held in Buffalo. However there was one slip up which was more humorous than otherwise. Among the structures illuminated was the new Alexandra bridge, which was named for the Duke's mother, Queen Alexandra. The words "ROYAL ALEXANDRA BRIDGE", made up of light bulbs, were placed along the side of the bridge. On the night of September 23 something went wrong with the lighting system and half the lights went out. As a result, for several hours the words "ROYAL ALE" shone from the bridge, much to the disgust of temperance advocates! Since this happened only a few days after Carrie Nation had been in Ottawa, and had smashed up two saloons, one wonders if the saloon keepers had a bit of revenge.



Take the O Train

The new O-Train rolled into Ottawa's transportation history on October 15, 2001, signalling a new era of public transit in the growing city.

Ottawa Mayor Bob Chiarelli was joined by Michael Hill, a young train enthusiast and many dignitaries to launch Ottawa's eight-kilometre O-Train Light Rail Passenger service and open the five new stations during a ceremony at Carleton Station, in the heart of Carleton University. The eight kilometre pilot project is the first single operator passenger rail service in North America.

The train left the Carleton University station at an afternoon ceremony filled with speeches from municipal, provincial and federal politicians who spoke about the benefits of the light-rail project. The platform at the Carleton station overflowed with people. Hundreds came to check out the sleek 48-metre-long train and board it for the free ride along its eight-kilometre north-south route.

Two Bombardier Talent trains broke through ceremonial banners, bells clanging to the sound of hundreds of spectators blowing train whistles. "I am very proud to launch the new O-Train service," said Ottawa Mayor Bob Chiarelli "our population is growing quickly and residents are demanding access to excellent, state-of-the art public transit," added Chiarelli.

The mayor, a champion of the light-rail project, praised everyone who made it a reality, calling it "a train to the future" that should serve the future transportation needs of a growing city.

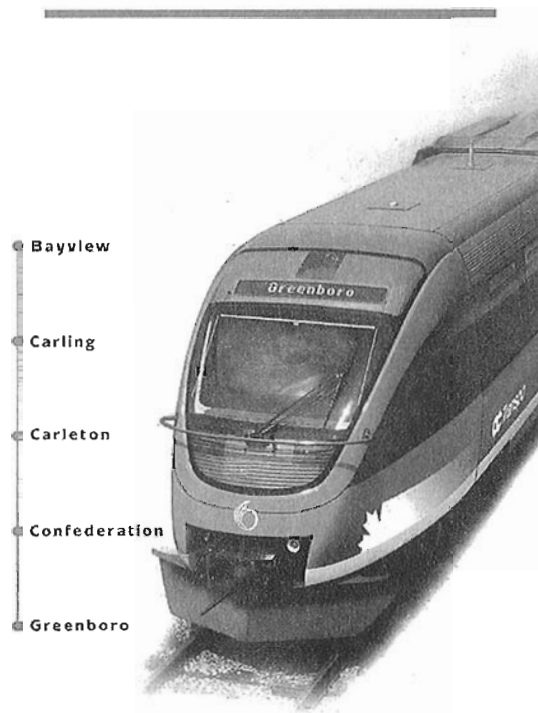
Kanata Ward Councillor Alex Munter showed up at the station holding a sign that read: "Next Stop Kanata."

"This is the face of smart growth," said Mayor Chiarelli in his speech. "The excitement for this launch has been building over the last two years to the point that demand is now enormous to move as quickly as possible to east-west light-rail." Mayor Chiarelli said he was pleased by the



Effective October 15, 2001
En vigueur le 15 octobre 2001

Schedules are subject to change
Les horaires peuvent être modifiés



provincial government's recent commitment to invest in municipal transit in the coming years, and the move should better the quality of life for residents, keeping "our city livable." He is confident of the success of the pilot project and said there is public pressure to quickly expand the transportation system to serve eastern and western communities, including a link to the airport. "I think you're going to see this line extended with additional trains in operation in less than five years," said Mr. Chiarelli. The money for an expansion will come from other levels of government, as well as from the city, he added.

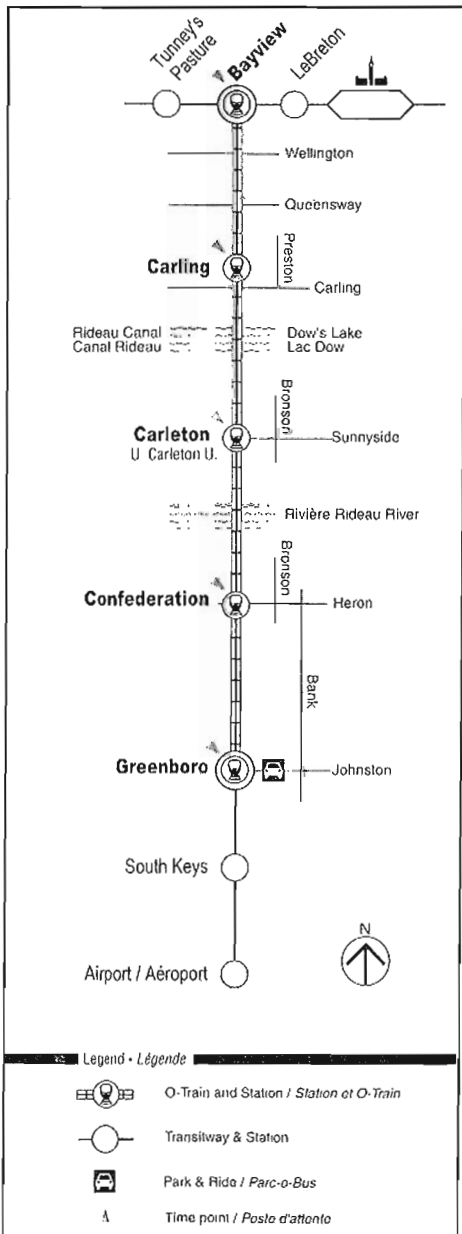
The new rail service runs on a single track through five new stations, with a passing track at Carleton station. Service on the O-Train will be free up to and including January 1, 2002. "I know the O-Train will be a huge hit with the people of Ottawa, and I encourage everyone to get on board," said Councillor Madeleine Meilleur, Chair of the City's Transportation and Transit Committee.

Capital Ward Councillor Clive Doucet, also a big supporter of light-rail, blamed the Ottawa council of 1958 for shutting down electric street cars, which resulted in a dependence on automobiles for getting around. "This day is the best day we've seen since street car service ended because once we start extending the system, it will be the key to building communities that

are more sustainable, more safe and more environmentally friendly," said Mr. Doucet. "There will be other high days I'm sure, but never one as important as this one."

David Jeanes, a Nortel engineer and a light-rail expert for the national lobby group Transport 2000, was also enthusiastic the O-Train had finally arrived in the city. "This is an exciting opportunity to try rail again as part of Ottawa's transit system for the first time in 42 years and see why light-rail is so successful in many other cities," he said.

Customers can obtain O-Train and bus service trip planning assistance and schedule information by calling (613) 741-4390 or by visiting www.octranspo.com.



Some photos of the O Train taken by Fred Angus on November 2, 2001.

The 2001 Remote Rail Adventure Tour

by Fred Angus



Train 693, with the special coupled to the rear, at The Pas on the morning of April 16, 2001. All photos by the author

From April 15 to 23, 2001, the Pacific Coast Chapter of the Railway and Locomotive Historical Society operated their third annual Remote Canadian Adventure tour. The evening of the 14th the members of the group, about 50 in all, arrived at Winnipeg's Fort Garry Hotel, and the following day, Easter Sunday, were treated to a tour of Winnipeg by double-decker bus. Included in this tour was a visit to the shops of the Prairie Dog Central where 1882 locomotive No. 3 was being prepared for its operating season.



The rear of the special at The Pas after the departure of train 693 for Churchill.

That evening, after a visit to the Winnipeg Railway Museum, the group boarded a special train for the great tour. This train consisted of locomotives 6304 and 6311, and seven stainless-steel cars. There were: A baggage car, a "manor" sleeper used as a crew car, a diner, another "manor" sleeper, two "chateau" sleepers (Chateau Dollard and Chateau Marquette) and dome car Tweedsmuir Park. From Winnipeg to The Pas the train was attached to the rear of VIA train 693, the Hudson Bay, and at 8:45 P.M. it departed Winnipeg exactly on time.

The following morning the combined train reached the tracks of the Hudson Bay Railway and soon arrived at The Pas. There train 693 was uncoupled and proceeded north to Churchill. The special, however, had a different destination. Heading up the Flin Flon Subdivision to Sherrit

Junction, the train entered the Sherridon Sub and continued north to Lynn Lake which it reached at 10:20 P.M. It then turned on the wye and , at 11:30 the Lynn Lake mixed train, which had been following the special all day, arrived.

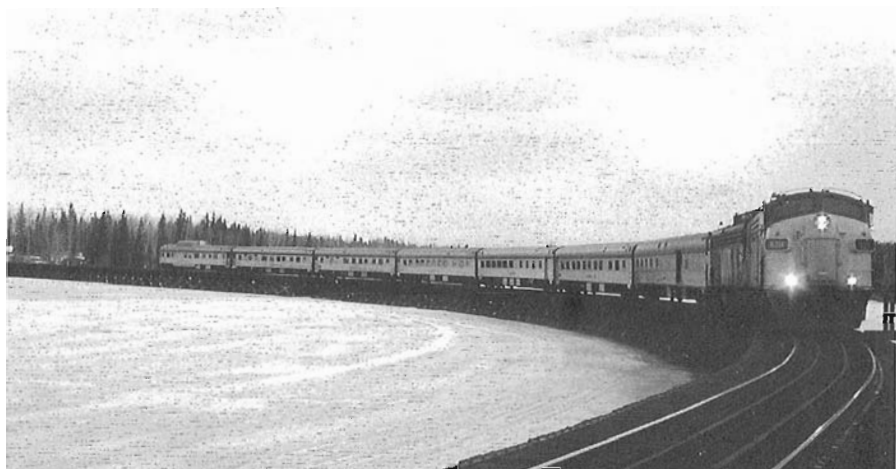
Tuesday, April 17 the excursionists were up early and at 9:00 A.M. departed heading south. Reaching Sherrit Junction, the train returned to the Flin Flon Sub, turned on the wye and backed towards Flin Flon. Reaching Channing, at mile post 82, the train spent the night, five miles short of Flin Flon.

