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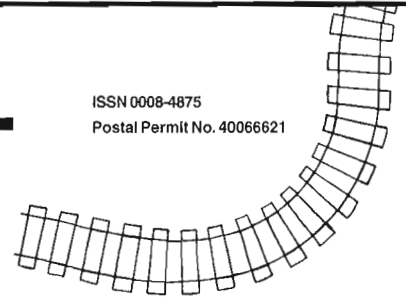


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FRONT COVER: The last day of pool train operation between CNR and CPR was October 30, 1965. Here we see the last pool train to leave Montreal's Windsor station on that day. Hauled by CN locomotive 6520, it was bound for Toronto. A group of CRHA members rode it as far as Brockville, then returned on the last pool train from Toronto to Montreal. The next day CN started the "Rapido" service while CP inaugurated the short-lived "Royal York and "Chateau Champlain". Photo by Fred Angus

BELOW: Heading for New York City, Amtrak's "Adirondack" passes through St. Jean sur Richelieu Quebec, about 25 miles from Montreal, on May 20, 2002. Behind engine 815 is a train consisting of five Heritage cars and one Amfleet car. Except for the baggage cars, the Heritage equipment is being retired. Photo by Fred Angus

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The Royal Excursion

by Jay Underwood

It was a moment any politician would relish, and it must have given Joseph Howe a singularly enjoyable thrill, to have the Prince of Wales - next in line to the throne of his beloved empire - riding on his railway from Halifax to Windsor, a royal seal of approval on the project that had unquestionably been Howe's from concept to execution.

"Aid me in this good work," he had urged the people of Halifax, who were to take a ten per cent share in the creation of his Nova Scotia Railway, "and British North America will have all the organization and attributes of a nation."

That was in 1853. On August 2, 1860, just seven years later, the completed line, for which he had sacrificed his influential position on the executive council, was ready to carry Albert Edward, Prince of Wales, in a fashion that would inspire his countrymen and lend an air of undeniable dignity to Howe's beloved railway.

The railway had been built in a businesslike manner, from the spending restrictions placed on the bi-partisan board of commissioners (of which Howe had been chairman), to the opening of both the western (Windsor) and eastern (Truro) branches. There had been some vice-regal fanfare when Governor Sir John Gaspard LeMarchant turned the first sod at Governor's Farm at Richmond 13 June 1854.

LeMarchant also presided over the official opening of the line on June 3, 1858, as described on Ivan Smith's website (www.alts.net/ns1625/nshist06.html):

"On this day, Thursday, a train departed Richmond (Halifax) at 7:30 am, crowded with passengers. This was the first train for public use, on the new Nova Scotia Railway line between Halifax and Windsor. The train arrived on schedule at Windsor at 11:00 am, where almost the entire population was gathered at the station to see this important event. The train departed Windsor on the return trip at 3:00 pm, and arrived at Richmond at 6:00. To celebrate the opening of the Windsor Branch, the following Tuesday, June 8th, was declared a public holiday in Halifax by the Lieutenant Governor, His Excellency Sir Gaspard le Marchant, the Earl of Mulgrave; all shops and offices were closed to enable the population to celebrate. As Marguerite Woodworth described it, "At 5:30 am the people were aroused by a 'merry peal from all church bells'; at 6:30am any laggards were reminded of the occasion by a royal salute of 109 guns by the Royal Artillery from the Grand Parade; at 10:00 am there was a 'Grand review of the Troops, ending with a Sham Fight' on the Common; a yacht race took place at 1:00pm, and the ceremonies ended with a grand ball at Government House." During the remainder of 1858, the trains between Halifax and Windsor carried 11,324 first class and 6,927 second class passengers; passenger revenue was £7,584 17s 1p. The second-class fare was two cents per



The Prince of Wales at the time of his visit. From an 1860 medal.

mile. Income from freight (which included 189,465 feet of lumber) totalled £2,550 5s 11p, and horse and wagon traffic provided revenue of £1,466 5s 4p."

The vice-regal seal of approval was all-important to Howe, who would be sworn in as Premier of the colony the next day (Aug. 3, 1860), and to Jonathan McCully, the chief commissioner of the line; the Nova Scotia railway was a radical departure from the accepted practice in the Empire, where the government's involvement with railways was purely from a regulatory stand. Nova Scotia was the first to establish a railway as a government financed, owned and operated venture, and there were naysayers on all sides who proclaimed it was doomed to fail.

From Nova Scotia's point of view (and the government made no secret of it) the Prince's visit - the first Royal ride on a train in British North America - was all about prestige. Upon his arrival he was welcomed and praised for making the colony his first stop, rather than a side trip from Canada East and Canada West, as politicians there had been lobbying.

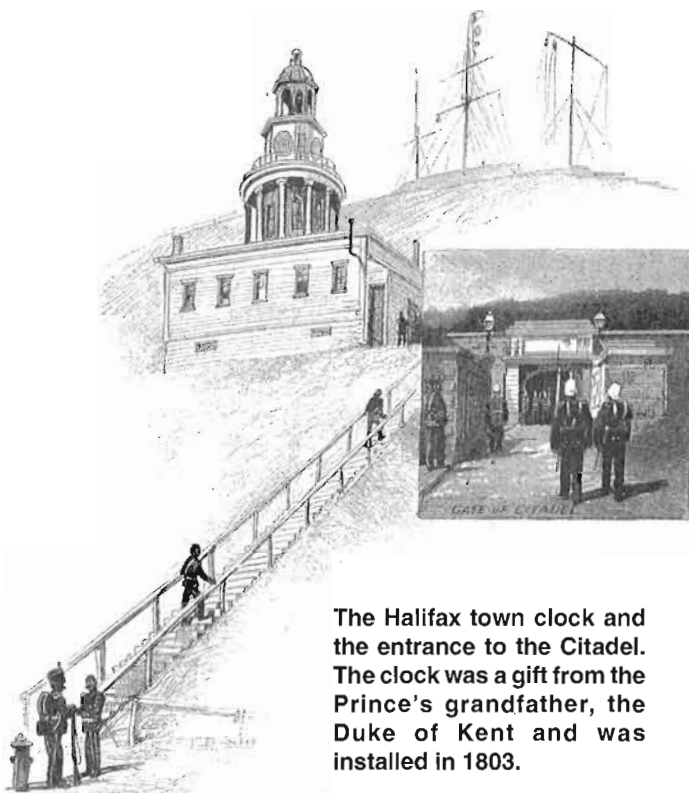
Prince Albert Edward was born in 1841. His nickname was Bertie. In 1863 he married Princess Alexandra of Denmark. They had six children, including a daughter named Maud who became the queen consort of Norway. After Queen Victoria's death in 1901, Bertie ascended to the throne as King Edward VII. In that same year, his son, the future King George V undertook his own regal tour of Canada by train (see Canadian Rail, November-December 2001.)

The specifics of the visit were explicitly reported by the press, like the Nova Scotian's account of his August 2 trip from Halifax to Windsor:

"On Thursday morning at 4 o'clock, a special train with 132 men of the Volunteer Rifles, and 60 men and 6 guns of the Volunteer Artillery, left Richmond for Windsor. At half-past 6, a.m., a pilot engine, with Inspector Marshall, left Richmond, calling at the principal stations, and leaving the time of her departure.

At a little before 7 a.m., a Guard of Honor, composed of the Mayflower and Chebucto Greys, under the command of Captain Chearnley, formed at the south end of the Station, lining the approach to the Prince's Car which was tastefully decorated. On the front of the engine was a shield with the Prince's Coat of Arms, beautifully painted by Mr. Jones, and on each of the cars a Prince's Feather tastefully ornamented with artificial flowers.

At 7 a.m., the Prince with his cortege arrived; a Royal Salute from the Greys, and a hearty cheer from the immense concourse of spectators, announced the arrival. The Hon. Mr. McCully, as head of the Railway department, stood upon the front platform, and shewed the Prince into the car; Lady



The Halifax town clock and the entrance to the Citadel. The clock was a gift from the Prince's grandfather, the Duke of Kent and was installed in 1803.

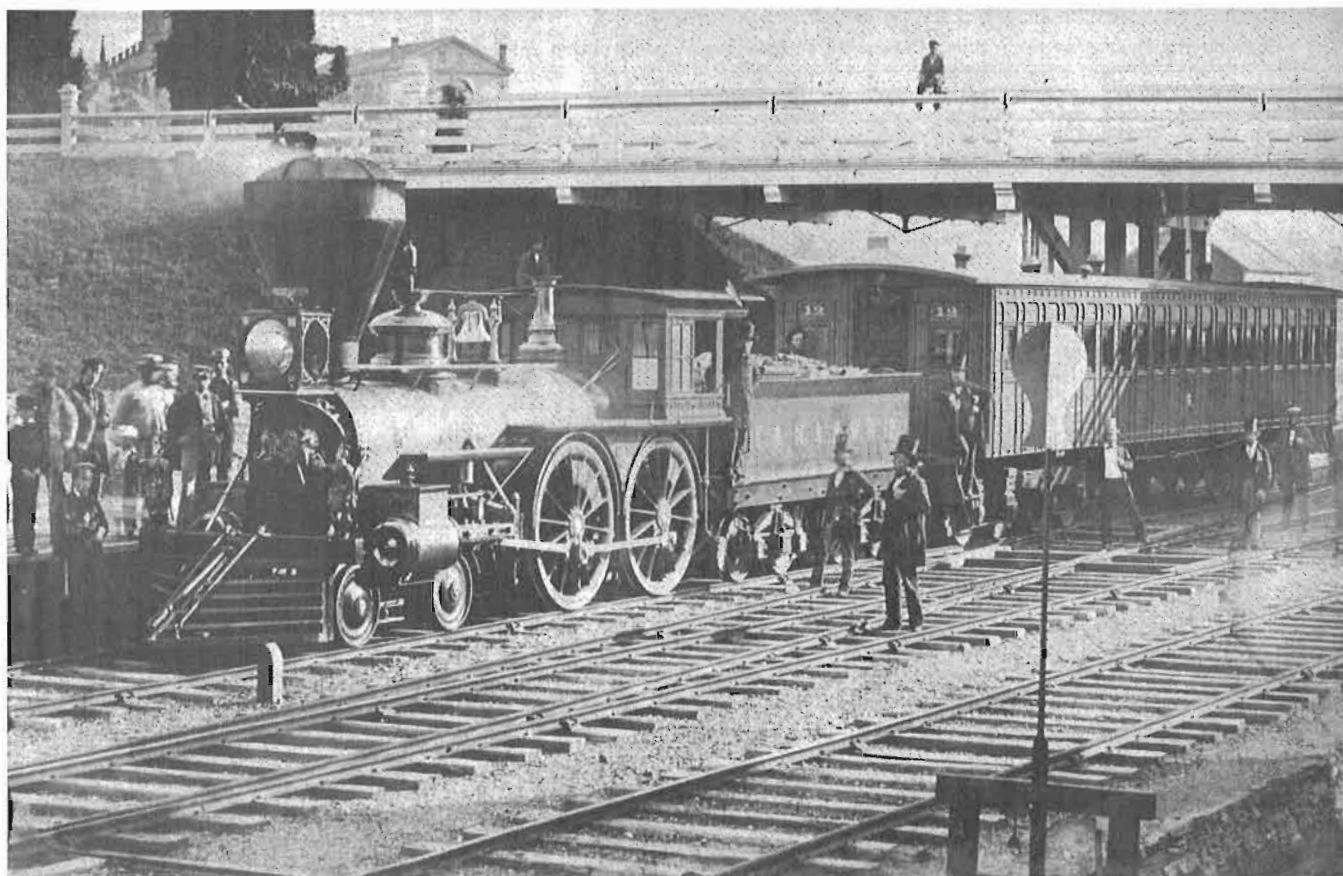
Mulgrave and Lady Trollope - The Duke of Newcastle, Earl St. Germain, General Bruce, Major Teesdale, the Governor, the Admiral, the General, the Aids, and others of the party followed. As they entered the car, a Royal salute was fired by the Squadron lying in the stream, and the Citadel. The Members of the Legislature, to the extent of fifty or sixty persons, including the Members of the Executive Government, the Members of the Executive Committee of Preparations - among others, Mr. Hoyt, Telegraph Superintendent, who accompanied - immediately took their seats in the next car, the Prince's body servant and others in a third car, and at the shrill sound of the Guard's whistle, the train which was unusually heavy, and very lengthy conveying as it did in addition to the party mentioned all the baggage of the Prince and his suite, and the carriages and horses to convey the party to Hantsport, amid deafening plaudits was immediately put in motion. The Superintendent of Locomotives, Mr. Moir, himself, was in charge of the engine, which was handsomely and tastefully decorated. Mr. Stevens, a Nova Scotian, a native of Kings had the honor to act as Driver. In a second this whole vast richly freighted train whisked out of sight, a way round the beautiful shores of Bedford's beautiful Basin.

It was one of the most lovely mornings of the season. Onwards and onwards, without stopping at any intermediate stations, rolled the rapid machinery. An officer at Mount Uniacke and another at Newport, stationed with dispatches, attached to a slight hoop, which the Superintendent on the engine caught upon his external arm, gave the exact moment of departure of the Pilot Engine. In an hour and thirty minutes exactly, being forty-five miles in ninety minutes, the train entered the Windsor station. Here the party were met

by the local authorities, with the Hon, Richard McLlelly as Custos at their head. The Prince's door was opened by the Hon. Mr. McCully, and His Royal Highness was received with military honors from the volunteers who had preceded in the morning train. The party proceeded immediately into Mr. Pelow's splendid new Hotel, where breakfast - got up in excellent style by Mr. Halford, of the Provincial Hotel, in this city - was waiting, to which the whole party present, with His Royal Highness at their head, did great justice. A suitable address from the County, read by the Rev. Dr. McCawley, President of King's College, was presented, and an appropriate reply returned, of which hereafter. The grounds around the Station, and in front of the Hotel, were covered with a mass of living beings, upon whose cheerful countenances were written joy and gratification. Cheer followed cheer, as often as the Prince presented himself. He came out on the balcony, where every individual had an excellent opportunity of seeing His Royal Highness, and the waving of handkerchiefs by ladies, and the hearty hurrahs of the sterner sex, told how deep seated is the loyalty of the loyal population of Hants. Windsor was in holiday attire. The preparations were perfect. The arches most graceful, and an elevated platform for the ladies, on the Prince's left as he stood on the balcony, was a precaution which gave accommodation and elegance to tout ensemble. Everything passed off admirably. Great credit is due the Windsor Committee.

At 10 a.m., the carriages in attendance drew up, and His Royal Highness and Suite, attended by a long procession, then drove off, amidst the roar of artillery and the cheers of the multitude, To Hantsport, a distance of seven miles. An address was presented here, but for want of proper preparations on the part of the inhabitants, no suitable opportunity was afforded for the assemblage which had collected to hear the reply, or even to see the Prince. We think the people of Hantsport have paid a proper penalty for their remissness in not preparing some suitable platform, on any of the beautiful green grassy knolls which abound in the neighborhood, and from which every man, woman and child might have been gratified in hearing the rich tones of His Royal Highness' very musical voice, and in looking on his smiling, pleasing countenance. We deeply regret that so many of the people of Kings had driven a long way to see the Prince, should have had to return disappointed, when a very little expenditure and a moderate amount of ingenuity might have obviated so undesirable an event.