The following morning, April 18, it was announced that permission had been secured to back all the way to Flin Flon, and this was done, to the great pleasure of the "rare mileage collectors". Interestingly, the train crossed the Manitoba - Saskatchewan border four times in this short



Lynn Lake the morning of April 17. On the right is the mixed train ready to depart soon after the special.

distance. Then it was back to The Pas, passing the Lynn Lake mixed, with three coaches, en route. Then it was farewell to the Hudson Bay Railway and back to Canadian National. Passing through Hudson Bay and Canora, the train turned west on the former Canadian Northern main line. The line from Canora to Edmonton, 540 miles was built entirely during the season of 1905, breaking the record set by the CPR in crossing the prairies in 1882. The train travelled all night, passing Lloydminster, on the Saskatchewan - Alberta border, early in the morning. Then on to Edmonton by 10:45 A.M.



A runpast just outside of Flin Flon on April 18.

Thursday April 19 was a very interesting day. Departing from Edmonton heading west, the train traversed the Edson Sub to Bickerdike and then turned south on to the Foothills Sub. These branch lines had been built by the Grand Trunk Pacific about 1912 to tap the coal deposits in the area. As the train climbed higher and higher the light drizzle turned to heavy wet snow as the special rounded the spectacular curves and passed beautiful scenery. After Parkhill Junction



At Edmonton on April 19 just before departing westward.



Climbing the Foothills Subdivision in a snowstorm on April 19.



A spectacular runpast north of Calgary on April 20.

the train traversed parts of the line to Mountain Park as well as that to Foothills. Turning on the wye at Parkhill Junction after darkness had fallen, the special returned to Bickerdike, then east on the main line to Edmonton, arriving there at 4:30 A.M.

On Friday, April 20, it was south on the Camrose and Three Hills Subs. These comprise former Canadian Northern

and Grand Trunk Pacific lines, as well as connections built by CN in more recent times. At 6:30 P.M., 3 1/2 hours earlier than planned, the train arrived at Calgary's Sarcee Yard where busses took the excursionists to the Palliser Hotel.

Saturday, April 21, the 75th birthday of Queen Elizabeth II, was a day to explore Calgary. Highlight of the visit was a tour of the "Royal Canadian Pacific" train which



The group posed at Sarcee Yard just before departing Calgary on April 21.

was being prepared for its summer tour season. This magnificent train is kept in a special train shed adjacent to the Palliser and operates on scenic trips during the summer. Following this tour it was back to Sarcee Yard and at 7:52 the train left the Stampede City.

All night the train traversed the Drumheller, Oyen and Rosetown subs and in the morning of Sunday, April 22 arrived at Saskatoon station. Then followed a layover there until 12:15 P.M. when it was off to Regina via the Craik Sub. This line had been built in 1889 as the Qu'Appelle, Long Lake & Saskatchewan Railroad and Steamship Company,

and had been operated by the CPR until 1906 when it came under Canadian Northern control. From Regina north east it was the Qu'Appelle Sub to Birmingham Junction, just outside of Melville, which was reached at 10:45 P.M. Here train No. 1, the Canadian, passed en route to Vancouver.

The final leg of the trip was eastbound on the main line to Winnipeg, arriving there at 4:30 A.M. on Monday April 23 after having covered about 3300 miles. The excursionists then returned to their homes after an unforgettable trip on some of Canada's more interesting freight-only lines in the west.



Nearing Saskatoon on Sunday, April 22.

The New VIA Train to Kitchener

by Mark Paul



On Monday, October 29, 2001 VIA Rail Canada introduced its new service between Kitchener Ontario and Toronto.

These two photos were taken that day, at approximately 9:50 am. They show the first run of new VIA Train #84 operating from Kitchener to Toronto. They were taken at the Kitchener station. Some notes about this train:

VIA #84 operates daily except Sunday from Kitchener at 10:00 am. Its westward counterpart, #89, leaves Toronto at 9:00 pm except Saturday as an extension of Ottawa - Toronto #47.

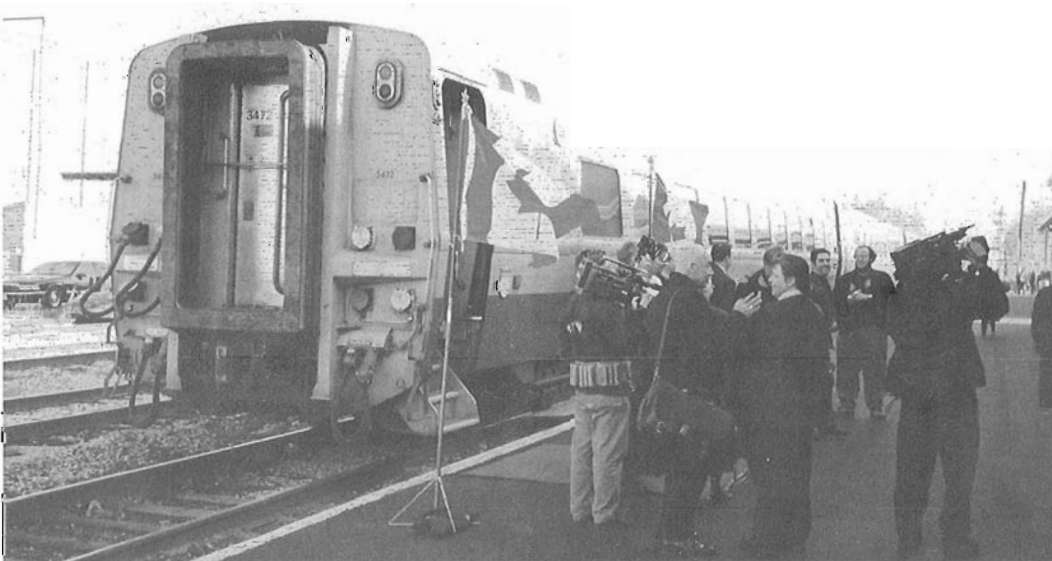
Preceding the first run was a celebration and press conference in the Kitchener station with federal transport minister David Colenette. Colenette also announced an expenditure of \$350,000 to upgrade and expand the 19th century Kitchener station.

Upon arrival at Toronto Union Station at 11:40 am (at the GO Transit platforms, rather than the VIA platforms) minister Colenette held another press conference in the GO concourse announcing a new joint ticket issuing and sharing scheme between VIA Rail and GO Transit to 5 Toronto area stations: Oshawa, Oakville, Aldershot, Brampton and Georgetown.

Mayors from the municipalities where the new train stops got on along the route at their respective stations. In the photos, the train is pulled ahead of its usual location in Kitchener so the minister, politicians and VIA officials can board the VIA 1 first class car opposite the station waiting room entrance.

The new train is the result of years of lobbying by Transport 2000 and area mayors for additional VIA service to Kitchener. It is the first new train (with the exception of a short lived experiment with the Danish flexiliner) on this route since the nation-wide cutbacks in 1990. At that time 4 trains in each direction were reduced to 2 in each direction, one of the remaining trains on the route being the joint VIA - Amtrak International.

The train uses tracks of the Goderich and Exeter Railway (former CN) between Kitchener and Georgetown and CN between Georgetown and Toronto. My understanding is that starting the train in London, the logical terminus, cannot be done at this time because of Goderich and Exeter operations in Stratford at the time the new train would be operating.



VIA's New Locomotives

The first of Via Rail's new locomotives are now in service. The last run of the LRC locomotives was on December 12, 2001.

These photos were taken at Drummondville, Quebec on December 17.

Top and Centre: Engine 905 on train 20 bound for Quebec City.

Bottom: Engine 904 on train 23 bound for Montreal.

Photos by Fred Angus



The “Reborn” Quebec Central

On October 19 and 20, 2001 an excursion took place over the entire main line of the Quebec Central from Breakyville to Sherbrooke. These photos were taken on that trip.

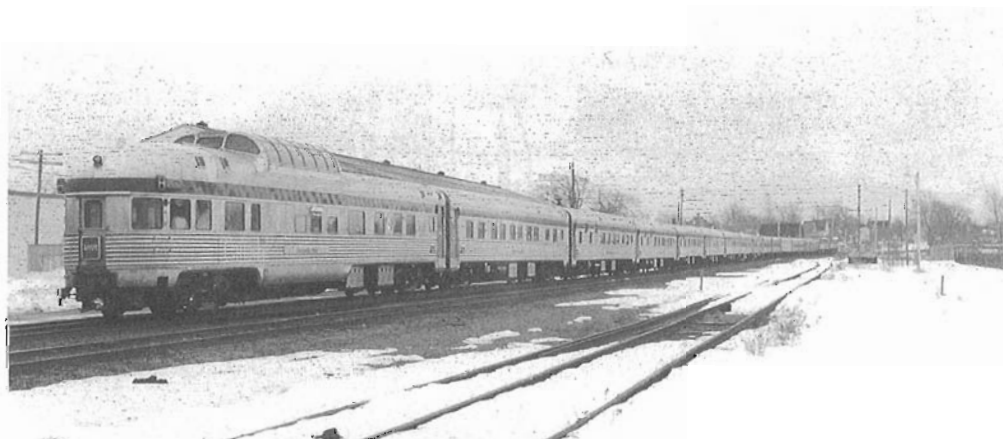




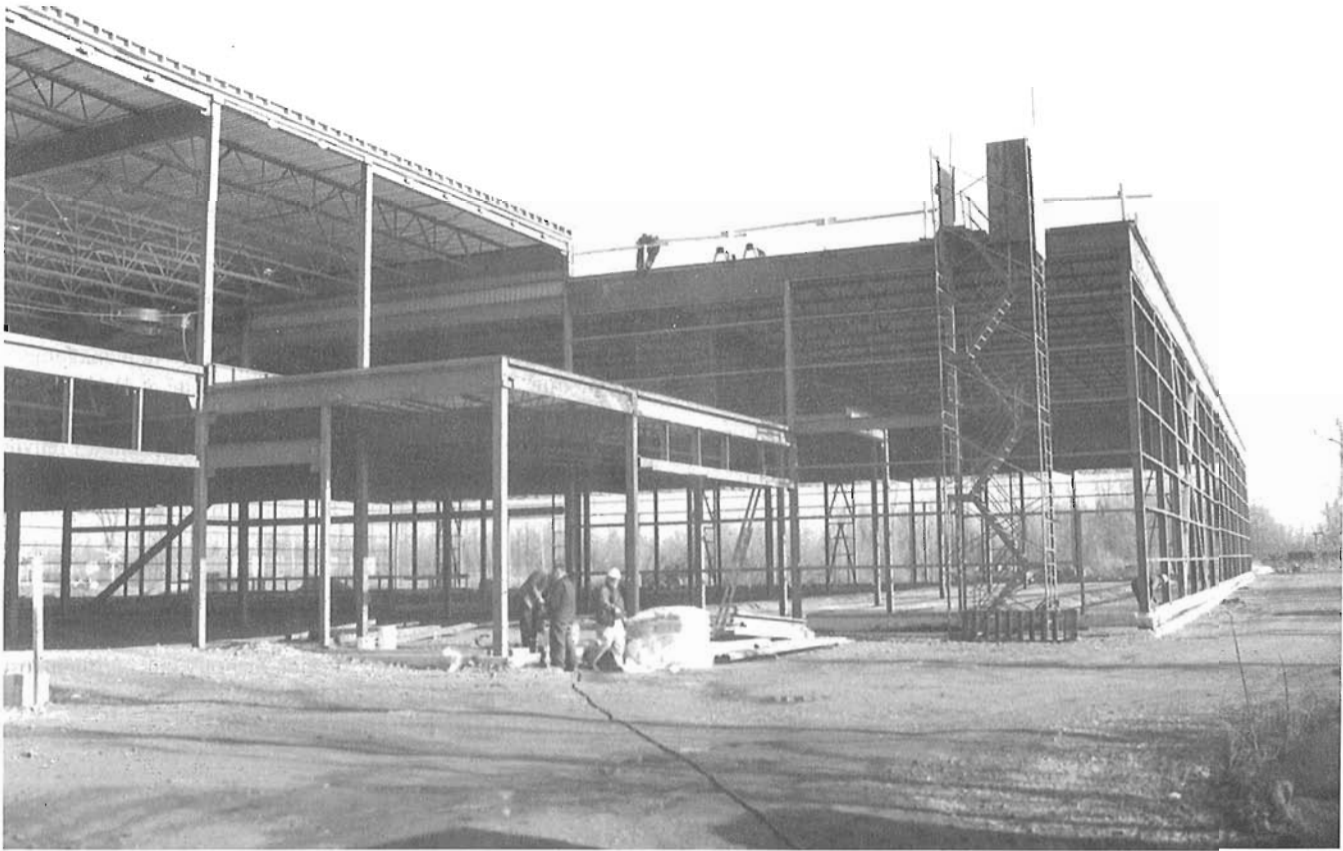
The Last Trip of the “Wascana”

by David Morris

On April 10, 2001 David Morris took these photos of VIA No. 14, the “Ocean”, eastbound at Amherst Nova Scotia. The train was hauled by locomotives 6405 and 6455, and it consisted of cars 8619, 8119, 8134, 8130, 8136, 8503, WASCANA, CHATEAU ROUVILLE, CHATEAU DENONVILLE, CHATEAU LATOUR, CHATEAU VERCHERES, CHATEAU CLOSSE, BURTON MANOR, LAURENTIDE PARK. On reaching Halifax the train laid over until April 12, just two days later. It then started back west, as No. 15, with exactly the same consist, and was derailed at Stewiacke N.S. because of a vandalized switch. Dining car “Wascana”, seen at the left in the middle photo just behind the “Skyline” dome car, was destroyed and several other cars badly damaged. These historic photos show the ill fated train only two days before the unfortunate incident.



The Exporail Project



View looking south on December 3, 2001. On the left is the office / display building, the structural deck is the future coffee shop, the great hall is straight ahead. Photo by Peter Murphy

Project Report No. 7 -November, 2001

Charles De Jean Project Manager

Forty days to go until the construction Christmas holidays begin and there is lots of work to accomplish to get our new building enclosed and heated before winter conditions set in.

The past five weeks on the construction site have seen tremendous change. Due to serious difficulties with our general contractor, he had to be removed from the site. Your association is now the general contractor (GC). The CRHA has put in a team of Maurice Fiset, Salvatore Tresente and Annette Jenson, to be our General Contractor Team. They will contract with and coordinate all the work to be accomplished on the site with the sub contractors.

We have met with all the sub contractors and concluded contracts with some. The steel contractor has assembled all the steel structure with the exception of the marquee and the arch at the main entrance to be installed by late November. The roofing contractor has commenced work on the main exhibit hall. Installation of the insulation and the roofing began mid-November.

Rapport des travaux No. 7 -Novembre, 2001

Charles De Jean Chargé de Projet

À l'approche du grand congé des Fêtes, plusieurs travaux restent à faire pour fermer et préparer le nouveau bâtiment pour l'hiver.

Lors des cinq dernières semaines, de nombreux changements ont été apportés sur le chantier. Mentionnons tout d'abord que, suite à de nombreux problèmes avec l'entrepreneur général, celui-ci a été remplacé. L'ACHF, avec l'aide de messieurs Maurice Fiset, Salvatore Tresente et de madame Annette Jenson, s'occupe maintenant d'octroyer les contrats et de coordonner le travail des sous-contractants engagés.

Depuis la rencontre d'information avec tous les sous-contractants, le travail a repris et avance rapidement. Après la structure métallique déjà complétée au moment d'écrire ce texte, l'arche de l'entrée principal et la marquise seront terminés d'ici la fin du mois de novembre. Le contractant pour le toit est à l'œuvre depuis peu et entreprendra l'isolation du toit à la mi-novembre.

The electrical, plumbing, siding and insulation contractors should begin work later this month, bringing more trades to work on the site.

Work by volunteers also continues. Gord Hill has prepared a representative portion of the ladder track from the MTC car barns at St. Henry including a diamond and two switches that will form a crossover, part of the street and interurban display on tracks A and B. Daniel Laurendeau has continued negotiations with Home Depot to acquire five tractor trailer loads of cobblestones from St. Henry to be integrated into Gord's special work display. The Saturday group has all but completed the movement of stored material to make way for the new yard location in the rear of the new display building. Volunteer work continues on many other fronts i.e. fund raising, exhibit design, restoration and project coordination to name a few. If you think you can help please contact Kevin Robinson at 450-638-1522.

It is going to be a tough race to have the building fully enclosed before the Christmas Vacation but with the hard work of the new GC group and continued volunteer participation, I know we can do it!

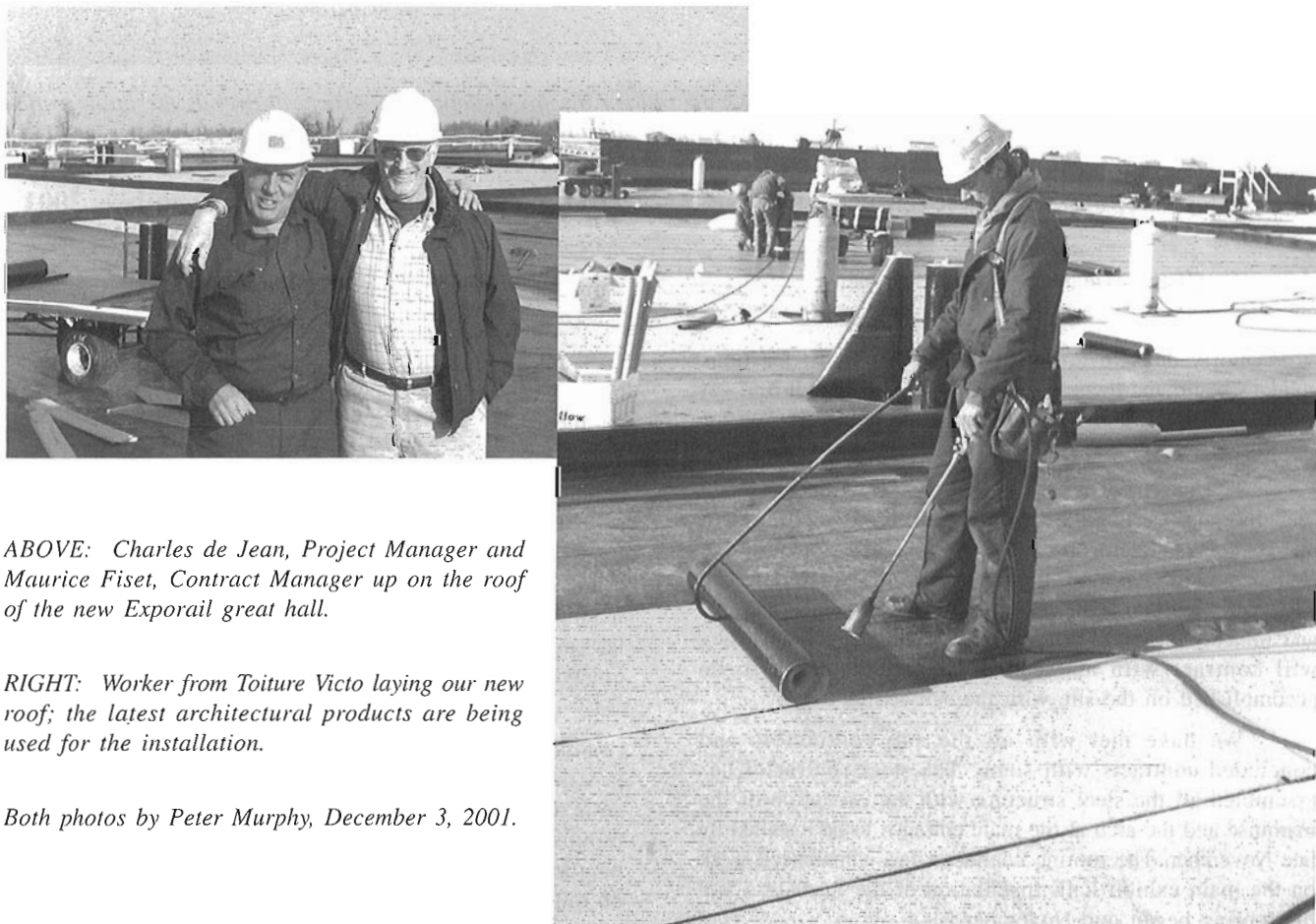
Thanks for your continued support!