The Prince embarked at half past eleven. The party then returned to Windsor, where a collation awaited them. His Excellency Lord Mulgrave, on the right, and Sir Alex Milne, on the left, sat with the Custos at the head of the table, and toasts and speeches enlivened the remainder of the day. Three hundred volunteers - a hundred of whom had come by the eight o'clock train - returned at half-past four; and at five o'clock another special train, having freight, brought back the passengers of the morning special train, and all others destined for Halifax, safe and sound - joyful and cheerful, after the proceedings of this eventful day - a day never to be forgotten in the annals of our common country."



Photographs of the Royal train of 1860 are very rare. This photo of a special car hauled by the locomotive "Prince of Wales" was taken at Saint John N.B. at the station of the European and North American Railway at the time of the Royal visit. At that time the Prince officially inaugurated the line from Saint John to Moncton. Note the Royal coat of arms on the front of the locomotive. New Brunswick Museum

From Hantsport, the Prince sailed to Saint John, N.B. and travelled to Fredericton before returning to the port and back across the Bay of Fundy to Hantsport.

The Prince's return trip from Hantsport to Truro occurred almost anonymously, the press giving it only brief mention. Much of the detail of this trip was not made clear until days afterward, when the Nova Scotian bridled at claims by a rival publication that the railway had bungled the job:

"We have not said one single word upon this subject up to the present moment. The management of this department for the whole period, from the Monday morning when the Prince first set foot upon our shores, up to the hour of his arrival at Truro, after his return from New Brunswick, was so perfect, so thorough, so complete in all its parts, so much the admiration of everybody, of all classes, we had hoped that even the Comptons of the Express - if they refused to praise - would at least have kept silence. Not so, however. If a winged cherubim had wafted the Prince and his suite and the travelling public across the country and back in safety, some Beelzebub, we suppose would have fault to find.

The Commander in Chief being then specially invited by the Messrs. Compton to interfere, and censure Mr. McCully for his incapacity and want of attention to railway passengers, and especially in regulating the comfort of the Volunteers.

We shall not stoop to combat these untruthful charges. That many of the Volunteers were of necessity compelled to travel in the second class cars, every person knows; and nobody more certainly than the Volunteers themselves, are aware that, if they traveled by rail at such a time, this was absolutely unavoidable. There are but ten first class carriages on both lines. One of these was fitted up, as we all know, for the Prince and suite, and could be used for no other purpose. Nine first class divided up, make three for Windsor, three for Truro, and three for Richmond - their utmost capacity being accommodation for sixty passengers each - one hundred and eighty for the three. Over two hundred Volunteers were detailed for Windsor, besides rifles, sidearms, and field pieces. Over three hundred, some how or other, got there, and got back, all in one train. Upwards of two hundred were sent to Truro. A first class in every case was provided for the officers, the men occupying the remainder of it. The Volunteers passed up and down at public expense, and during one whole week, from the time the Prince came till after his departure, the lines, as everybody knows, were traveled and crowded with people of rank and fashion - females and children constituting a large proportion of the passengers.

Now, would it have been right or seemly to have given up the three first class cars to the Volunteers, which, as we have shown, had it been done, would not have sufficed, and

SHOWING THE NUMBER OF THE VARIOUS CLASSES OF ENGINES AND CARS COMPRISING THE ROLLING STOCK ON THE 30TH SEPTEMBER, 1865.													
PARTICULARS.	Locomotive Engines.			Passenger and Freight Cars, &c.									Total.
	P'senger.	Ballast.	Totals.	1st Class P'sengers.	2nd Class P'sengers.	Cattle ars.	Box Fight Cars.	Sheep Cars.	Platform Cars.	Side-tip Cars.	Scotch Cars.	Snow Ploughs.	
Stock per last year's Report.....	16	4	20	10	8	21	28	1	98	12	1	3	182
Built and charged to Capital Account.....					1	2	6						21
Converted from Cattle to Freight Cars.....													
Converted from Box to Platform Cars.....									12				
Built and charged to Revenue.....													
Total.....	16	4	20	10	9	23	34	1	110	12	1	3	203
Less broken up, or converted and burnt.....						2			4				6
*List of Rolling Stock on 30th Sept., '65.....	16	4	20	10	9	21	34	1	106	12	1	3	199
Increase.....					1		6		8				15
Decrease.....													
Nett Increase.....					1		6		8				15

* Besides the above, there was imported from New Brunswick 2 Box and 3 Platform Cars, which are held in suspense at present, as they may be used on the Platon Extension Line or for the present Revenue Service.

Richmond, 30th September, 1865.

W. JOHNSTON.

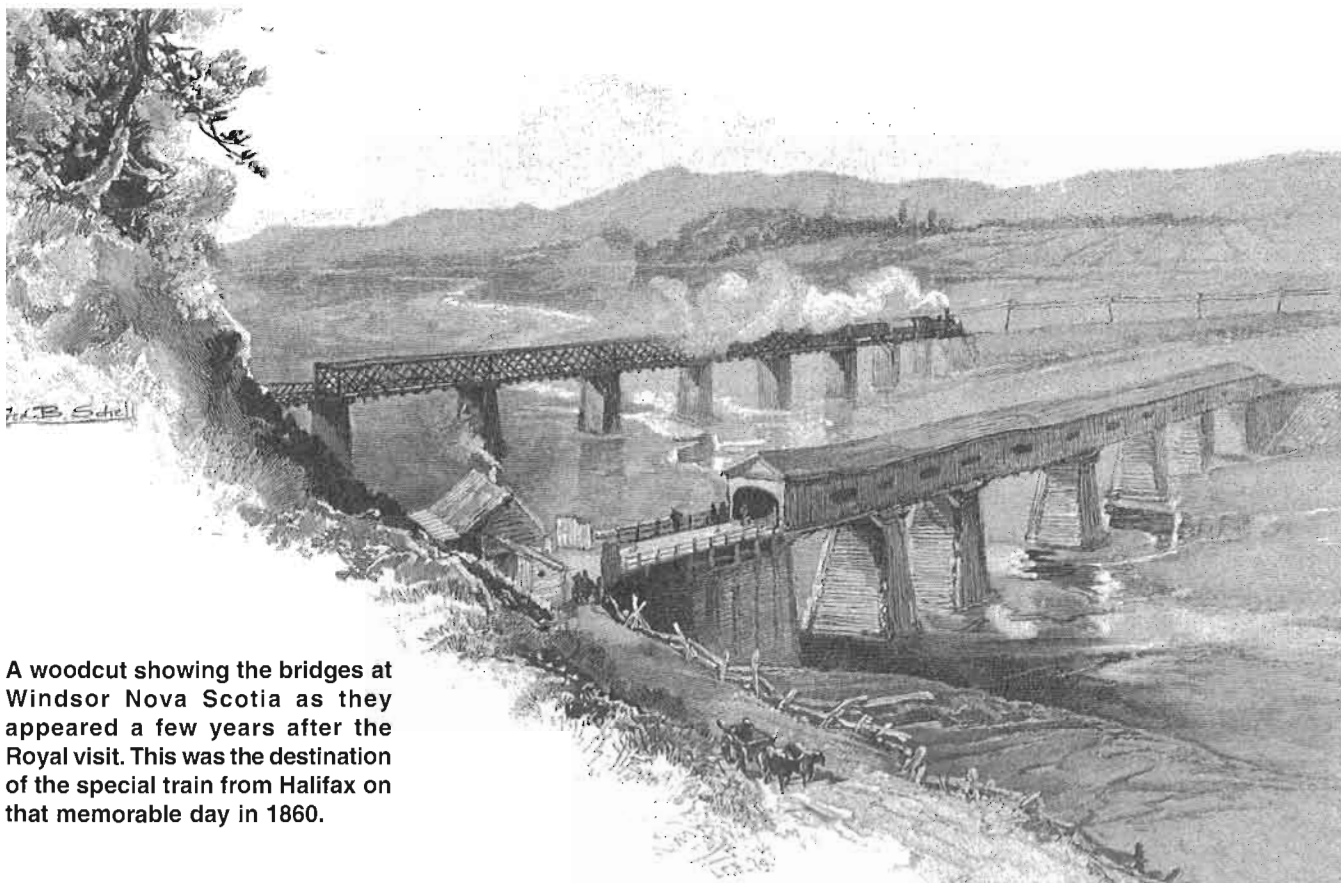
Even five years after the Royal visit the number of passenger cars on the Nova Scotia Railway was small, as we see from this official report dated 1865. Note that the total rolling stock for 1865 should be 197, not 199 as given.

to have thrust men, women and children promiscuously - parties traveling at private expense - not to speak of the Legislature, the Executive Government, Executive Committee, and heads of departments - into the second class cars? We know the Volunteers better than to believe that they desired or expected anything of the kind. Besides, it is very well known that, here and elsewhere, when the regulars travel by rail, they invariably travel second class.

Dr. Tupper, in the Colonist, we observe, comes to the rescue of the Comptons, in the Express, with a view of creating dissatisfaction among the Volunteers. They tried to mar the Prince's visit in the outset, and failed - failed signally. They may succeed now, the three of them united. We doubt it. The object clearly is to make some political capital out of passing events, but if the Halifax Volunteers, as a body, could be fooled by these three editors - and we don't believe it for a moment, - what could be gained by it? The government does not rest for support upon the city of Halifax; and if the Volunteers of Halifax, as one man, were to unite in the bidding of Dr. Tupper and the two Messrs. Compton - and we feel assured they will not, - but if they did - what of it? What could they effect by it? They might unseat John Tobin, or Henry Pryor, or Leonard Shannon, perhaps - and perhaps not. And then what? But we pass away from this branch of the subject.

Now, as to the Railway and its management. During the last ten days, we suspect we are not far astray in assuming that ten thousand people have traveled by rail in Nova Scotia. Extra trains, and special trains, by night and by day, have been thundering over the line in every direction

- at all imaginable hours. On the very night preceding the Prince's departure from Windsor to Truro, Parodi and her troupe of players, with almost no notice, were expressed, through from Halifax to meet the Emperor - leaving Richmond at half-past twelve at night; and not a scratch or a bruise has occurred, not a hair of the head of man, woman or child has been injured during this whole operation. That the efficiency of the management of the Nova Scotia lines of Railway have now been clearly and satisfactorily established, it were vain to deny. All the scandal written spoken or published, either as affecting the road or its management, the Chairman or the subordinates, have at length been thoroughly wiped out. The responsibility which had devolved upon the Chairman in conducting these operations, which have terminated so happily, so successfully, must have been immense. Few men would have envied him his situation, and fewer still could have sustained the fatigue and anxiety incident to it. And while the public have looked to him and while he would have been held responsible for any untoward event occurring from any cause, not beyond human control, yet amid the congratulations of friends, the Chairman uniformly declares, that it is to the skill, the precaution, the zeal and ability of the subordinate officers, that so much success is attributable and owing. Where all have acquitted themselves so creditably, it were invidious to particularize; but to the Superintendent of the Locomotive department, Mr. Moir, the Road Inspector, Mr. Marshall, to the Road Masters, the Engine Drivers, the Conductors and the Station Masters, to all much credit is deservedly due.



A woodcut showing the bridges at Windsor Nova Scotia as they appeared a few years after the Royal visit. This was the destination of the special train from Halifax on that memorable day in 1860.

But we have a word to say of another individual, who is no longer among us to witness the triumph. We refer to J.R. Forman, Esq., who is now, and deservedly, at the head of his profession in Scotland - who has spent the whole of the season nearly in London before Parliamentary Committees, and whose efforts there, we are glad to learn, have been crowned with entire success in every single engineering case in which his services have been secured. It had been industriously rumored - the enemies of Railways had assiduously labored, and but too successfully in many instances we fear, to impress the public with the belief that our Railroads had been laid down on such curves and grades that they could not be traveled over with any safety at a rate beyond twenty or twenty-five miles per hour. That slander, too, has been effectually refuted.

When the Prince passed over the country from Halifax to Windsor the other day, a single engine took twelve heavily-laden carriages the whole distance, forty five miles, in ninety minutes. On Wednesday last, a lighter train, with some eight or nine carriages attached, conveyed His Royal Highness and suite, with another first-class car filled with passengers from Windsor to Truro, seventy-nine miles, in one hundred and thirty-six minutes - and this included a break up at the Junction, a stop to uncouple the train, coupling to another engine, and then start; so that, in point of fact, the actual average running time for the whole distance must have been forty miles per hour, or very nearly - being two-thirds of a mile a minute. The pilot engine running in advance, made the same distance in about fifteen minutes less time, including four or five stoppages.

We shall, therefore, hear no more after this, about insuperable grades, and unpassable curves. They, with the "unfathomable lakes," are destined to be among the myths of the past. With all these facts, incontrovertible, before us, witnessed by thousands upon thousands of all classes and creeds, with these accomplishments now on imperishable record, it is for the public, not for us, to say whether, in reference to the Railway Department, the right man is, or is not, in the right place - whether it would not have been more discreet, more politic, more just, on the part of Mr. Johnston, Dr. Tupper, Mr. Killam and others, to have waited a little before they attempted to condemn a public officer, whose only offence was the saving of about five thousand pounds a year in the management of one department of the public service. The whole operation, from beginning to end, connected with the Prince's reception, has been a series of triumphs, and the Railway portion of it, not then least intricate, not the least important, not the least responsible, forms no exception."

One can only wonder if the Prince of Wales was struck by the irony of his departures from Halifax, as the train slowly wound its way along the shore of the Bedford Basin, following a route described by William Henry Withrow, in his 1889 travelogue "Our own country: Canada, scenic and descriptive: being an account of the extent, resources, physical aspect, industries, cities and chief towns of the provinces of Nova Scotia, Prince Edward Island, Newfoundland, New Brunswick, Quebec, Ontario, Manitoba, the North-West Territory and British Columbia, with sketches of travel and adventure" :

"It is on the shore of this Basin that the Duke of Kent had his residence, and the remains of the music pavilion still stands on a height which overlooks the water. The "Prince's Lodge," as it is still called, may be visited during the land drive to Bedford, but the place is sadly shorn of its former glory; and the railway, that destroyer of all sentiment, runs directly through the grounds."

The Duke of Kent was the Queen's father, and grandfather to the Prince of Wales.

At the time of the prince's visit, the Nova Scotia Railway still harboured ambitions of extending eastward from Truro to the coal fields of Pictou County, and westward from Truro toward Amherst and the New Brunswick border, where it was to link up with that province's railway.

It had been built free of the financial scandals that typically plagued railway schemes in North America and Britain, and which had nearly ruined New Brunswick's own venture, and was now to be graced by a regal presence when even some of Britain's biggest railway lines had yet to carry a single member of the royal family.

This was important to Howe and McCully. Since the start of Britain's railway revolution, the royal presence had lent legitimacy to the new mode of travel. Indeed, many Britons were initially wary of riding the rails. Prince Albert, the Queen's Consort had no such qualms. A true technophile, he had an abiding passion for science and engineering and rode the rails on several occasions while the carriage built especially for the Queen sat idle on a siding near Windsor Castle for two years. Then, on June 13, 1842, the Great Western Railway engine "Phlegethon", pulled the royal saloon and six other carriages, from Slough to Paddington. The journey took 25 minutes. Isambard Kingdom Brunel, Chief Engineer and the driving force behind the railway, accompanied Queen Victoria on her inaugural journey.

The very idea of exposing Her Majesty to the perceived dangers of rail travel had sent shock waves through Parliament, and the prime minister had been severely criticized in the House of Commons and the press for placing the queen at such risk.

Helen Claire Howes (Royal Journeys, Atlantic Advocate, June 1962) noted:

"Riding on a train drawn by a locomotive was at that time considered extremely hazardous, comparable in danger to ballooning. The boiler was expected to explode at any moment, killing all passengers. This belief, and concern for her people's feelings, had kept the Queen's little coach standing on its siding for so long. All her ministers advised against such a trip. Letters were written to The Times warning of the dangers involved."

When the Queen's mind was finally made up, abetted by Prince Albert, people were most unhappy about the decision. She was criticized for her recklessness; more letters from worried and indignant citizens appeared in the press."

The concern soon subsided as we learn from continuing to read Howes' account:

"It is said that crowds met the royal train at Paddington Station where the Queen's arrival set off "the most deafening demonstrations of loyalty and affection." The trip was, as she admitted, agreeably free from the dust and noise of travel by road: ten days later she returned to Windsor the same way, taking little prince Edward with her."

Howes went on to note:

"...her decision to use the railway, her defiance of public opinion, had set the seal of respectability on this new means of travel, and it soon became very popular. The railway was there to stay and Britain would never be the same again. Soon every city had its railway station"

The question is whether Nova Scotians needed such prodding. Indeed, the Halifax-Windsor line was expected to spark a veritable tide of travelers between the two towns. Prior to the official opening, stagecoach operators had reported as many as 50 passengers a day making the rough trip overland. The Nova Scotia Railway offered the enterprising traveller a far greater opportunity, as Smith notes in his website history:

"On and after April 2nd, 1860, passengers could travel between Windsor and Halifax, on the Nova Scotia Railway, twice a day. The morning westbound train departed Richmond (Halifax) at 8:00 am and arrived in Windsor at 11:00 am; the morning eastbound train departed Windsor at 8:20 am and arrived in Richmond at 11:15 am. These two trains crossed (passed each other) at Mount Uniacke; this was (and is) a single-track line, and trains going in opposite directions could (and can) pass each other only where a siding is available. The afternoon westbound train departed Richmond (Halifax) at 2:30 pm and arrived in Windsor at 5:30 pm; the afternoon eastbound train departed Windsor at 3:00 pm and arrived in Richmond at 6:00 pm; these two trains also crossed at Mount Uniacke. The end-to-end fare, one way, was \$1.35 first class, and 87 1/2 cents second class. A resident of Windsor could now go to Halifax in the morning, have a clear three hours in the city to conduct business or fulfill appointments, and return to Windsor the same day. A resident of Halifax could travel to Windsor in the morning, have nearly four hours to conduct business there, and return to the city the same day."

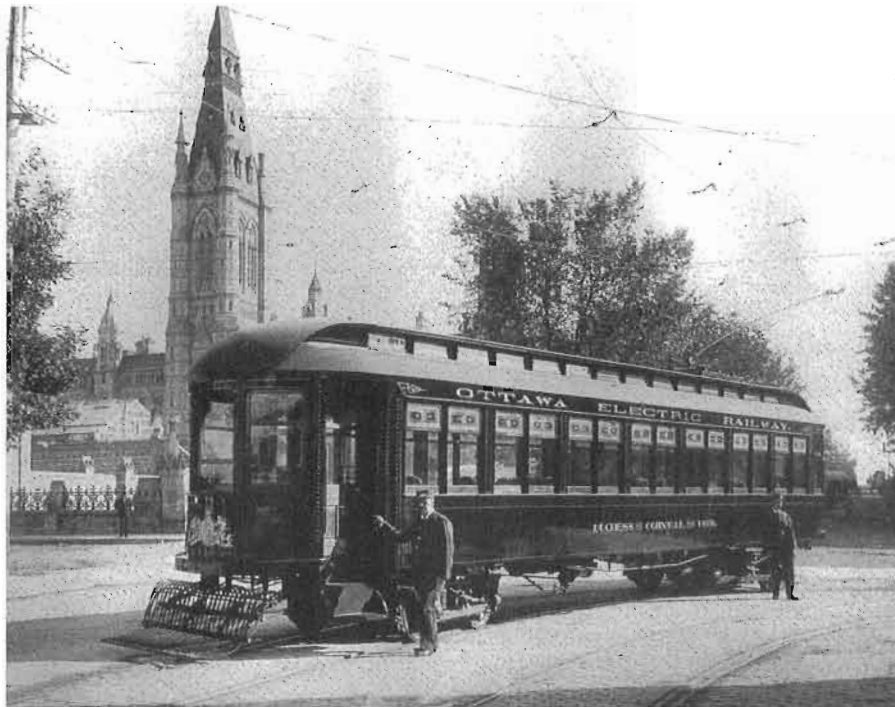
While this may have proven to be a remarkable occurrence for the traveling public, the trip itself was anything but regal in its outlook, according to Withrow, writing in 1889, almost thirty years after the Royal visit of 1860:

"The road from Halifax to Windsor does not, to put it mildly, take one through the finest part of Nova Scotia. I crossed the country nearly thirty years ago on one of the first trains that ran over the newly opened railway, and anything wilder or more rugged than the country through which we passed it would be hard to imagine. Even now it is sufficiently rough, and if, as Dudley Warner remarks, a man can live on rocks like a goat, it will furnish a good living. Some pretty lakes, and pleasant valleys and hamlets, relieve the monotony of the journey."

Further Thoughts on the Ottawa Electric Railway Royal Car of 1901

by David C. Knowles

Member: Ottawa Valley Associated Railroaders, Canadian Railroad Historical Association, Bytown Railway Society, Railway and Locomotive Historical Society, President and Librarian of the C. Robert Craig Memorial Library.



The "Duchess of Cornwall and York" at the corner of Bank and Wellington streets in 1901. This is a different view from that shown on page 195 of *Canadian Rail* for November-December 2001. Photo courtesy of OC Transpo

I have for some time been working on a history of the Ottawa Car Company, from its beginning as the carriage works of W.W. Wylie in 1892, through various name changes to its demise in 1948. Although well known in its day it seems largely to have been forgotten, despite the fact that it built about 1700 cars which quite literally were operated by various streetcar systems (and railways) from St Johns to Victoria.'

I should like to comment on the three issues raised by Mr Ron Cooper in the January-February 2002 issue of *Canadian Rail*.

1. In my initial research, I too, felt that one of the four closed cars built for the opening of the Britannia line of the Ottawa Electric Railway in May of 1900 was refitted to be the "Duchess of Cornwall and York". However, as I worked through the newspapers of the day I found that the reports very specifically stated that the car was specially built for the Royal Visit. The attached sequence (Appendix 1), taken from the Ottawa papers of the day, may be of some interest and serve to clarify the issue.

2. Considerable work has been done on the cars of the Ottawa Electric Railway by various researchers, but the information about the closed Britannia cars is still incomplete.

The closed cars are believed to fall into the low 200 number series. Pictures have surfaced of 202, 203 and 204. From surviving photographs 203 and 204 are clearly survivors of the first Britannia cars but which ones is not clear, although 204 is widely believed to be the former "Duchess of Cornwall and York". One source claims that 204 was destroyed in a 1932 car barn fire.

The picture of 202, which has surfaced recently (next page) is clearly the car described in the Ottawa newspapers of late 1896 and early 1897, three years before the construction of the Britannia line! It was a shorter car, (about 40'), than the Britannia cars (both closed and open cars being 50' long). There is another photograph of a 40 ft. passenger car of similar length but with no number and lettered Britannia-on-the-Bay (attached). This may be 202 rebuilt as a private car. This photograph could well have been taken



on the first through run from the Post Office (now Confederation Square) to Britannia and back. (Ottawa Journal Jan. 29, 1900). The line was not opened for public service until later in the year. Car 202 was destroyed in a fire in 1908. (Ottawa Journal Feb 3, 1908, see Appendix 2). I have so far found no references in the newspapers to cars 200, 201, or 205 and or higher. So this leaves two or three of the closed Britannia cars unaccounted for.

3. Finally Mr Cooper raised the question of the "Duchess of Cornwall and York" operating on left side of the of the street. This has puzzled me too. But, please note that in all three photographs of this car the front door is on the left side of the car! (the fender and single trolley pole confirm the orientation). The back door is on the right side. This configuration also can be found on the double-ended 202. Various possibilities occur to me.

a. In 1901, did Ottawa drive on the left-hand side of the road? I have not been able to find evidence of this, and photographic evidence suggests otherwise.

b. Was the front entrance for the crew and the rear door for the Royal couple? Note that the picture of the double-ended 202 of 1896 had the same door placement as the "Duchess of Cornwall and York". This would have had the passengers disembarking onto the notorious devil strip on double track!

c. One possibility for the car being on the left hand track in front of the old main Post Office might have been occasioned by the fact that the picture was taken on a bridge

and the parapet behind the photographer would not have given him enough room to include the car and the Post Office.

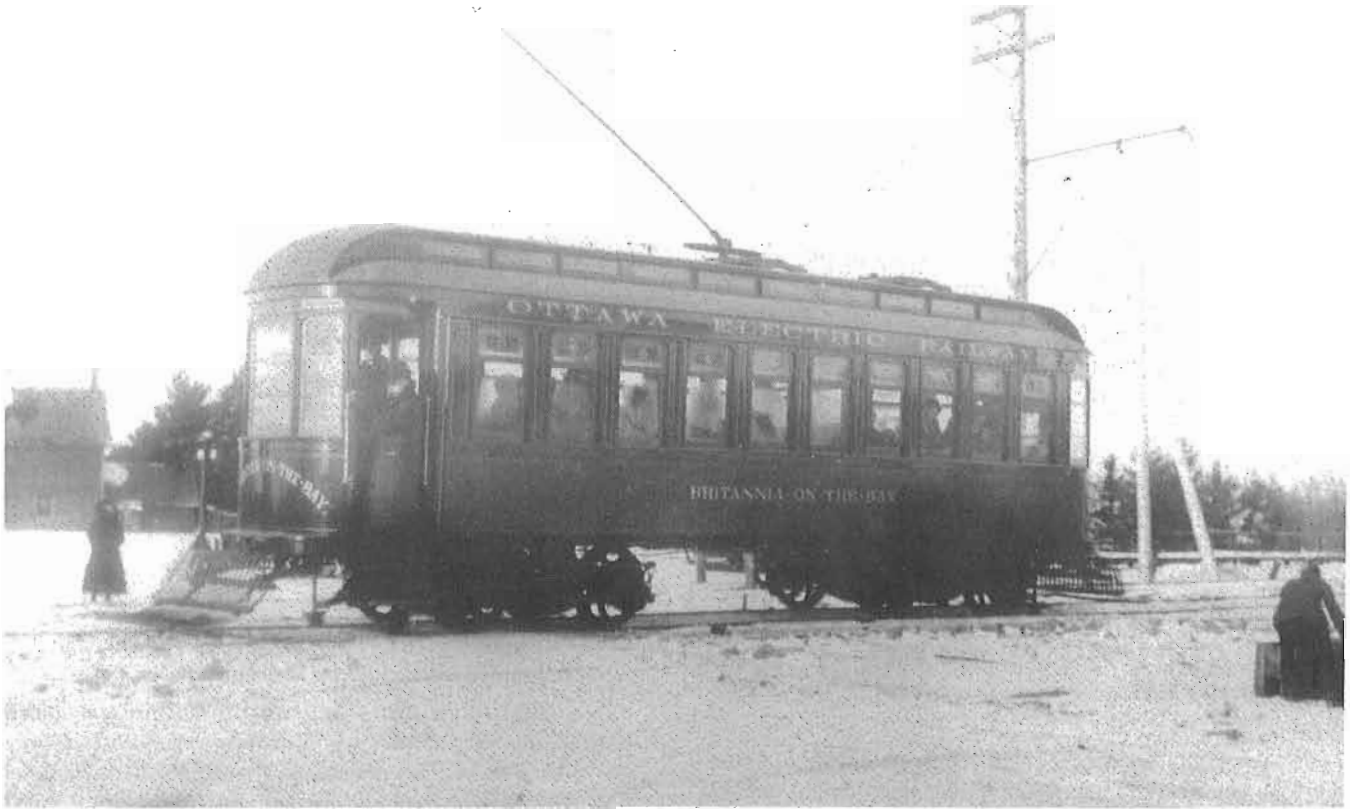
The open Britannia cars likely had numbers from 312 to 315. There are photographs of 312 and 313 and these include 312 both as an open car and rebuilt as a closed car.

As a footnote to this I have included a picture of the "Duchess of Cornwall and York" to be found in the OC Transpo Collection at the Ottawa City Archives. This is a second exposure taken at the corner of Bank and Wellington. Note the relaxed stance of the crew and the rather better detail of the gold striping than in the National Archives photo.

NOTES

1. The major shareholder was W.W. Wylie who owned the carriage shop in downtown Ottawa that became the Ottawa Car Company factory. The actual original petition to form the OCC (now in the Ontario Archives) specifically mentions that his equity in the carriage works was to form his share, \$8000, of the initial \$25,000 share capital of the firm. Subsequent annual reports show that his shares formed up to a third of the stock until his retirement in 1911.

2. The annual reports of Ottawa Traction Company which became the holding company for the Ottawa Electric Railway and which include the latter's financial statements make no mention of OCC as a subsidiary. The Ottawa Car Manufacturing Company had a separate listing of its own on the stock exchange "OCM".



OPPOSITE: Car 202, probably in 1896. ABOVE: Car with no number showing (possibly also 202) about 1900.

Appendix 1. The Britannia cars and "The Duchess of Cornwall and York"

1899

- On Aug 17, 1899 the Ottawa Citizen announced that "four cars" for the Britannia line would be built and called "Britannia", "Ottawa", "Rockcliffe", and "Victoria". "As turned out of the shops this class of cars costs \$2500 each".

- On October 4, The Ottawa Free Press noted that "The first of a quartette of electric coaches to be placed on the suburban line to Britannia is nearly completed at the Ottawa car works. Two others are well under way and will be finished in ample time for the opening of the road." The idea that each car would carry a separate name had been abandoned; all would be painted "Britannia-on-the-Bay".

- On November 23, the Free Press reported that four open cars had been ordered and another order placed for a long closed car. It summed up that this would make the rolling stock for the line five open cars and four closed cars.

- The next day November 24, 1899 the Ottawa Journal carried the following item:

**Two Handsome cars
They have been built for the
Britannia Electric Line**

Two closed cars for use this winter on the Britannia Extension are nearing completion at the Ottawa Car company. They will be as fine as any cars on any electric road. They are fifty feet long with semi circular ends and are finished on the exterior with what is known as Pullman

colour, almost the darkest possible shade of green. "Britannia-on-the Bay" and "Ottawa Electric Railway" in gold letters set off the dark colours well, the window sashes are of polished oak, with plate glass panels at the top, with the crest of the company frosted on the glass. In the interior the seats are placed like those in an ordinary passenger coach, with an aisle running down the center. The interior is highly polished oak with hand carved trimmings and quartered oak ceilings. The upholstery will be in red plush, and there will be a push button opposite each seat for communication with the motorman when passengers want the cars stopped. The Ottawa Car Company is running to its fullest capacity just at present, they have orders from the Ottawa Electric railway, Troy New York, Montmorency, Hamilton and Grimsby lines and enquiries for cars from Germany and Russia.