Les travaux relatifs à l'électricité, la plomberie, les panneaux extérieurs et l'isolation débiteront eux aussi à la mi-novembre et augmenteront le nombre de corps de métier sur le site.

Je m'en voudrais de ne pas souligner le travail de deux de nos bénévoles pour l'avancement du projet. Mentionnons tout d'abord, monsieur Gordon Hill. Il est à recomposer une importante portion du faisceau de triage des hangars de la MTC à Saint-Henri, incluant un diamant et deux aiguillages. Cette bretelle pourra être vue sur les voies A et B dans la section « Tramway ». Monsieur Daniel Laurendeau lui apporte son aide en négociant avec la compagnie Home Depot pour l'achat des pavés qui seront utilisés pour compléter le travail de Gordon. L'équipe du Samedi, quant à elle, a presque terminé le déménagement ainsi que le rangement du matériel situé à l'arrière du nouveau bâtiment principal. Cet espace deviendra la nouvelle cour de triage. Enfin, nos volontaires sont à l'œuvre dans plusieurs autres dossiers tels, la levée de fonds, le design de la nouvelle exposition, la restauration, la coordination des projets, pour n'en nommer que quelques-uns. Si vous souhaitez vous impliquer, n'hésitez pas à contacter Kevin Robinson au 450-638-1522. Votre aide nous est très précieuse.

L'échéancier pour fermer le nouveau bâtiment est court, mais avec l'aide de notre nouvelle équipe et des nombreux volontaires, nous y arriverons !

À suivre.



ABOVE: Charles de Jean, Project Manager and Maurice Fiset, Contract Manager up on the roof of the new Exporail great hall.

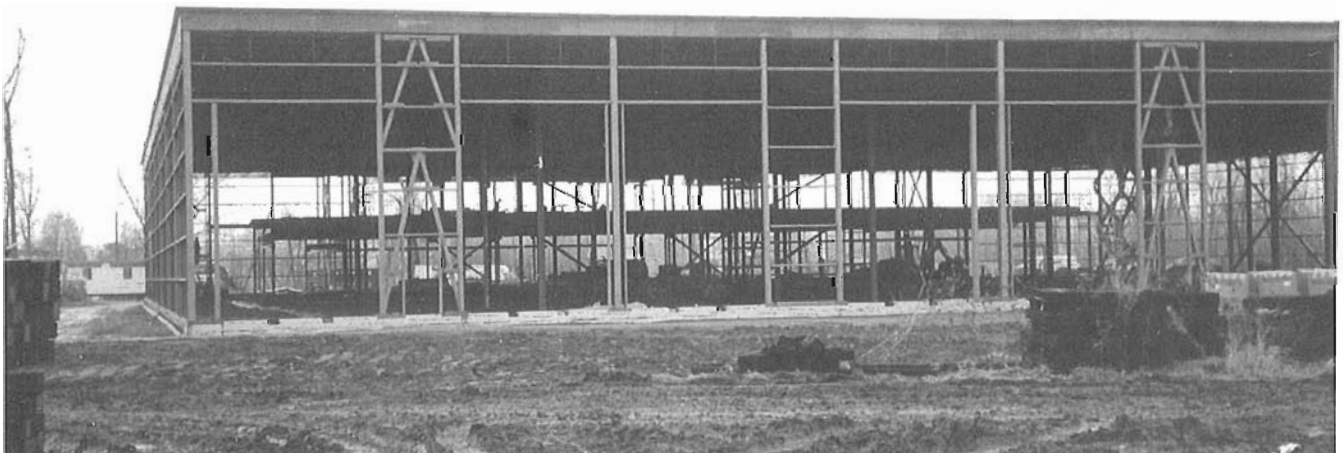
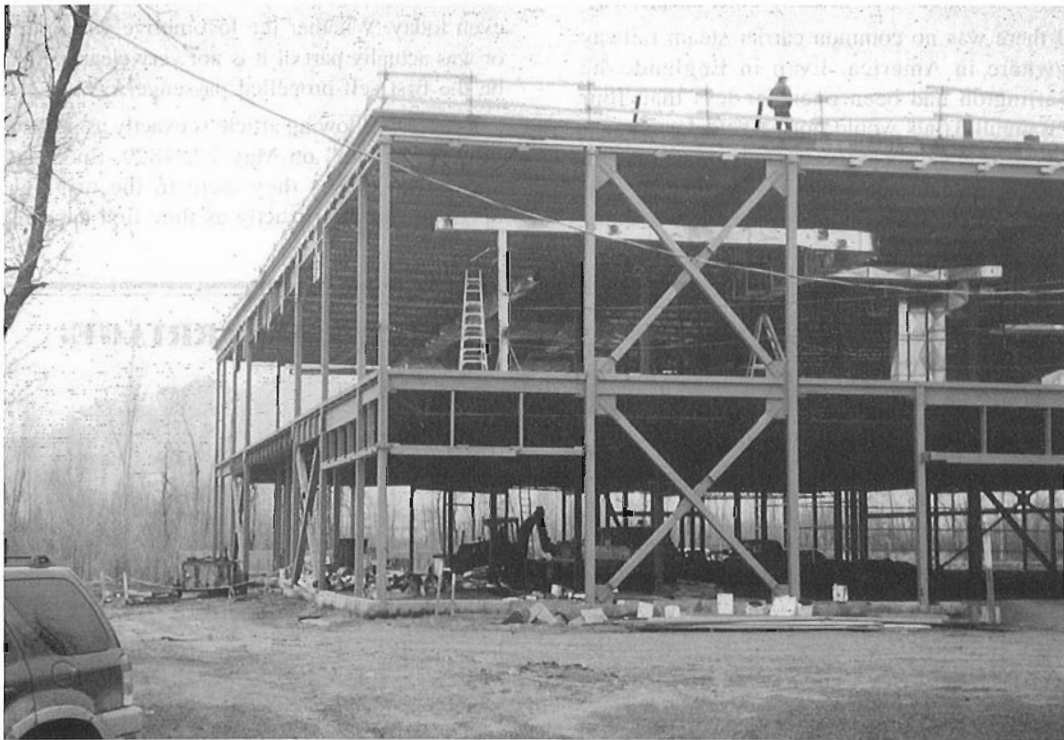
RIGHT: Worker from Toiture Victo laying our new roof; the latest architectural products are being used for the installation.

Both photos by Peter Murphy, December 3, 2001.

*RIGHT: Digging to install services (water, sewer, gas, etc.), these run under the St. Pierre River and our tram line.
Photo by Peter Murphy, Dec. 3, 2001.*



*BELOW: Two views of the construction on December 5, 2001.
Photos by Fred Angus.*



The First Superliner? - - In 1829?

The modern double-decker passenger car came into use in the second half of the twentieth century. Basically there are two forms of this type of car, the double-deck commuter equipment, found in a number of cities, and the long-distance passenger cars such as Amtrak's Superliners.

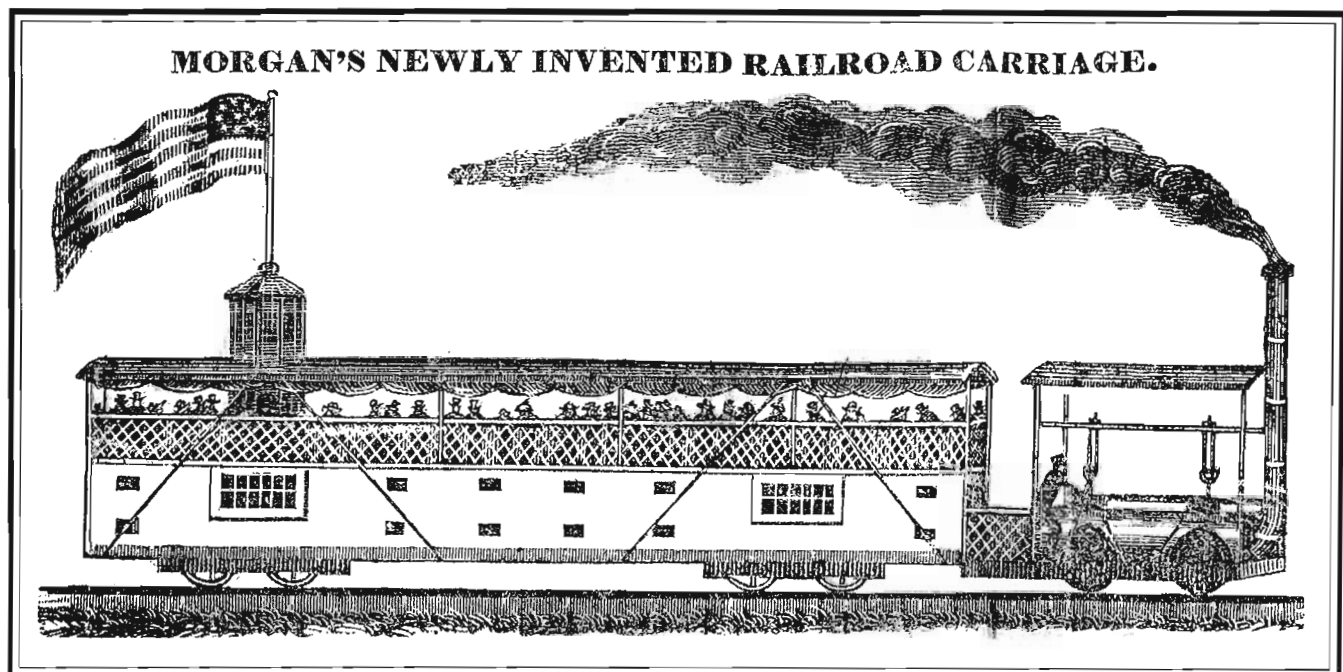
However the idea of a double-decker, double-truck passenger car goes back a lot farther; a very great deal farther. Back in 1827 a certain Mr. Richard Morgan, of Stockbridge Massachusetts, invented and patented a railway car that, in its general configuration, resembles today's long-distance passenger equipment. Two years later, the newspaper "The New-York American", in its issue of Friday, May 22 1829, printed an article, with drawings, describing this car. The article was copied from a Boston newspaper where it had appeared on April 14 of that year. From the wording of the article it appears that the car was actually built and tested.

In 1829 there was no common carrier steam railway operating anywhere in America. Even in England, the Stockton & Darlington had been open for less than four years, and the Rainhill Trials would not be held for another five months. Stephenson's "Rocket" was under construction, and the Liverpool & Manchester would not be opened until September 1830. In America, the Baltimore & Ohio was under

construction, but the first steam line, the South Carolina Railroad, would only begin operation in December 1830. Canada's first common-carrier railway, the Champlain & St. Lawrence, was not founded until 1832, and did not commence service until 1836.

Yet in 1829 there was much interest, on both sides of the ocean, in the new railway technology, and this explains Mr. Morgan's amazing design. Having no land vehicle on which to base his design he copied many features of the canal boats which were very numerous at the time. He calls it a "land barge" and refers to the operator as the "Captain". However he unwittingly anticipated some features that are in use 170 years later; double trucks, passenger seating on the upper deck with baggage underneath, even a dome! The article dwells considerably on the matter of friction, which is, of course, of prime consideration in railway operation, even today. Whether the locomotive was coupled to the car or was actually part of it is not very clear; perhaps this was to be the first self-propelled passenger car.

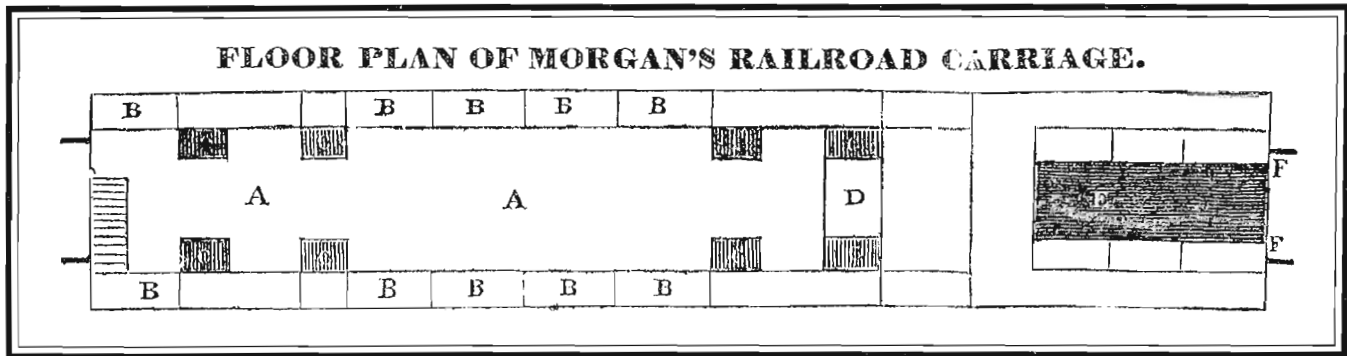
The following article is exactly as printed in the "New-York American" on May 22, 1829. Spelling, punctuation and italics are as they were in the original article. The diagrams are also exactly as they first appeared.



[FROM A BOSTON PAPER]

We have the pleasure, herewith, of presenting our patrons, and the public generally, with such views of Morgan's new Rail Road Carriage, as we hope will not only fully illustrate and explain this improvement in travelling vehicles, but arouse the attention of those who have given the subject of internal improvements but little

thought, and silence the opposition of any who may have been disposed to look upon the contemplated Boston and Hudson Rail Road as a mere visionary scheme, or, at best, a project to benefit a few interested towns. The ingenious inventor is a resident of Stockbridge, Berkshire county, and has expended much labor and money to bring this machine to its present state of perfection.



Having obtained leave of the city authorities, he constructed a temporary rail road in Faneuil Hall, on which his application of friction wheels has been exhibited to very fine advantage. A weight of five pounds, suspended over a pulley, moved the carriage with its load, the whole weight being 2,850 lbs. - and when upwards of twenty persons, in addition, were mounted on the carriage, the whole was easily moved by a gentleman, standing behind, with one foot. In the absence from town of Mr. Morgan, the carriage at Faneuil Hall is in charge of the new Rail Road Association, whose committee would take pleasure in making those who have not yet seen it, better acquainted with its principles, than they can be from examining a drawing or written explanation.

The engraving above, exhibits what may emphatically be termed a *land barge*, and to the traveller, will furnish an idea of all the convenience and comfort which belong to the best steamboats. It is constructed with a cabin, births, &c. below; a promenade deck, awning, seats, &c. above. We might as well mention here, perhaps, as in another place, that the views are from the graver of our ingenious Mr. Abel Bowen; who, we think, deserves much credit for their tasteful execution.

During the last six months the public have been called upon in various parts of the Union, to witness the application of friction wheels to Railway Cars; and very striking experiments have been exhibited. The principle itself has been long known in Mechanics, its value fully appreciated, and found of essential benefit in the construction of some particular machines. It is, however, the mode of applying it, unencumbered with practical difficulties, to wheel carriages, which is new, and the Railway presents the most rational considerations for attempting its introduction, because those circumstances which precluded its successful adoption on common Roads become entirely changed by the arrangement. To understand, clearly, the nature of the improvement, a distinct idea should be first obtained, of the mechanical advantage gained by providing iron tracks for the wheels. Theoretically, a perfectly true and hard cylinder, rolling on a perfectly hard plane, would have no resistance; and though this impossible in practice, the Railway approaches so near to it that in estimating the friction to be overcome, the resistance at the axle of the Car is alone considered. The same carriage, with its load,

which requires 125 pounds to draw it on a common Road, being put on a Railway, needs but 15 lbs.; hence, it is easy to perceive, that as, in the first instance, 110 lbs. is employed to overcome the obstruction at the rim, it is better to use all possible means of improving the surface of the road, than to resort to complicated methods for reducing the resistance which employs only 15 lbs. It appears then, that on the Railway, the case is altered, and as *nearly* all the friction is found at the axle, every simple method to reduce it at that point is worthy of attention. How far the inventors of the several cars, which have come into notice, have succeeded in accomplishing this object, so as to stand the test of practice, will be determined by experience. The principle of compound leverage can be carried, without doubt, to an extent almost incredible, in reducing the resistance from attrition. Practical utility will alone be secured by such arrangement as shall require little complication, and no increased liability to get out of order.

The loading of Morgan's Carriage, is supported on a platform, suspended by iron rods from the upper part of four frames of cast iron, which enclose the wheels. These frames are unconnected with each other, and act independently, following their respective guides, on any curve which the rail assumes. These guides are substituted for the flanche, and by their placement, give much greater security and less friction. It is optional as to the dimensions of each platform, as each system of wheels can be set at any distance required, or that the railway will admit of. The whole load being suspended within one inch of the rails, combines, in a remarkable degree, commodiousness, *safety* and strength. It has been recently suggested, that a degree of comfort, in accommodation for travellers, not heretofore anticipated, may with ease be adopted.

The diagram annexed, together with the view above, will give an interesting idea of the method alluded to, and of the facility afforded by the new car for effecting this purpose.

- A.A. - *the Cabin.*
- B.B. - *the Births.*
- C. - *the Wheels.*
- D. - *Captain's Office.*
- E. - *the Engine.*
- F. - *the Rails.*

A Christmas Street Car Story

This delightful Christmas story is condensed from one which appeared in St. Nicholas Magazine, a children's monthly, in December 1895. This was at the time when street car companies were converting to electricity and getting rid of their old horse cars. The old cars found many uses, and it is quite likely that Santa Claus *did* get some for truly deserving recipients. Perhaps he even harnessed his eight tiny reindeer to pull them! At this Christmas season your editor hopes you enjoy this little story as much as he did on finding it in the yellowed pages of an old magazine.

How a Street Car Came in a Stocking

David Douglas wanted to be a street car driver. This did not interfere in the least with his ambition to be a plumber with a bag of tools, or a doctor with a pocket thermometer and a stop-watch. David was almost seven years old. He had been in love with the street car profession for at least a year; and there was nothing he couldn't tell you about the business which can be told to an outsider whose heart is not in it.

One morning, about three weeks before Christmas, David was transfixed by hearing his father read the following announcement:

CARS TO GIVE AWAY

An offer of the Street-Car Company.

General Manager Miller, of the Citizens' Street Railroad Company, said to-day that he had on hand thirty or forty old box street-cars which he would like to give away. The company has no further use for the cars. Mr. Miller suggests that the cars would make good play-houses for children.

"Oh, Papa", David cried, "let us get one of those cars!" whereupon his father made big eyes of astonishment at David, and pretended to be absolutely upset by the mere suggestion of such an idea, and was in such a wild haste to get out of reach of little boys who wanted to have full-grown real street cars for their very own, that David was unable to get in a serious word before he was gone.