1900

- January 5, 1900 the Free Press carried a round up of the Company's work. After covering the construction of 'fourteen spring wagons ordered for service in South Africa' by the Militia authorities it noted the "The four closed cars for the Britannia Extension have been completed, and two of the four cars ordered for the Niagara, St Catharines and Toronto Railway are nearly finished".

- The opening for public traffic of the new line to Britannia by the Ottawa Electric Railway occurred on May 24 and the Ottawa Journal reported the next day that between 12,000 and 15,000 persons were transported there by "The fine big cars which the railway company has recently added to its equipment for the line were all placed in use yesterday."

1901

A full year later the Ottawa Journal for August 2, 1901 notes that a new car was under construction for the Royal visit and that it would be the same size as the Britannia cars.

The Free Press on Sept 12, 1901 reported that the car had had a test run on the 11th. The Journal noted in a sub heading that "*It is the only one of its kind ever built expressly for Royalty*". The Journal featured sketches of the interior and outside (based on the well known photographs) in its September 14 edition. The Street Railway Journal of October had a short description as did the Railway and Engineering Review of September 21, 1901.

In 1903, Joseph Pope in his *The Tour of their Royal Highnesses the Duke and Duchess of Cornwall and York Through the Dominion of Canada in the year 1901*. (Ottawa, 1903) stated "*It was to catch a glimpse of this fast vanishing world that their Royal highnesses, about eleven o'clock on Monday morning, the 23rd September, took an electric car, specially constructed for their use and proceeded swiftly through the gaily decorated streets of Ottawa from Rideau Street to the head of the timber slides, Oregon Street.....*". Pope's book is a comprehensive account of the Royal Visit in Canada.

Appendix VIII, p.317-319, contains descriptions of the four main cars of the Royal Train, individually named "Cornwall", "York", "Canada", and "Sandringham".

Appendix 2. Ottawa Electric Railway Car #202

"The Ottawa Car Company is erecting a baggage car especially for the transfer of baggage of passengers, coming in by the Hull Electric railroad and transhipping to the Ottawa electric line. This traffic is too heavy for the regular cars of the Ottawa service and the latter company is having the car built."

Ottawa Free Press, Oct. 15, 1896

NEW STYLE CAR

The Ottawa Car Co. is now constructing a combined passenger, baggage and express car for the Electric Street Railway Co. It will run from the terminus of the Hull Electric Railway to centre town, via the C.P.R. and C.A.R. stations. The mails will be delivered at the post office and the baggage to a transfer company. The Electric Railway Co. will make a new departure by meeting the C.P.R. early morning trains with this car. It will be 40 feet in length, 13 feet longer than the ordinary passenger cars, and will have accommodations for 36 passengers and run on eight wheels."

Ottawa Journal, Nov. 2, 1896

A HANDSOME CAR***The Handsome Combination Car Being Built by the O.E.Ry. Co.***

The new combined passenger, baggage and mail car that will be put into service on the Ottawa Electric railway early next year is being rapidly prepared by the Ottawa Car Company. It will be a fine piece of workmanship. The interior will be finished in polished oak and beautifully carved. The windows in the passenger portion will be of

plate glass and the seats will be the most stylished and up-to-date that can be procured. The length of the car will be 28 feet [Probably the length of the passenger compartment]. The compartment for the passengers will be at one end, the baggage room in the centre, and the mail matter room at the other end. It is the intention of the company to have this car meet the early morning train at the Union station, beside connecting with the Hull and Alymer line. The car will undoubtedly be the finest ever drawn over the streets of this city."

Ottawa Journal Dec. 23, 1896

This car may have been rebuilt into a private car a couple of years later and used to make the first through run from the Post Office (Confederation Square) to Britannia on Jan 29,1900.

New combination car run for the first time.

Ottawa Free Press, Jan. 29, 1897

CARS FOR VANCOUVER***Six being Manufactured by the Ottawa Car Company***

The Ottawa Car Company have at present under construction six new cars for the Vancouver electric railway and also several cars for the Montmorenci [sic] Railway Company. These cars are all longer than the usual street car. Each car is 50 feet in length, and is furnished with a double truck similar to that on the big car used here at night as a combined passenger and mail car. The car company are also very busy with ordinary custom work. The cars at present being manufactured will be the second shipment which has been made to the Pacific coast. The company is becoming popular throughout the Dominion for the high class of work they turn out.

Ottawa Journal, 28 Feb 1899

Fire Destroys Electric Car***Mysterious Affair on Holland Avenue******Loss \$3000, Covered by Insurance******Supt Hutcheson thinks some Tramps got in and lighted matches.***

Car No. 202 of the Ottawa Electric Railway Company was destroyed by a fire of mysterious origin at 2 o'clock this morning while standing on the siding at Holland avenue. The car is one of the big ones used on the Britannia run and was in use yesterday up to noon on snow cleaning operations. It was then run along the track past the turn from Holland avenue to Britannia and locked. About two o'clock this morning "trouble" appeared on the line and it was known that the trolley wires were short-circuited somewhere. Cars were sent in all directions and at 2: 15 the blazing car was seen on Holland avenue. It was then almost totally destroyed and nothing could be done to save it. The loss will be \$3000, fully covered by insurance.

The only explanation Superintendent Hutcheson could offer was that some tramp or other person sought shelter in the car and lighted matches.

Ottawa Evening Journal, Feb 3, 1908

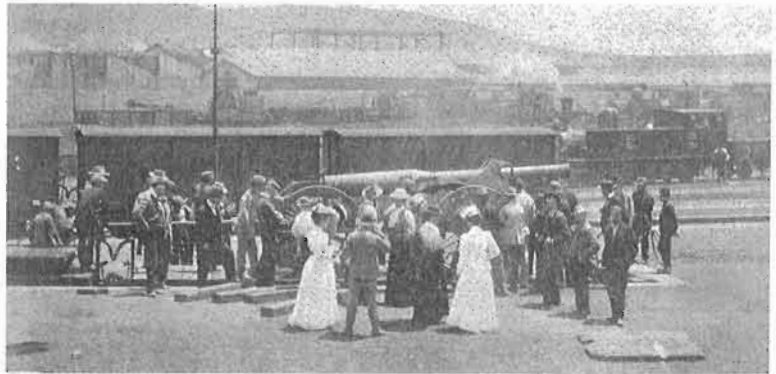
Railway Operations in the Boer War - 1899-1902

On May 31 1902, exactly a century ago, the peace treaty signed at Vereeniging South Africa ended the Boer War after more than two and a half years of bitter fighting. Many Canadians served in this war, starting with the first contingent that sailed on the "Sardinian" in October 1899. By 1902 most of the Canadian survivors had long since returned home for, after mid-1900, the fighting had become guerrilla warfare with few large-scale battles. An article in Canadian Rail No. 473, November-December 1999, on the occasion of the centennial of the start of the war, gave a brief account of the conflict, of Canada's involvement, and of the importance of railways to both sides. This article generated considerable interest from the readers of Canadian Rail, not the least of which was from persons involved with the Boy Scouts which, of course, were founded by Col. Baden-Powell and based on the scouts who served in South Africa, especially at the siege of Mafeking. Several members submitted comments and information; one source in England sent in no less than 35 illustrations, of varying quality, of railways during the great struggle of 1899 - 1902.

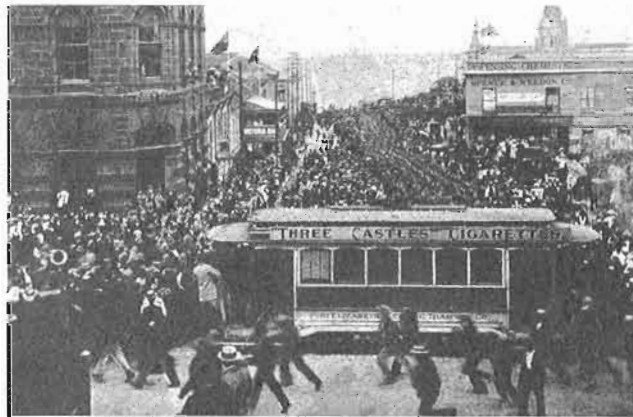
In view of the interest shown, we have decided to commemorate the 100th anniversary of the end of the war by printing these photos, as well as further commentary not mentioned in the last article. Included are views of the Engineers building and rebuilding bridges and other structures as well as rehabilitating track and equipment that had been damaged, either in the fighting or deliberately wrecked by the retreating enemy. One is immediately struck by the similarity between railway construction in the Boer War and that carried out by the Canadian Railway Troops in the Great War of 1914 - 1918. While there was no formal Canadian railway construction corps in South Africa, it is certain that Canadians saw what was being done and gained knowledge that proved extremely useful fifteen years later in the much larger war. Many of the leaders of World War I were veterans of the Boer War who had gained invaluable practical experience on the veldt of South Africa.

Also included are special service railway equipment, including the hospital cars which were of such help to the wounded soldiers and which frequently made the difference between life and death for the badly wounded. There is even a drawing showing the escape of the most famous prisoner captured by the Boers, Winston Churchill, whose adventures were included in the previous article.

The railways of South Africa were of very great importance to both sides in the fighting, for this was a very mobile war despite the three famous sieges. Besides the usual role of transportation of men and equipment, the South African railways were the scene of several innovations, the most famous (or perhaps infamous) of which were the



A Boer "Long Tom" cannon in the yard at Pretoria in 1899, ready to be shipped to the battle zone. Note the ladies with the long dresses!



Arrival of the Welsh Fusiliers at Port Elizabeth, 1899.

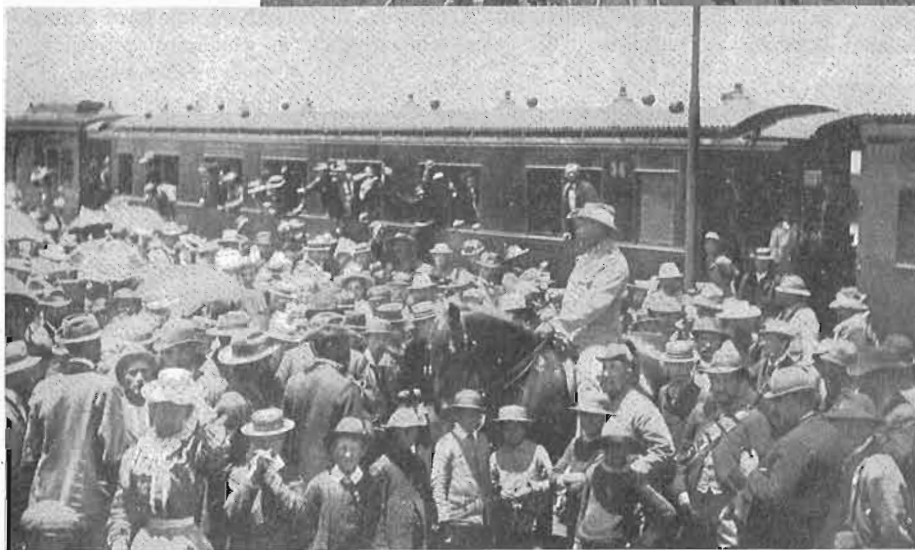
armoured trains. These had the basic weakness of being useless if the enemy cut the track, as was amply proven in the disaster of November 15 1899 as well as other, less publicized, incidents. It is significant that this experiment was not repeated, to any extent, in future wars! In the Boer War the Canadians had their first experience of a conflict in which railways were operated under combat conditions. It is true that many Canadians had served in the American Civil War, but as individuals, not as units. It is also well known that the CPR transported troops to the Northwest Rebellion of 1885, but the tracks ended far from

the scene of actual fighting. South Africa was Canada's introduction to the railway-oriented warfare of the first half of the twentieth century.

Many of these photos are not in the best condition; this is understandable when one realizes that they were taken under very difficult conditions, sometimes during actual combat, and all are more than 100 years old. While most are from the British side, there are some taken by the Boers as well showing the situation on the other side. Others are copied from old publications with the usual problems of copying halftones. However their significance is such that we have tried to include as many as possible, often with computer enhancement, a technique undreamed of in 1900. We have tried to group them by subject and have included captions where the information is available.

Today the Canadian military serves, more often than not, in peacekeeping operations. However should the need arise they are ready to fight as well as perform the many other duties that war requires. There is a rich heritage of service, not the least of which is the great work done to keep the railways running in the combat zones. For Canadians the latter began in South Africa, and we should remember this on the 100th anniversary of the end of this important, but almost forgotten, war.

Preparations for War, 1899

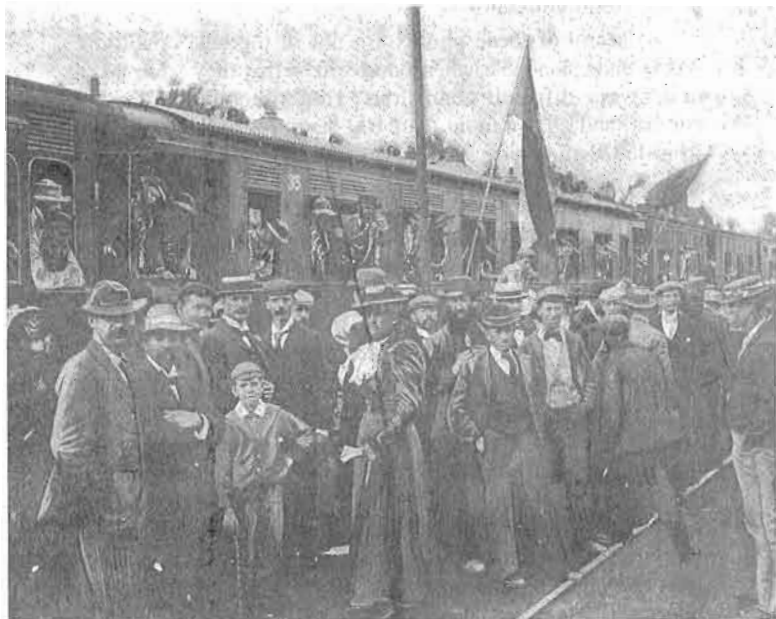


ABOVE: Refugees leaving Johannesburg.

LEFT: Boer reinforcements leaving Pretoria.

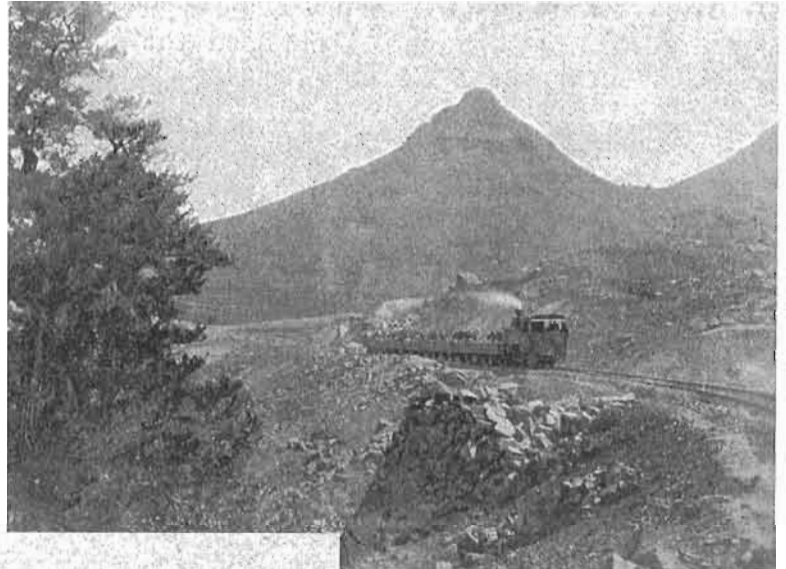
BOTTOM LEFT: Boer troops leaving Johannesburg for the front.