Some hours later he spoke to his mother who quickly replied "It would cost too much, dear". "Why Mama", he said, "The paper said they would give them away". "So they will, but even a present is sometimes expensive. Because a street car is so large and heavy, it would take strong horses, and a great big truck, and ever so many men to move it, and all that costs money - a great deal of money. Besides those cars have no wheels. It would just be a helpless old car all the rest of its life". Very gently she convinced him that it was out of the question.

One day, not long before Christmas, David had an idea. If Santa Claus could get anything he wants, he could get a street car! You see, if Santa Claus was giving street cars away, there was nothing to pay for hauling. No need of money at all. You just wrote the right kind of letter and Santa Claus did the rest! That night he handed his mother this letter to read:

Dear Santa Claus: Won't you please bring me a street car. Not a little one but a real one. I am trying hard to be a good boy, and I want one very much.

David Douglas.

"Why David," said his mother, "I thought you had given up the idea of having a street car". "Yes, Mama, I had; but you see this is different. If Santa Claus brings it, it won't cost us any money at all - not even a cent". "You know David", mother replied, "If children ask for too much, Santa Claus must disappoint them. Will you promise not to be unhappy if it doesn't come after all?" Oh, yes, he could promise with a light heart.

After that David's hopes ran sometimes high, sometimes low. In the latter state of mind he put the matter before Santa Claus again and again with such entreaties and promises as desperate longing suggested. Here are two of the letters Santa Claus found in his little Dutch house:

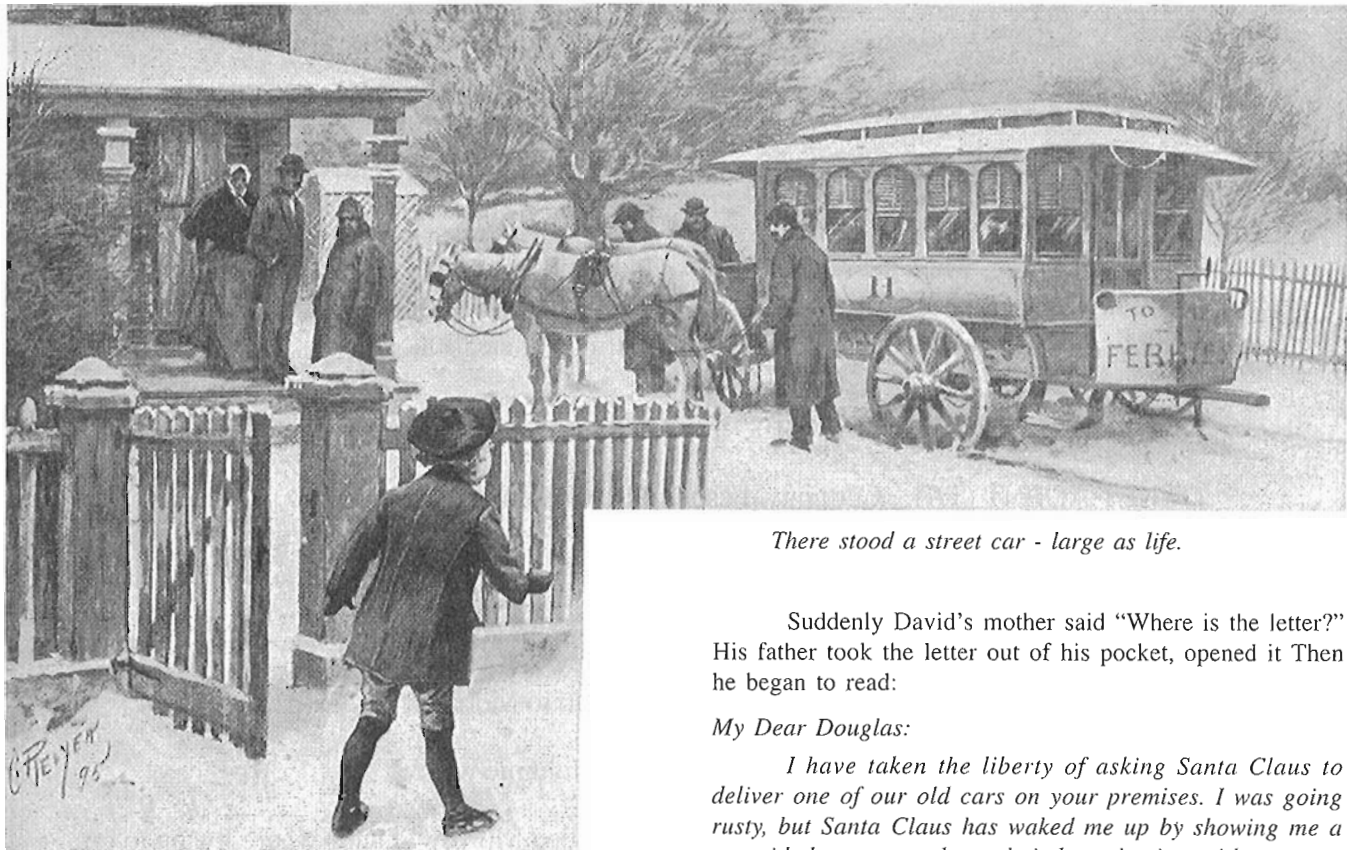
Dear Santa Claus: You needn't bring me a bob-sled if you will only give me a car. I can use my old sled till next Christmas. David Douglas. P.S. I can do without the Fireman's Helmet.

Dear Santa Claus: Please do bring me a Street car. If I had one I wouldn't need a hook and ladder wagon. I will be very careful of it. Even if it was a little broken in some places it would do. I could mend it. I've got a hammer and some nails. I pounded them out strate. I hope you will. Please leave it in our side yard. Good by. David Douglas.

Christmas morning David woke early and looked out the window upon a smooth, shining surface of snow. There was no car! He began to make the best of it, and to wonder what Santa Claus had left in his stocking. Later, when he came downstairs, his father swung him up to kiss him good morning and said "Santa Claus slipped up on that car business - must be he had no cars this year - but your stocking looks pretty lumpy and tight". So David was able to smile quite cheerfully, and when he tried on a fireman's helmet and new skates, with a lot of lesser treasures scattered around, Christmas seemed pretty cheery.

Later they all went out for a sleigh ride and, as they were returning they saw a broad strong truck, two strong gray horses looking at them, four or five men standing about and, of course you've guessed it, a street car large as life; a beautiful yellow and white car with No. 11 in gold figures on the side. Then someone said "Well, sir, how do you like it?" And he found a big white placard hanging from the front brake lever saying "For David Douglas from Santa Claus".

Then David really came back to earth. He laughed and kissed his mother and held his father's hand in both his own; he walked back and forth in the car, and took note of the familiar signs about no smoking and beware of pickpockets, and to use none but Quigley's Baking Powder. There was the cash-box and the brass slide for change in the



There stood a street car - large as life.

Suddenly David's mother said "Where is the letter?" His father took the letter out of his pocket, opened it Then he began to read:

My Dear Douglas:

I have taken the liberty of asking Santa Claus to deliver one of our old cars on your premises. I was going rusty, but Santa Claus has waked me up by showing me a one-sided correspondence he's been having with a young man by the name of David. I suddenly realized what a world of fun there was in Christmas, if you only knew how to get hold of it by the handle, as my grandfather used to say. I hope you and Mrs. Douglas will forgive me for getting my pleasure first and asking permission afterward. But when a man takes a holiday I suppose he may be allowed to take it in his own way. So put this street car into David's stocking!

And I think this may not be a bad occasion for saying I've never forgotten the time your mother made Christmas in my heart when I was a poor youngster with scarcely a stocking to hang. God bless You! You have a fine boy.

Very truly yours,

John Miller.

P.S. That correspondence is a confidential matter between Santa Claus and me. No questions answered at this office. J.M.

David wondered why his mother, who had been reading the letter over his father's arm, turned suddenly, while she was still smiling, and cried on his father's shoulder.

front door. The brake worked and the bell-strap rang a real bell when his father held him up to reach it. Well it was perfect - surpassing all dreams of joy and Christmas. Indeed, a bit of Christmas cheer had fallen to those rough-coated men who worked on Christmas day, for they were drinking coffee and eating gingerbread, and had cigars to smoke. Even the horses had each an apple to eat.



We'll have to let that strap out a little, until you get a taller conductor! said his father.

Tomorrow and Tomorrow and Tomorrow

(with apologies to "Macbeth" by William Shakespeare)

Once upon a time, when passenger trains went to a lot more places than they do now, there was a tri-weekly train to a town called Morrow. One day a would-be passenger went up to the ticket window, and there ensued the following delightful conversation:

WOULD-BE PASSENGER (WBP). I want to buy a ticket to Morrow.

TICKET AGENT (TA). Certainly, I can hold it till tomorrow. Where do you want to go?

WBP. I just told you, I want to go to Morrow.

TA. I know when you want to go, but where do you want to go?

WBP. I've told you twice already, I want to go to Morrow!

TA. Yes, I know that, but you still haven't told me where.

WBP. Look, there is a town down the line called Morrow. That's where I want to go.

TA. Oh, now I see, you want to go to Morrow.

WBP. That's what I've been trying to tell you.

TA. Well, when do you want to go?

WBP. I want to go today.

TA. You can't go to Morrow today, you'll have to go to Morrow tomorrow.

WBP. But I don't want to go to Morrow tomorrow, I want to go to Morrow today.

TA. You can't, because there's no train to Morrow until tomorrow.

WBP. Is there any other way I can get to Morrow today?

TA. Let's look at the timetable. Yes, there is a train this afternoon that will take you to Morrow Junction, but you will have to wait there until the eastbound local comes, so you will not get to Morrow until very late tonight or early tomorrow.

WBP. You mean that I still can't get to Morrow today?

TA. I'm afraid not, the first train to Morrow won't get there till tomorrow.

WBP. Oh, never mind. I'll take the bus!