BOTTOM RIGHT: British general Hector Macdonald on the way to the Modder River.



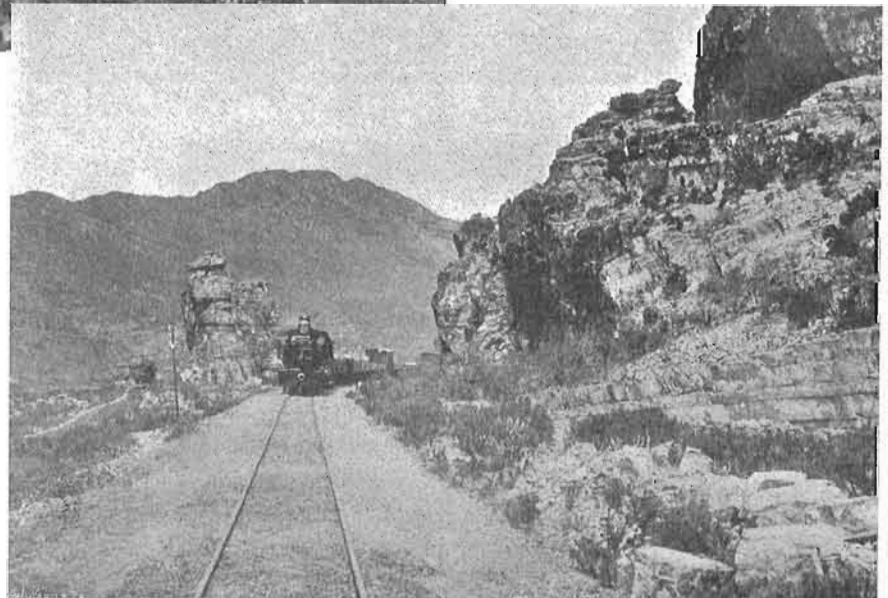
Strategic Railway Positions

RIGHT: A view of the railway at Laing's Nek. A nek is a ridge between two hills. Here the Boers crossed the border and invaded Natal at the start of the war in October 1899.

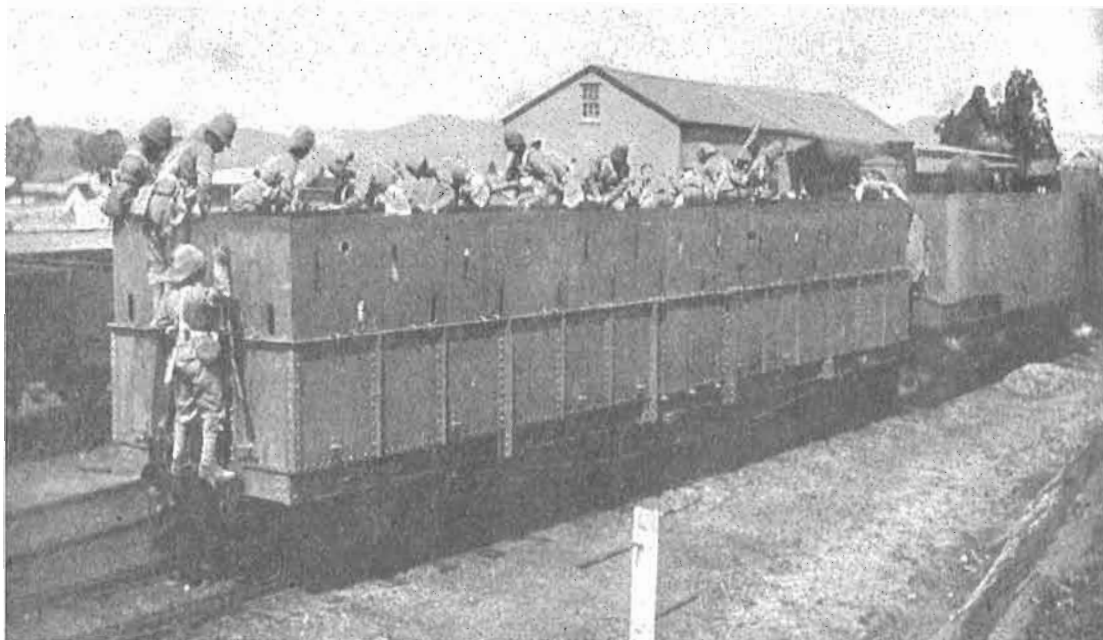


LEFT: The strategically important junction at Glencoe. The line on the right runs to Dundee while that on the left goes to Pretoria. Possession of this remote junction would give great advantage to either side.

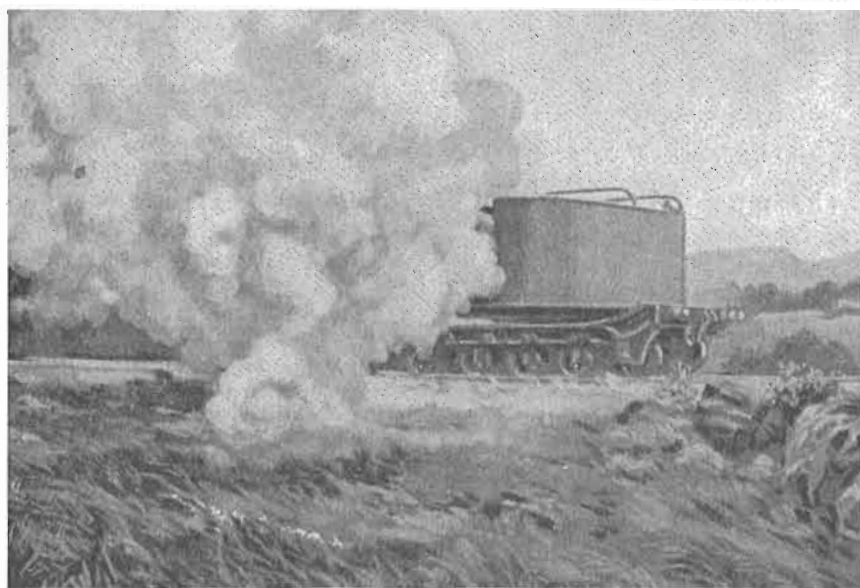
RIGHT: A pass at an unidentified location showing the rugged terrain which slowed down advances on both sides.



The Armoured Trains



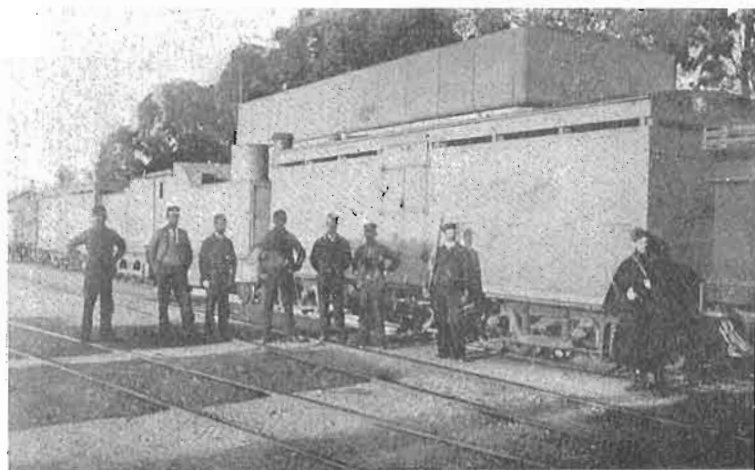
ABOVE: The Dublin Fusiliers climbing into the armoured train on the day of the disaster of November 15 1899.



LEFT: Firing a gun from an armoured train.

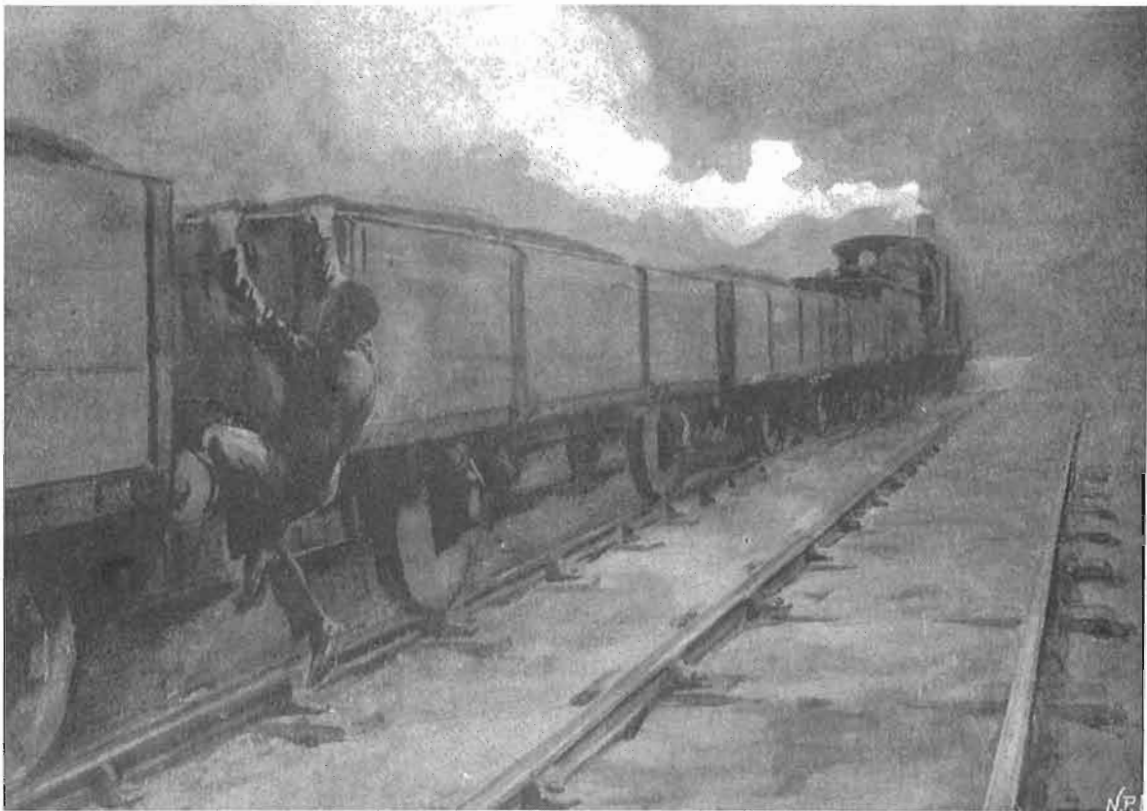
BELOW LEFT: An armoured train which was fired on by the Boers. An attack on a similar train on October 12 1899 was the first actual fighting in the war.

BELOW RIGHT: An armoured train bringing troops through the railway cutting at Stormberg.



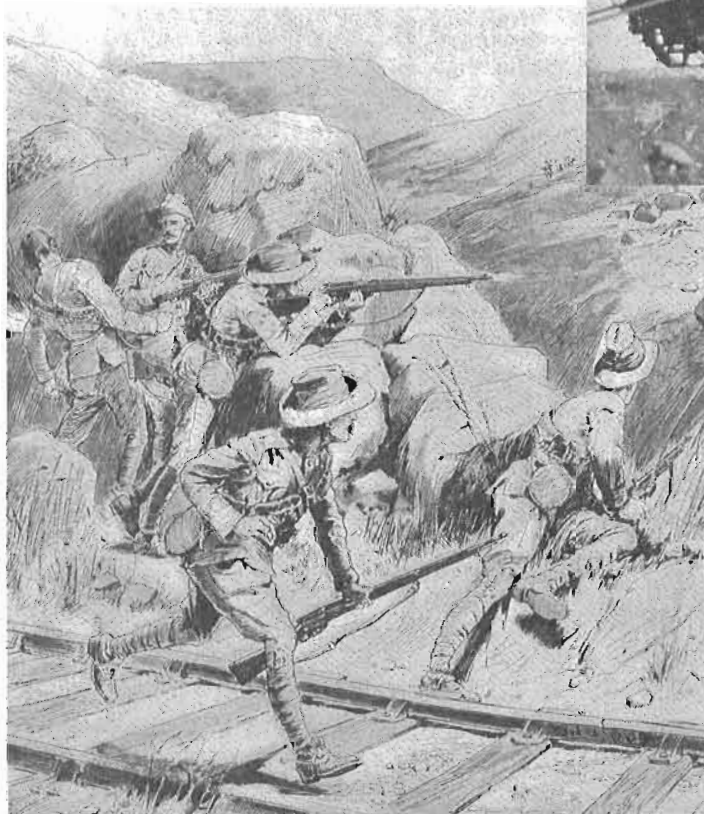
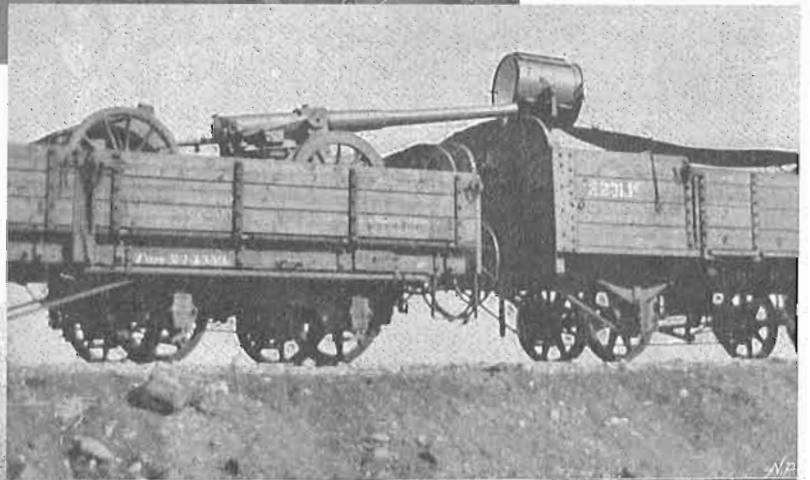
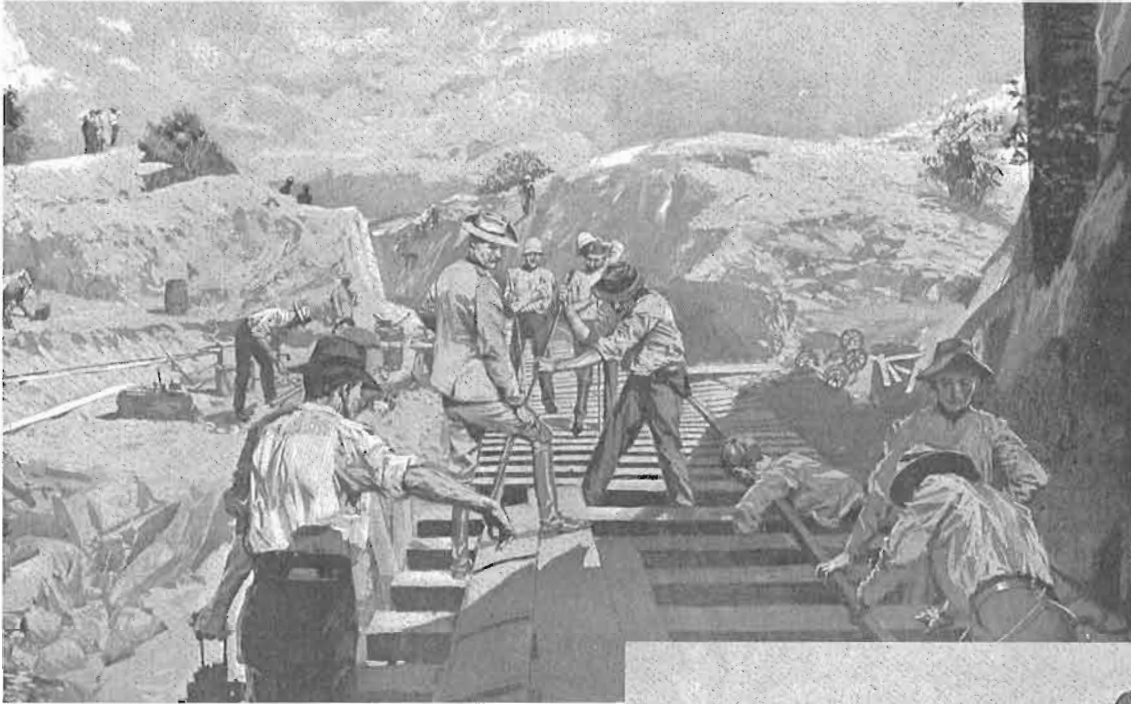


The disaster to the armoured train near Chieveley on November 15 1899. This was the action in which Winston Churchill was captured by the Boers and was described in detail in our previous article.