The Great Canadian Achievements Mural at Aurora



Larter Advertising, one of Ontario's leading marketing and advertising companies, unveiled its 'Great Canadian Achievements' wall mural at Aurora station. The huge ninety foot by thirty foot mural features over thirty great moments in Canadian history. Aurora Mayor Tim Jones was among the dignitaries on hand for the official ribbon cutting ceremonies November 23, 2001. Inspired by the advent of the new millennium, and from a great sense of pride for his country, Brian Larter conceptualized the 'Great Canadian Achievements' mural as a way of paying tribute to our heritage, accomplishments and history of innovation. The mural involved the support of ten corporations, in a unique community partnership with Larter and the Town of Aurora. Each business was invited to sponsor an achievement of their choice and receive recognition on the wall mural in return. The Canadian achievements selected were: the AVRO Arrow, Armand Bombardier, Northern Dancer, Rick Hansen, the Group of Seven, Roberta Bondar and Marc Gameau, Team Canada '72, the Canadarm, Marilyn Bell and Sir John A. Macdonald. "Each tribute is a Canadian hero who helped shape our nation" said Brian Larter, President of Larter Advertising. "They excelled in their own accomplishments, and inspired others to rise to their best. The 'Great Canadian Achievements' mural is a lasting visual reminder to all of us that we can, and always will, accomplish our hopes and dreams no matter what challenges may arise." The ceremony included a dedication to former Aurora councillor Bob Hartwell. "My hope is that the 'Great Canadian Achievements' mural will help Canadians realize that we live in one of the best countries in the world" said Larter.

Great Canadian Achievements Wall Mural

Major Tributes:

AVRO Arrow - First plane to reach Mach 1.98 (1958)
 Northern Dancer - First Canadian bred Kentucky Derby winner (1964)
 Armand Bombardier - inventor of the snowmobile (1922)
 Rick Hansen - travelled 40,000 km. by wheelchair on his 'Man in Motion' tour (1985-87)
 The Group of Seven - Canada's first distinctive art movement

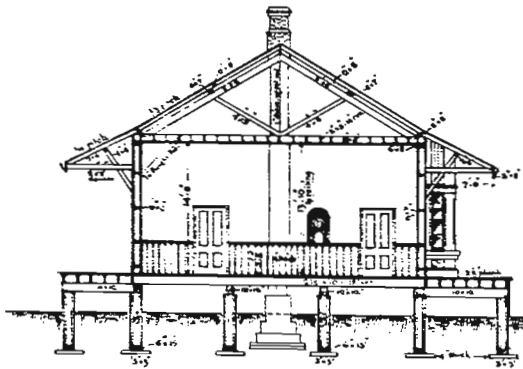
Roberta Bondar & Marc Garneau - First Canadians in space (1992 & 1984)
 Team Canada '72 - First victory over Team Russia (1972)
 The Canadarm - First robotic space tool (1981)
 Sir John A. Macdonald - Canada's first Prime Minister (1867)
 Marilyn Bell - First to swim across Lake Ontario (1954)

Additional Tributes:

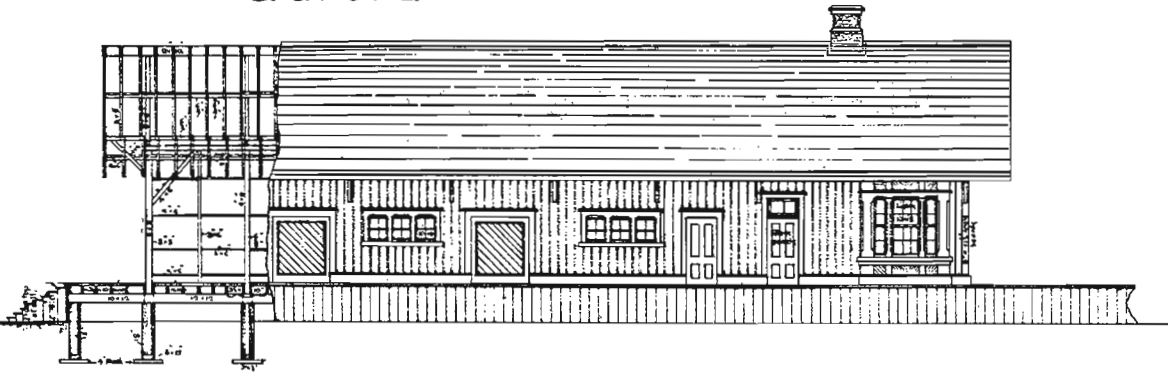
Lorne Greene - First CBC announcer (1944)
 Hudson's Bay Blanket - Canada's signature blanket
 Group of Soldiers - honouring our veterans
 George Chuvalo - Canadian Heavyweight Boxing Champion 21 years
 The Rocky Mountains
 Billy Bishop - most decorated flying ace WWI
 Senator James Gladstone - First aboriginal senator (1958)
 Niagara Falls - one of the seven wonders of the world
 Canadian Pacific Railway - the 'Last Spike' November 1885
 The Klondike - the Gold Rush
 Ernie Coombs - the popular Mr. Dressup
 Banting and Best - discovered insulin, 1922
 Dr. James Naismith - inventor of basketball
 The Prairies
 Alexander Graham Bell - inventor of the telephone
 Donuts - highest consumption per capita in the world
 Foster Hewitt - voice of hockey: first game 1923
 Barbara Ann Scott - 1948 Olympic gold medalist - skating
 Bonhomme - representing world's biggest winter carnival in Quebec
 Lester B. Pearson - first Canadian Nobel Peace Prize winner (1957)
 Emily Stowe - first Canadian female doctor (1867)
 Pierre Trudeau & The Queen - repatriating the constitution (1982)
 The Bluenose- our most celebrated ship

GRAND TRUNK RLY. STATION BUILDING

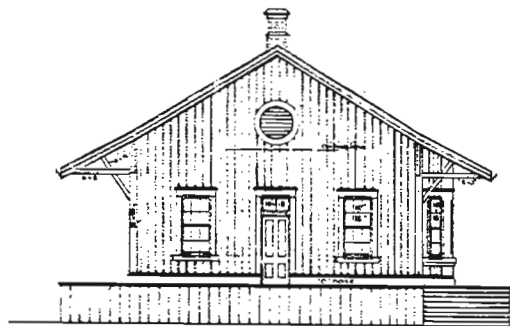
AUROPA



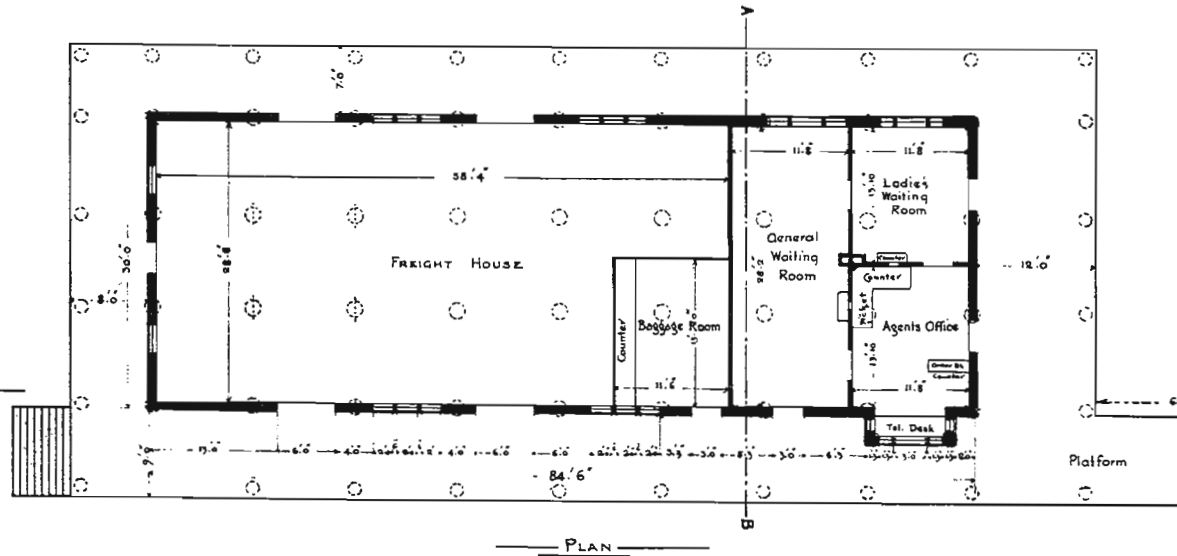
CROSS SECTION - LINE A-B



FRONT ELEVATION



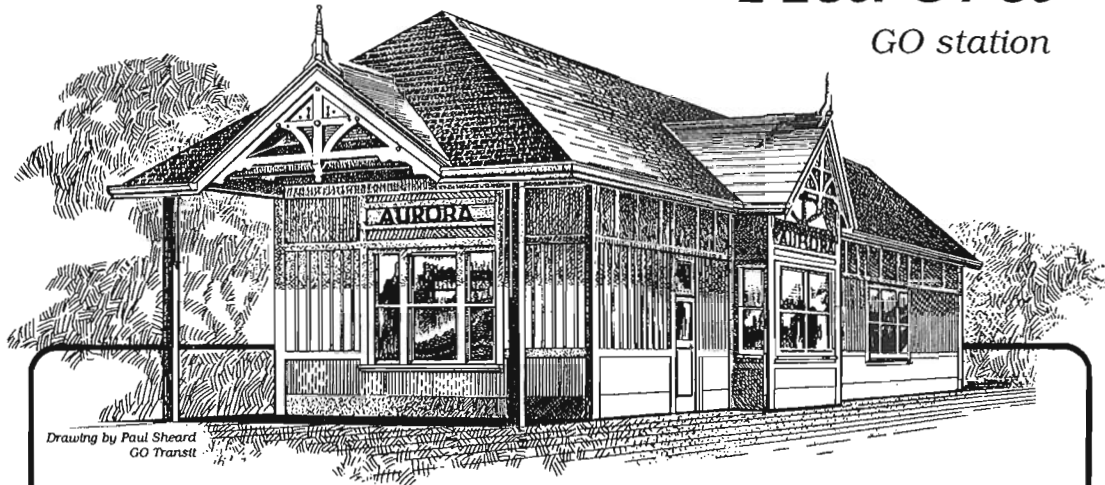
END ELEVATION



PLAN

Aurora

GO station



New life for an old lady

At age 92, Aurora railway station has a new lease on life. The grand old lady on Wellington Street has been given a thorough rebuilding and has been restored to its turn-of-the-century as-built appearance as it heads for the turn of another century, still serving its community, now in the role of a modern GO Transit commuter station.