Winston Churchill climbing aboard a freight train after his escape from a Boer prison in December 1899. This engraving is based on a sketch made by Mr. Churchill himself.

Defence and Construction



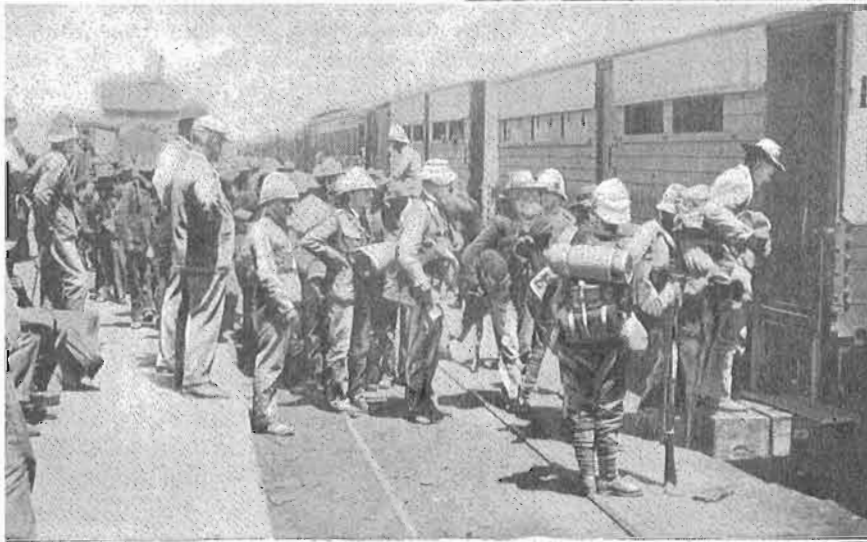
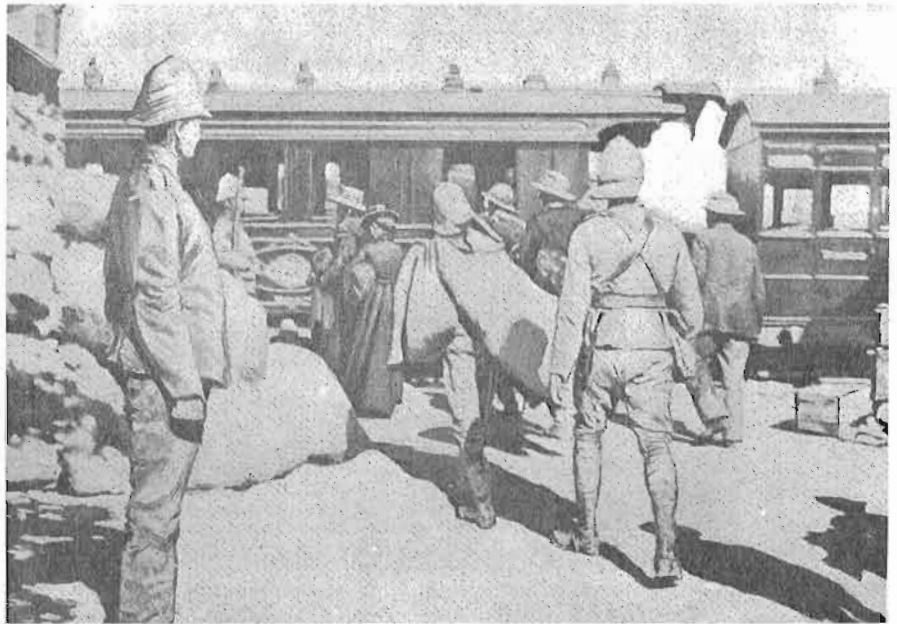
TOP: The Royal Engineers and the Railway Pioneer Regiment constructing a new deviation railway to replace one destroyed by the Boers.

ABOVE: A naval searchlight and a 12-pounder gun being transported by rail. The searchlight was used to communicate with the besieged town of Kimberley.

LEFT: Mounted infantry defending the railway from a Boer attack.

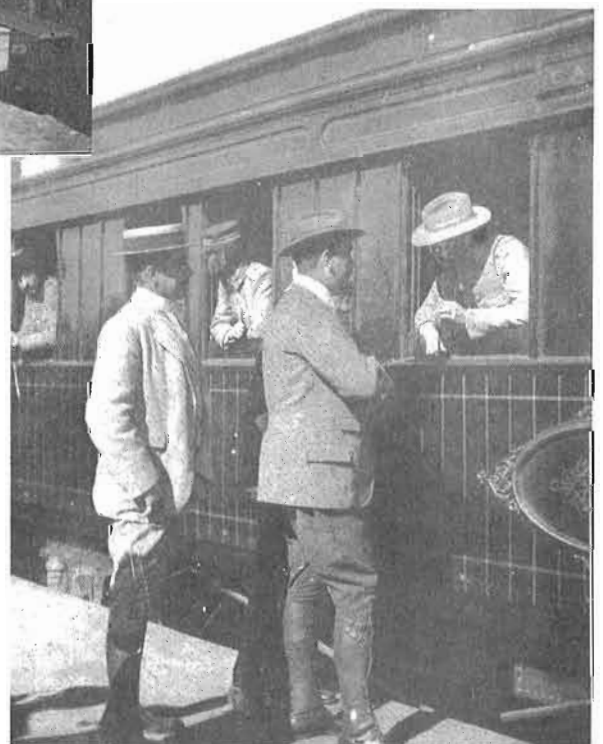
Prisoners of War

RIGHT: The most important action in which the Canadians took part was the battle of Paardeberg in February 1900. It ended on February 27 with the surrender of Boer general Cronje, a date which was celebrated by Canadian Veterans of the war for the next seventy years. This view shows General Cronje and his wife boarding a train soon after the surrender.



LEFT: Boer prisoners entraining at Modder River after surrendering at Paardeberg.

RIGHT: Hon. Adalbert Hay, the American Consul-General at Pretoria, looked after the interests of British prisoners captured by the Boers. Here he, and Vice-Consul John G. Coolidge, say goodbye to attachés leaving Pretoria.



Bridges, The Vital Links



ABOVE: One of the most vital links in South Africa was this bridge over the Orange River. It carried the railway from Capetown to the north, including Kimberley and Mafeking. Although often attacked by the Boers, it remained in British hands for the entire war.



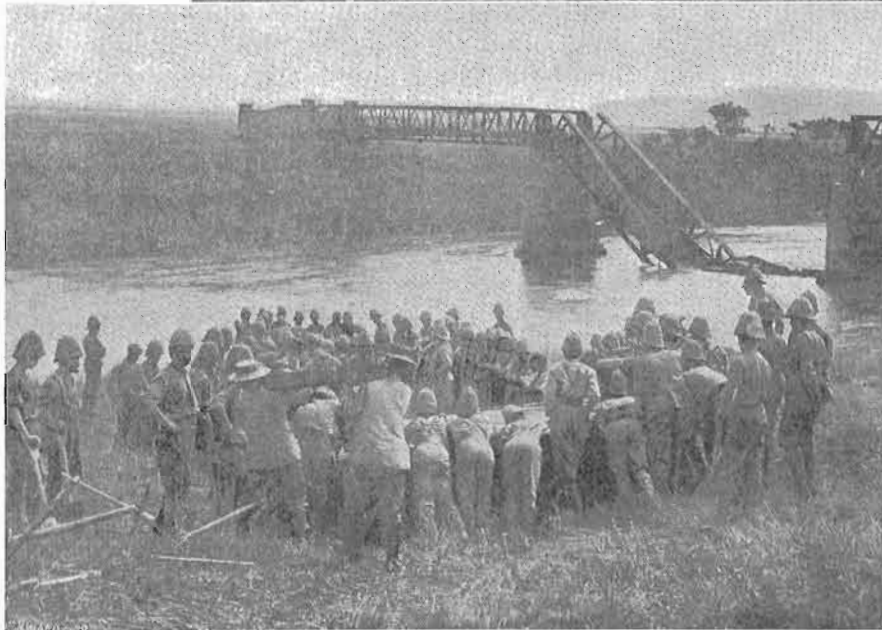
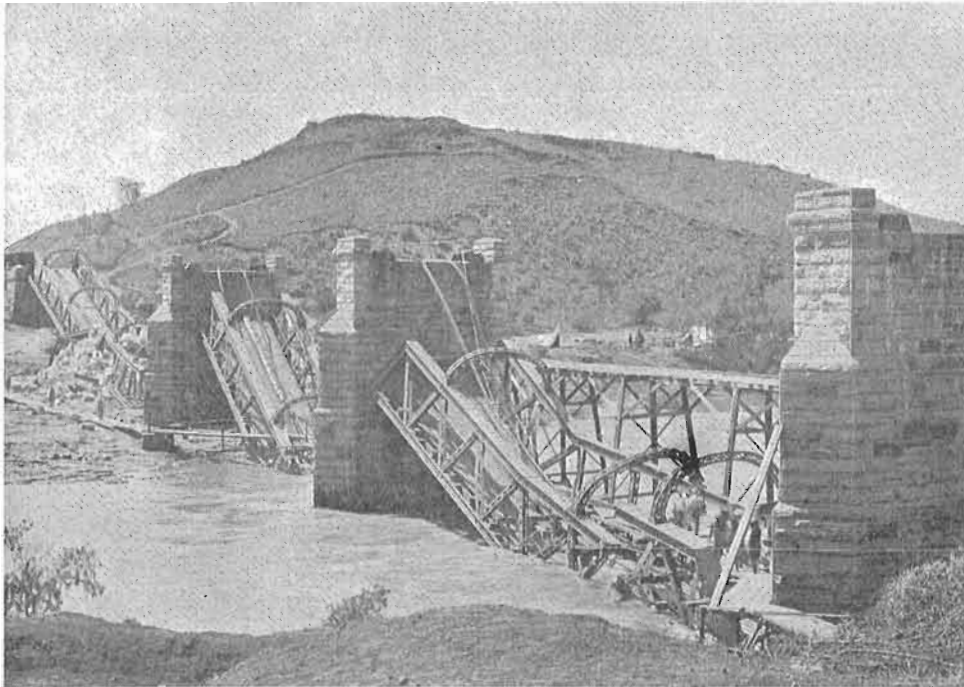
LEFT: The Oorlog's Spruit bridge, destroyed by the Boers on November 5 1899.

RIGHT: The Royal Engineers erecting a temporary bridge at Bethulie. The destroyed span is visible in the background.

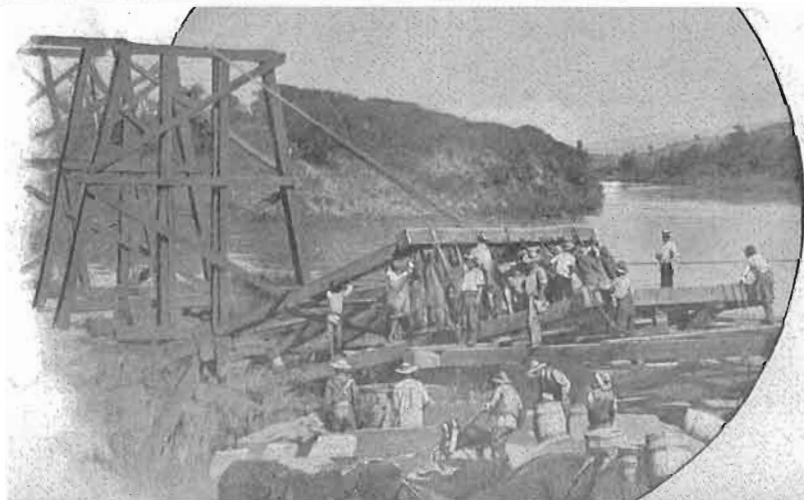


BELOW: A rather fuzzy view of the long bridge at Norval's Point, showing the impressive construction used on South African railways.

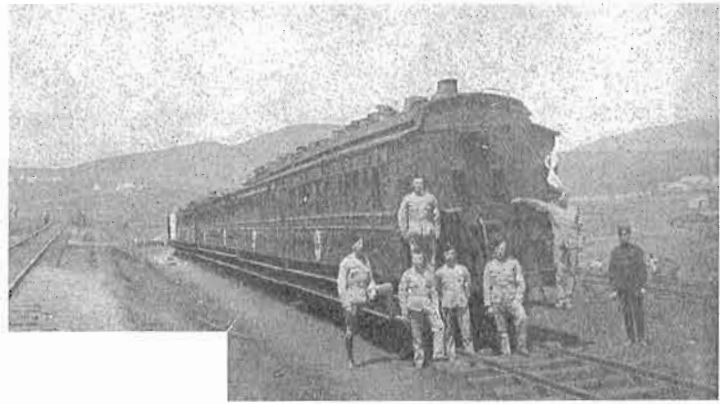




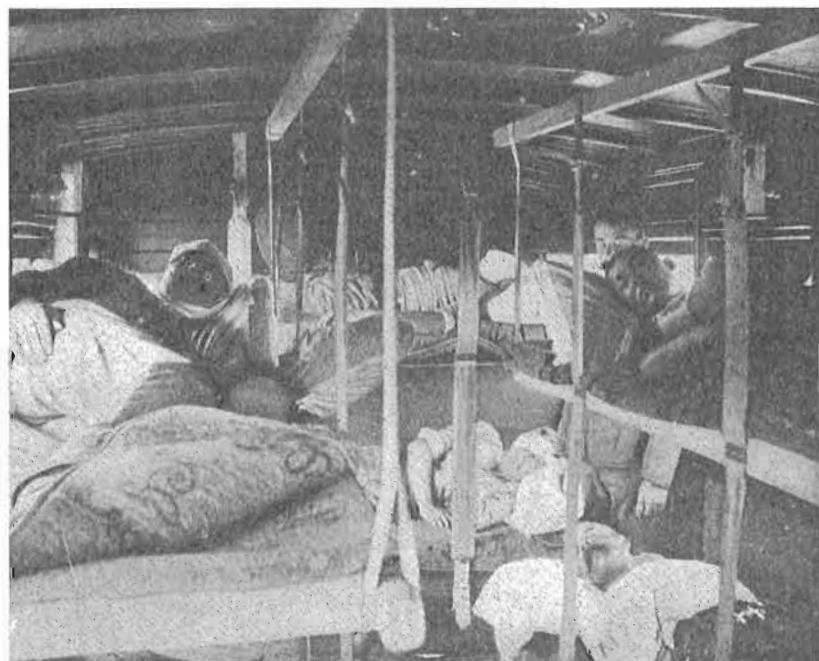
A vital location was the town of Colenso on the Tugela River. This town was occupied by the Boers at the beginning of the war, and an unsuccessful attack here on December 15 1899 was a disaster for the British. In February 1900 Colenso was finally captured, and the retreating Boers blew up the bridges. Above we see the ruins of the railway bridge, while the photo on the left shows the Royal Engineers starting to build a temporary span. The destroyed road bridge is in the background. In the photo below work on the new structure is well under way as another support is raised into position.