Aurora has a significant place in Canadian railway history. The first locomotive-hauled train in Ontario arrived there from Toronto on May 16, 1853.

Known then as Machell's Corners, Aurora was the temporary northern terminus of the Ontario, Simcoe and Huron Railroad.

That first trip took two hours and cost the princely sum of \$1. By comparison, in 1992, the GO Train makes the same trip in 49 minutes at a single-ride fare of \$4.50.

The Grand Trunk Railway took over in 1888 and in 1900 built a new Aurora station. Canadian National Railways inherited the bankrupt Grand Trunk in 1923 and added a freight shed to the building's south end.

CN covered the board and batten exterior with insulbrick to cut maintenance costs. As the railway's business declined, maintenance was again reduced, and ultimately CN had no further use for the aging station.

By this time, GO Transit was the sole user of the building, serving the passengers on its two weekday commuter trains. And the building was literally falling down.

Because of the building's historical significance, GO decided to restore it to its 1900 appearance. The added freight shed was demolished, but before any restoration work could begin, the building had to be picked up and moved aside because the original wooden posts it had been built on had rotted.

Set down on a new concrete foundation, the old building's sags virtually disappeared and the work crews started on a restoration which included the complete replacement of the tongue and groove ceiling which had been destroyed by water leaks.

The exterior was stripped and the board and batten finish restored. Finally, the original exterior colours of brick red, green, and yellow, verified through careful scraping of many layers of paint, were applied.

The result is a beautiful heritage building which will efficiently serve the travelling public for many years to come.

Official opening July 1, 1992



The Business Car



ESQUIMALT & NANAIMO TO SHUT DOWN

Rail America, owners of the Esquimalt & Nanaimo Railway on Vancouver Island, have announced the shutdown of operations on that line. Unless ongoing negotiations are successful VIA Rail's train 198 and 199 between Victoria and Courtenay B.C. will make its last run on March 10, 2002. If you have not yet ridden this scenic line better do it soon.

MONTREAL'S WINDSOR TERMINAL TO CHANGE NAME

The Montreal terminal of the Lakeshore commuter train service is to change from Windsor to Lucien L'Allier on January 1, 2002. This name will agree with the adjacent Metro station to which the terminal is connected. Despite some sensational press reports, it should be emphasized that Windsor Station is not being renamed and will stay as is, albeit without tracks. The present passenger terminal is quite remote from Windsor Station and has, unfortunately, been virtually cut off from it by a sports facility. Thus the name change is not a break with history.

IRVING TO SHIP VIA CN

The Irving companies of New Brunswick have announced that henceforth they will ship their goods to central Canada via Moncton and the CN lines, rather than over the Canadian American, the former CPR "Short Line" across Maine. This leaves the future of the latter line more in doubt than it was, especially in the light of the impending sale of the Bangor & Aroostook.

BYE, BYE, REDBIRD

New York City has been much in the news lately, so this item, from the Daily News of August 18, 2001, will be of interest, especially in view of the fact that many of the replacement subway cars will be built by Bombardier. It is, of course, a takeoff on the song "Bye Bye Blackbird".

"Forget their four decades of dedicated, uncomplaining service to the New York City subways. Forget that they have been the reliable workhorses of the transit system. They are old now. And in this town, old is bad - unless you're French wine or a landmarked building. So the Redbird subway cars are being phased out. In a few years all 1300 will be gone. Twenty already are. No one here can love or understand them, so they packed up all their cares and woe and moved to Delaware. But alas, they will no longer be

trains. They will be reefs. Eventually, 400 Redbirds will be sunk into the sea to sleep with the fishes. Poor Redbirds. Sent to a watery grave by a thankless MTA. They deserved a better fate. But at least the fishes won't deface them with graffiti. Or spit on the floors. Or refuse to move to the middle of the car. So make up their seabed and turn off their lights. They'll arrive [this is poetic licence] late tonight. Redbirds, bye bye."

PRINCE EDWARD ISLAND HISTORY IN THIRD PRINTING

The history of the Prince Edward Island Railway, by Allan Graham, reviewed in the September-October 2000 Canadian Rail, is now in its third printing. It is still available from Mr. Graham at the original price.

VIA STATIONS CLOSED



In the recent VIA timetable, trains no longer stop at Prescott, Trenton Junction and Maxville, all in Ontario. This view of Maxville station was taken on October 27 2001, the day before it closed.

ONE HUNDRED YEARS AGO

This item, from the Saint John Daily Sun of October 12 1901, is of considerable interest:

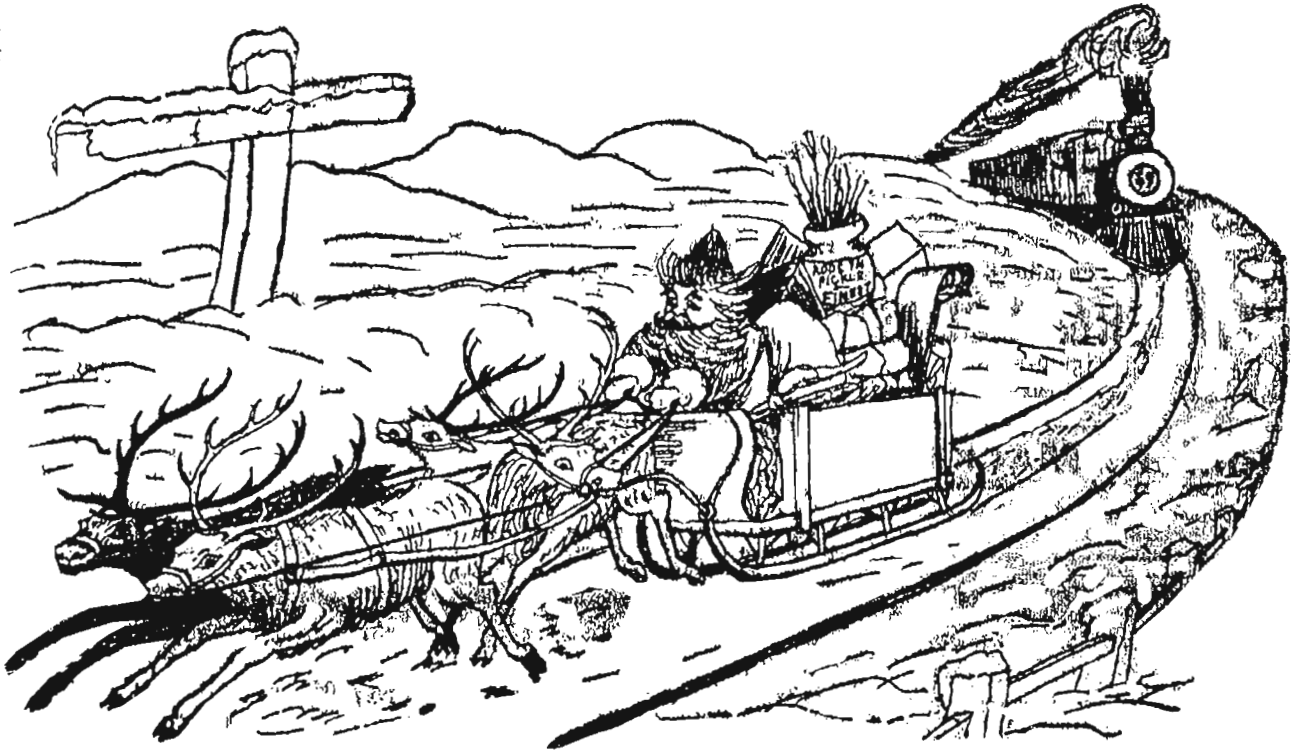
PAN AMERICAN EXCURSIONS ON CANADIAN PACIFIC

"Arrangements have been made for a very low rate to the Pan American exhibition, in effect Tuesdays, Thursdays and Saturdays, from the 15th to the 26th of October, both dates inclusive. One can purchase tickets from St. John to Buffalo and return for the remarkably low rate of \$17.50. Those who avail themselves of this rate and travel by the Canadian Pacific from St. John will have only one night on the road en route to Buffalo, with excellent trains. In addition to the sights at the great fair, and electrical wonders at Buffalo, you must remember that Niagara Falls is only 20 miles away, about 50 minutes ride in the electric car. Anyone who has thoroughly seen the falls and the many attractions in its vicinity will tell you that the opportunity of seeing the falls alone is worth the price of an excursion ticket.

We trust that many of our young maritime province people will take advantage of the above excursions, as the educational wonders of the trip are something that should not be missed by anyone that can afford the trip."

Santa on the Tracks

JOHN MURPHY & CO



**IMMENSE COLLECTION OF TOYS
AND XMAS PRESENTS!
VARIETY PRACTICALLY UNLIMITED!**

Continuing our annual series of old time Santa Claus cartoons with a railway theme, we see this advertisement for the John Murphy department store on Montreal's St. Catherine street. It is Christmas Eve 1898 and Santa is taking a shortcut in his sleigh along the railway tracks. Naughty Santa; he should not be using the tracks! If he looks over his shoulder he will see engine 49 and its freight train bearing down on him. Santa will get away with it, but you may not if you try it. Have a safe and happy Christmas, stay off the tracks (unless you are riding a train) and all the best for 2002.

Source: Montreal Daily Star, December 23, 1898.

BACK COVER: A three-car RDC train, headed by 9105, runs through the main street of Wakefield Quebec on October 5, 1969. The special train was returning from a fall foliage excursion to Manawaki. Steam trains still run to Wakefield.

Photo by Fred Angus

Canadian Rail

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