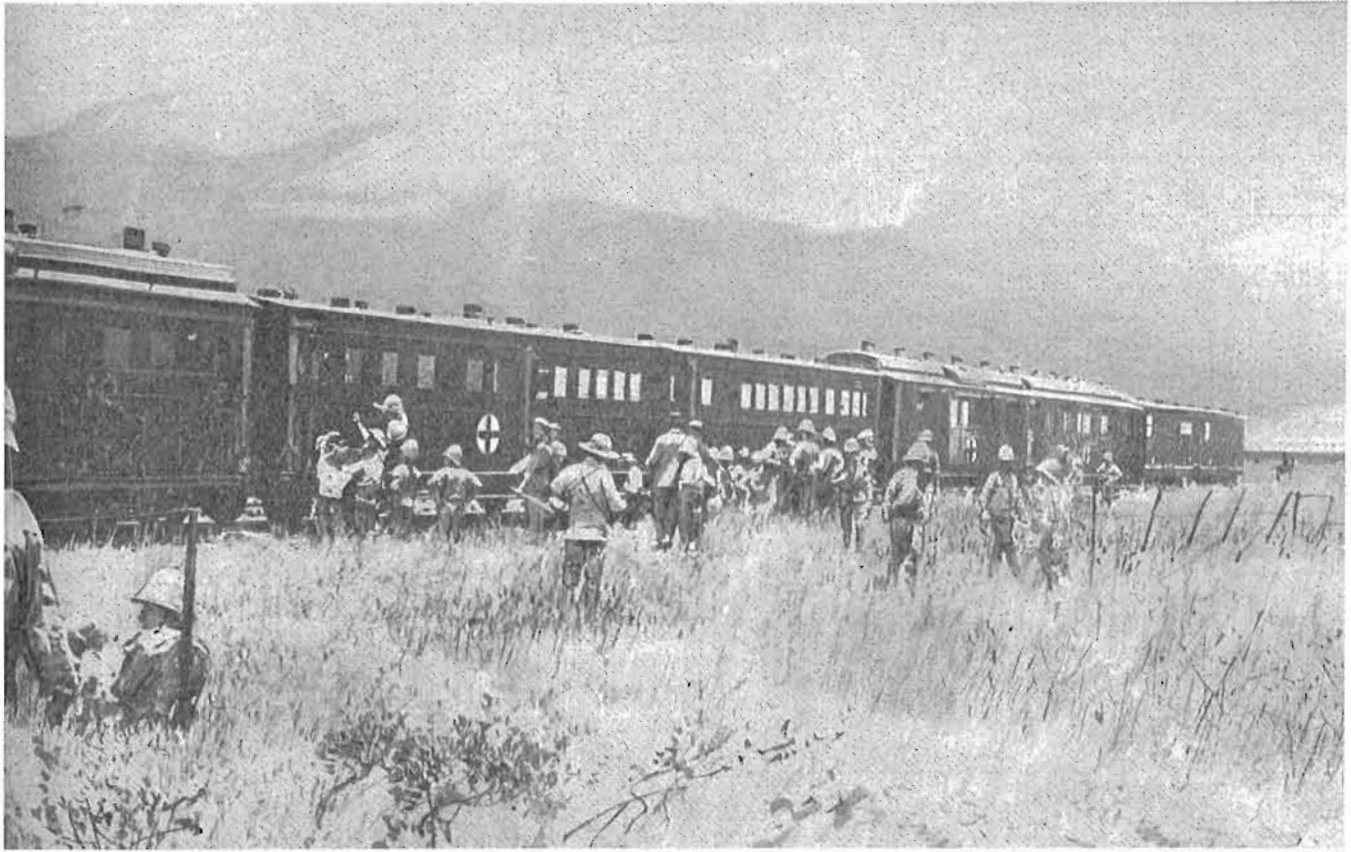


Hospital Trains



During the entire war both sides cared extremely well for their incapacitated soldiers. This involved not only treatment for wounds but also for sickness, most notably enteric fever which killed more troops than died in the actual fighting. For remote locations the hospital trains were literally a godsend. On these two pages we see views of these mercy trains, both inside and out. The view on the left shows the interior of a Boer hospital train; note the clean whitewashed walls, maintained that way despite difficult conditions. Above is a complete field hospital train while below is the inside of another such car, most likely a British one although the photograph does not say which.



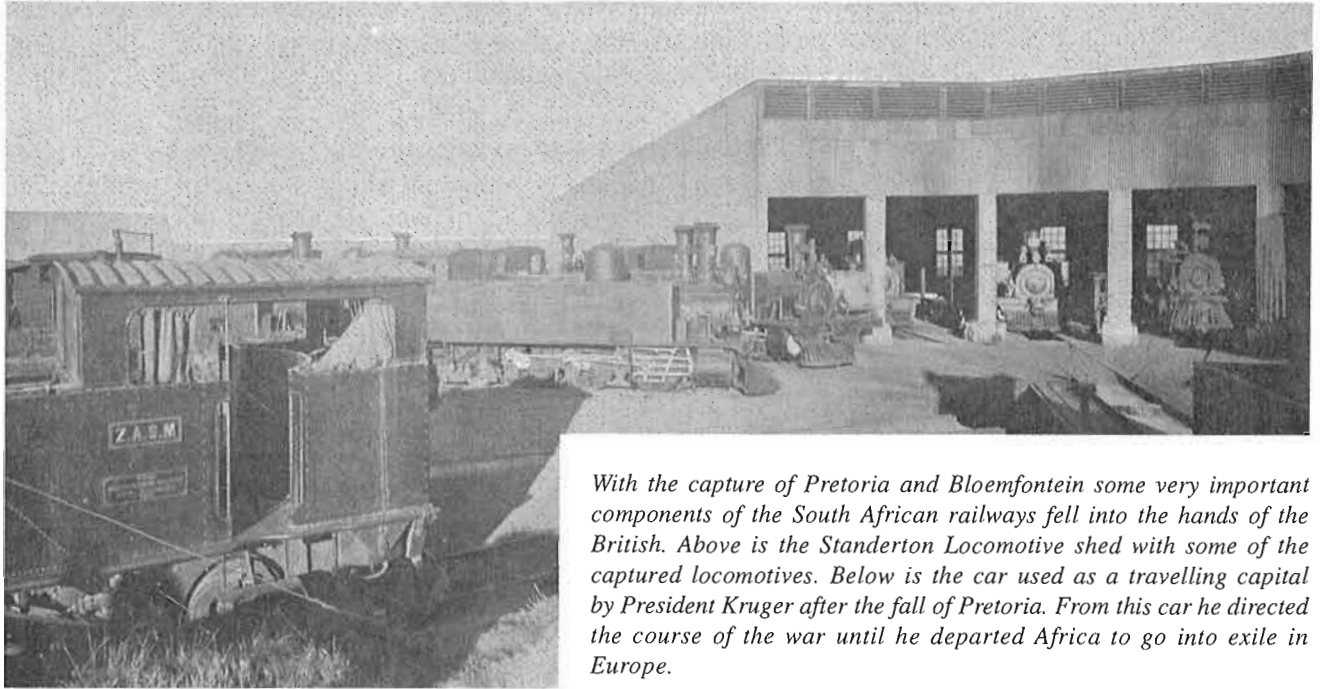


A British field hospital train at work following the battle of Colenso. Note the red cross symbol on the sides of the cars.

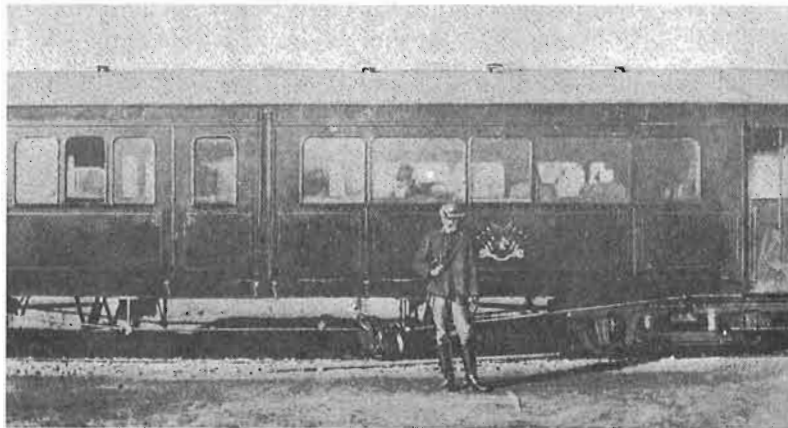


In addition to the hospital trains the British operated ambulance trains to transport wounded and sick personnel to larger centres where they could be in regular hospitals. This train is seen at Touws River, about 60 miles northeast of Capetown.

The Spoils of War



With the capture of Pretoria and Bloemfontein some very important components of the South African railways fell into the hands of the British. Above is the Standerton Locomotive shed with some of the captured locomotives. Below is the car used as a travelling capital by President Kruger after the fall of Pretoria. From this car he directed the course of the war until he departed Africa to go into exile in Europe.



Epilogue

Although most of Canada's troops in the Boer War had returned by the end of 1900, others continued to go as the war entered its final prolonged stage. The fourth and final Canadian contingent sailed for South Africa in the spring of 1902, but by then serious peace negotiations were in progress. Then on Monday June 2, newspapers throughout the Dominion, and in fact the world, proclaimed that, on the previous Saturday, May 31, a peace treaty had been signed at Vereeniging and the long struggle had ended at last.

The world had entered the twentieth century and all hoped for permanent peace. Unfortunately it proved that South Africa had been only a preview, and scarcely a dozen years after Vereeniging a far greater war broke out. Canada's contribution to the Great War of 1914-1918 was very great, not the least of which was the Canadian Railway Troops that built and operated thousands of miles of track. But that is another story.

MONDAY, JUNE 2, 1902.

GLAD TIDINGS!

Peace Terms Signed By All the Boer Delegates.

King Edward's Message to the British Nation
—Kitchener's Laconic Cablegram—
Kruger a Surprised Man.

How the News Was Received in London, Ottawa, Wash-
ton, Toronto, Montreal and Other Cities—St. John
Pastors and Congregations Joined in the
Universal Thanksgiving.

LONDON, June 1.—An official cablegram from Lord Kitchener, dated from Pretoria, 11 o'clock last (Saturday) evening, states that a document containing terms of surrender was signed there at 10.30 p. m. by all of the Boer representatives as well as by Lords Milner and Kitchener.

To Lac Frontière on the Quebec Central



On May 18 2002 the first passenger train in almost thirty years made a trip from Vallée Jonction to Lac Frontière on the revitalized Quebec Central railway. This 79-mile line had been built in stages between 1885 and 1915, but had not had regular passenger service for many years. About 1970 an excursion was operated using Budd RDC equipment, but since then no passenger train had operated to Lac Frontière which is, as the name suggests, on the border between Quebec and Maine.

The trip on May 18 used the former Long Island Rail Road equipment which is used in tourist train service on the Quebec Central. The photos above and below show this historic train just after it arrived at Lac Frontière, while on the right is a passenger schedule for the line from a CPR timetable dated April 27, 1947.

QUEBEC — SHERBROOKE — BOSTON — NEW YORK
 (Effective May 4)
 For Q.C. Bus Schedules, please consult Quebec Central Ry. Time-tables.
 READ DOWN READ UP

		2	6	Rlys.	Miles	TABLE 8			1	5
A.M.	P.M.	Q.C.	Q.C.			Quebec Central Ry.	E.T.	A.M.	P.M.	
..	* 4.47	..	..	..	36.5	Lv. QUEBEC Falls Stn.	..	* 11.45	..
* 6.40	..	..	..	..	..	..	..	..	..
* 8.05	..	..	..	..	32.0	Lv. LEVIS	..	* 10.28	..
* 8.07	* 4.47	..	..	..	36.5	Lv. QUEBEC (Ferry)	..	* 8.10	..
* 8.19	* 4.59	..	..	..	47.3	Lv. VALLEE JCT.	..	* 6.45	..
* 8.35	* 5.12	..	..	..	48.1	Lv. SCOTT'S JCT.	..	* 6.43	..
* 9.00	..	..	..	..	0.0	Lv. VALLEE Jct.	..	* 10.28	..
* 9.25	..	..	..	..	14.8	Lv. St. Joseph	..	* 10.18	..
10.05	..	..	..	..	22.8	Lv. Benouville	..	* 10.03	..
11.15	..	..	..	..	34.8	Lv. St. Georges	..	..	..
12.20	..	..	..	..	79.0	Lv. Mortlach	..	..	..
* 3.15	..	..	..	..	48.1	Lv. Lac Frontière	..	* 9.00	..
* 8.45	* 5.25	..	..	..	57.7	Lv. VALLEE JCT.	..	* 9.59	..
* 9.08	* 5.47	..	..	..	60.0	Lv. TRIMM JCT.	..	* 9.40	..
* 12.20	..	..	..	..	0.0	Lv. Trimm Jct.	..	* 8.25	..
* 1.30	..	..	..	..	57.7	Lv. MORTLACH	..	* 8.25	..
* 3.05	* 5.47	..	..	..	79.3	Lv. TRIMM Jct.	..	* 9.35	..
10.00	6.38	..	..	..	150.0	Lv. Thetford Mines	..	* 9.50	..
11.35	8.15	..	..	..	170.0	Lv. East Angus	..	* 7.25	..
* 12.10	8.45	..	..	..	47.0	Lv. SHERBROOKE	..	* 6.30	..
..	* 10.45	C.P.	..	..	0.0	Lv. SHERBROOKE 10	..	..	..
..	* 11.15	..	..	..	68.2	Lv. MEARANTIC E.T. 10	..	* 6.50	..
..	* 11.05	..	..	..	37.5	Lv. SAINT JOHN A.	..	..	..
..	* 9.00	O.C.	..	..	47.0	Lv. SHERBROOKE E.T.	..	* 6.15	..
..	* 9.08	..	..	..	49.9	Lv. Lennoxville	..	..	..
..	* 9.25	..	..	..	55.4	Lv. North Hatley	..	..	..
..	* 10.05	..	..	..	80.9	Lv. Beebe Jct.	..	..	..
..	* 10.12	C.P. Bus	..	..	..	Lv. Beebe Jct.	..	..	..
..	* 10.20	..	..	..	84.0	Lv. ROCK ISLAND Stanstead	..	..	..
..	* 10.00	..	..	..	84.0	Lv. ROCK ISLAND Derby Lane	..	..	..
..	* 10.10	Q.C. Bus	..	..	..	Lv. Beebe Jct.	..	..	..
..	* 10.18	Q.C.	..	..	180.9	Lv. Beebe Jct.	..	* 4.57	..
..	* 10.30	..	..	..	187.1	Lv. NEWPORT	..	* 4.45	..





TOP: J.M. Giguere, owner of the Quebec Central, poses with members of the crew soon after the arrival of the train at Lac Frontière.

LEFT: The coat of arms of the municipality of Lac Frontière include a locomotive. The balloons were to celebrate the occasion.

ABOVE: Due to the length of the trip, the return to Vallée Jonction was by a fleet of school busses. On the way back a gala dinner was held to commemorate the trip.

RIGHT: Another locomotive of the Quebec Central seen at Vallée Jonction on May 19, 2002



In addition to the tourist trains running out of Vallée Jonction, another passenger train operates on the Quebec Central. Its home base is East Angus, and the equipment is a Budd rail diesel car. These photos were taken on May 19 2002 and show the car on a priview run before the formal start of service. Several different trips are operated on a frequent basis during the season. Note the beautifully restored station at East Angus.



The Fickle Finger of Fate

La Fatalité du Destin

by / par Jacques Pharand

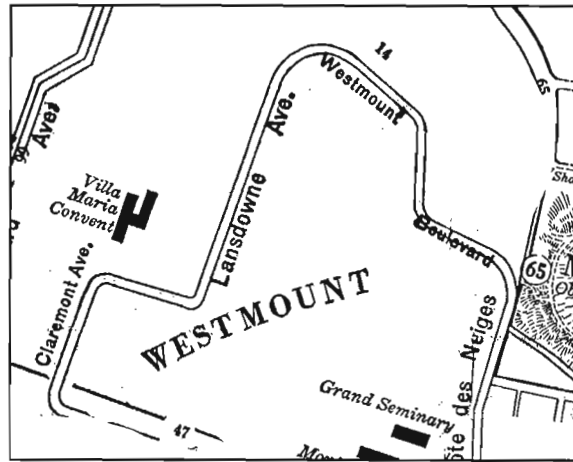
We often hear the expression: "His/her time had come..." Nothing illustrates this better than the incredible accumulation of circumstances leading to the death of the first passenger ever on a Montreal streetcar, after 81 years of operation. This happened sixty years ago, on the morning of December 21, 1942.

Around 8 AM on that day, 16-year old Veronica Lunny and her little brother Adrian, left their home, located near the top of the hill on Lansdowne Avenue, as they did every schoolday. Rather than going down to the car stop half way down the hill, Veronica unexpectedly decided to walk uphill instead, towards The Boulevard, to take the route 14 "Guy - Beaver Hall" streetcar, that would take them to the school. They were the only passengers when they boarded the streetcar. Furthermore, Veronica, who usually let her brother sit by the window seat, decided to switch positions and chose a transverse seat, halfway back in the empty car, Adrian occupying the adjacent seat by the aisle.

What they didn't know however, is that the combination of low temperature and high humidity had created conditions of dangerous "black ice" on the rails leading down the hill. The brine car that was routinely operated on this route under such conditions had not yet reached that spot. And the "hillman" responsible for the maintenance of Lansdowne hill - a standard job in those days - reported sick that very day...

When one-man car no. 1952 headed downhill, the motorman immediately knew that disaster was imminent and the car, skidding out of control despite emergency braking, would not negotiate the westbound curve at Westmount Avenue at the speed at which it was travelling. When it reached the curve, the car indeed derailed but it remained on its wheels. It slid sideways towards the sturdy pole supporting the overhead wires on the southeast corner, and it struck the pole with enormous force. The pole held, ripping into the centre of the car at the exact point where Veronica was sitting, killing her instantly. Her brother received only minor wounds caused by glass splinters...

Such are the whims of fate...



This map, dated 1923, shows the Lansdowne hill. The Lunny house was on the right (east) side of Lansdowne, just below The Boulevard.

On entend souvent dire : « Son heure était (ou n'était pas) venue... » Probablement rien n'illustre aussi bien cet adage que l'incroyable accumulation de circonstances qui conduisirent au premier décès d'un passager en 81 ans d'opération, survenu il y a soixante ans, au matin du 21 décembre 1942.

Vers huit heures ce jour-là, Véronica Lunny, 16 ans, et son petit frère Adrian quittèrent leur domicile, situé au milieu de la pente de l'avenue Lansdowne. Au lieu de descendre vers l'arrêt situé à l'avenue Westmount, comme ils le faisaient normalement, Véronica décida inexplicablement de remonter plutôt vers The Boulevard, pour y prendre le tramway du circuit

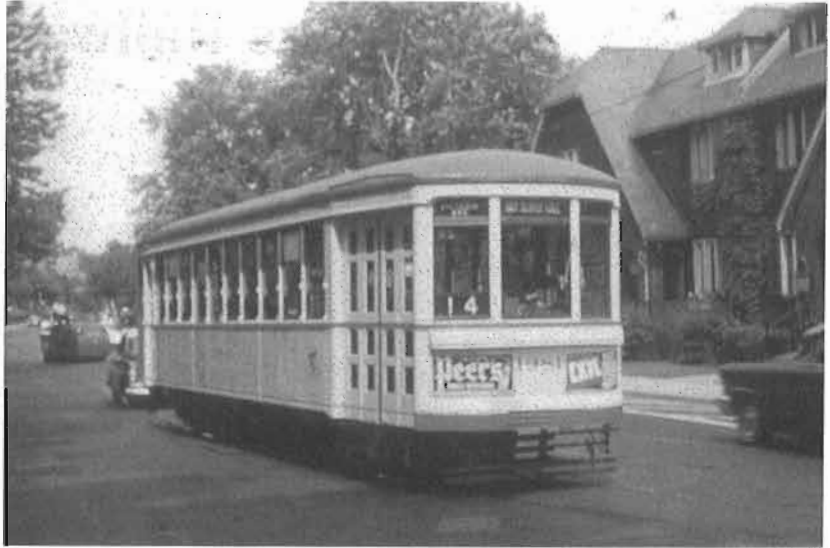
14 « Guy - Beaver Hall » qui les conduirait à l'école. Lorsqu'ils y montèrent, ils étaient les deux seuls passagers à bord. Et Véronica qui laissait normalement asseoir son petit frère sur un siège au bord de la fenêtre, inversa cette fois ses habitudes et choisit au hasard une banquette au milieu du tramway, Adrian occupant le siège à ses côtés, près de l'allée centrale.

Ce qu'ils ignoraient toutefois, c'est que la combinaison d'une température basse et d'humidité élevée avaient créé des conditions de redoutable « glace noire » sur les rails de la pente. L'épandeur de saumure qui parcourait normalement ce circuit dans de telles conditions n'était pas encore rendu à ce point du parcours. Et le cantonnier responsable de l'entretien de la côte - une fonction normale à l'époque - qui disposait de sable et de sel dans une cahute située au sommet de la pente était absent ce matin-là, pour cause de maladie...

Lorsque le solotram « 1952 » s'engagea dans la pente, le garde-moteur sût immédiatement que la catastrophe était imminente et que le véhicule glissant hors de contrôle sur les rails malgré ses freins ne pourrait jamais virer sur l'avenue Westmount à cette vitesse. Effectivement, le tramway déraila mais demeura néanmoins debout, dérapant latéralement en embardées successives vers le solide poteau de fonte qui supportait la courbure de l'alimentation aérienne, à l'angle sud-est de l'intersection et qu'il heurta avec la violence qu'on imagine. Le poteau tint bon, défonçant le centre du véhicule, à l'endroit exact où Véronica était assise et la tuant sur le coup. Son petit frère ne subit que des blessures mineures, causées par des éclats de verre...

Tels sont les caprices du destin...

RIGHT: Car 1981 at the corner of The Boulevard and Lansdowne Ave. on June 25 1955, the last day of service. It was at this stop where Veronica Lunny boarded car 1952 on its fatal trip. At this point the line made a 45 degree curve to the right, ran for a short distance at this angle, then made another 45 degree curve and descended the hill.



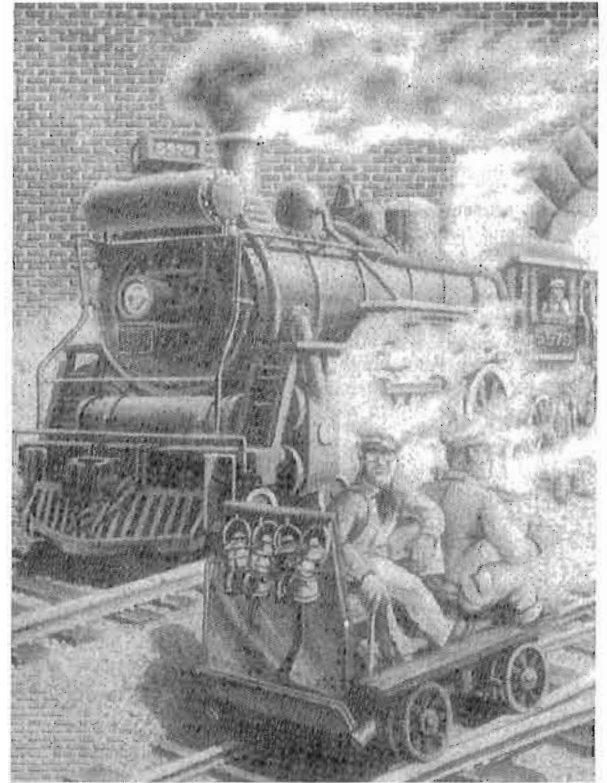
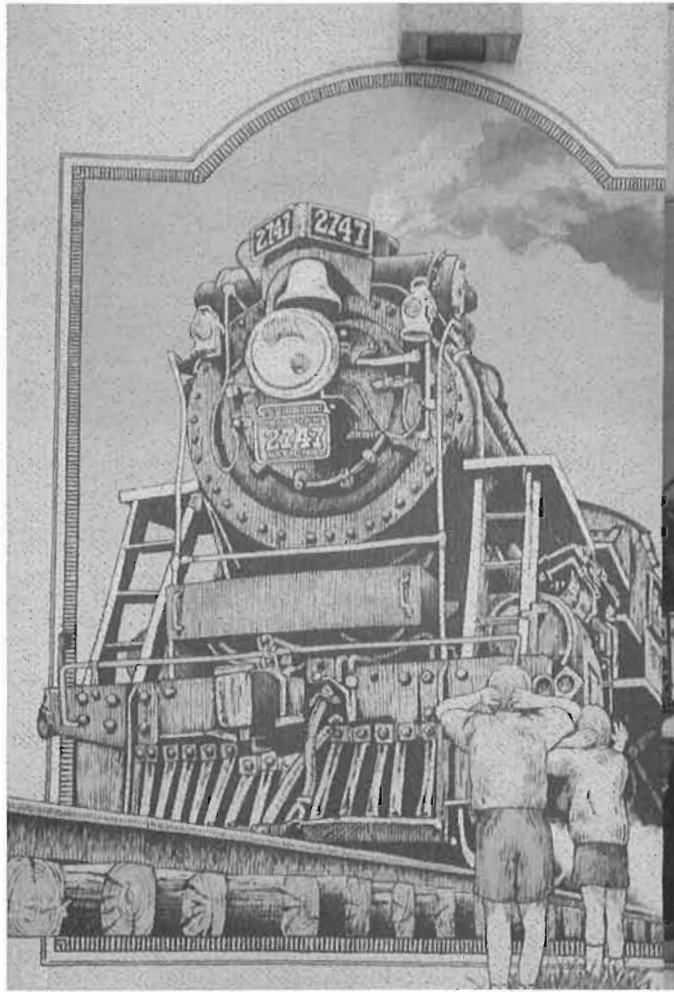
BELOW: The Lunny house was the one on the right in this view, taken on May 24 2002. It was on the straight section between the 45 degree curves. The house at the extreme left of this picture is the same one that is on the extreme right of the photo on the right. In 1942 the track passed directly in front of the houses. Since the street cars were taken off the street has been straightened, giving the houses below more front lawn.

All photos on this page by Fred Angus

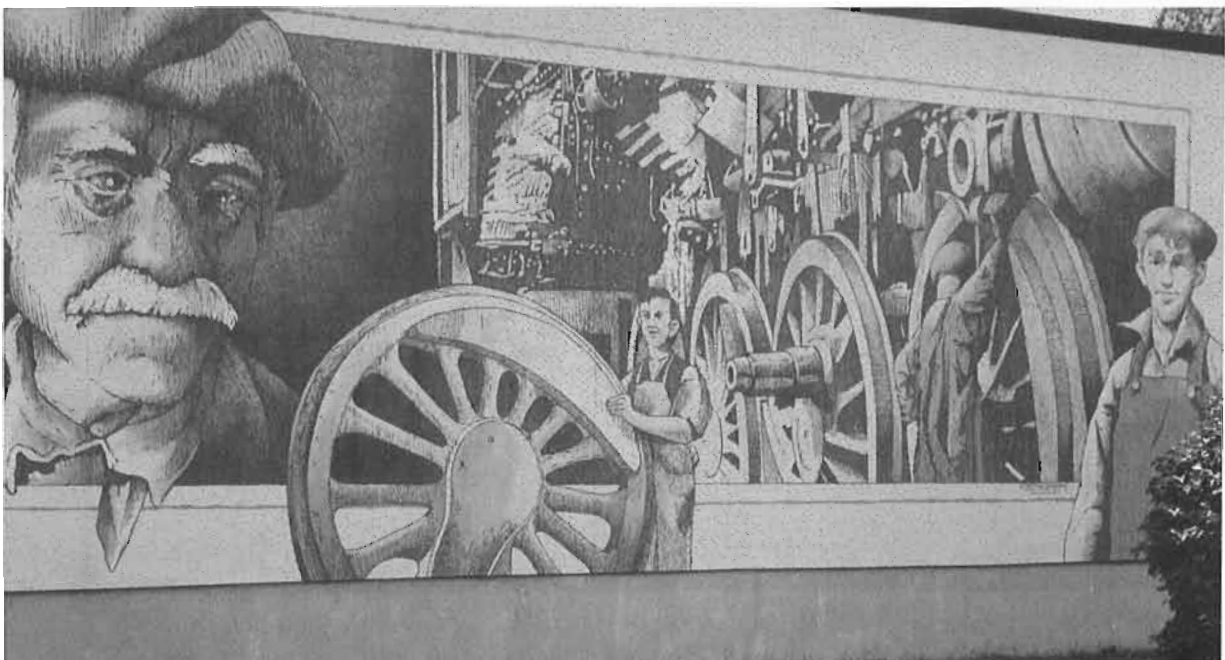


The end of car 1952! It is lying on its side, fourth from the left, in this view of street cars about to be burned at Youville Shops. This photo was taken on August 18 1959, only twelve days before the end of all street car service in Montreal.

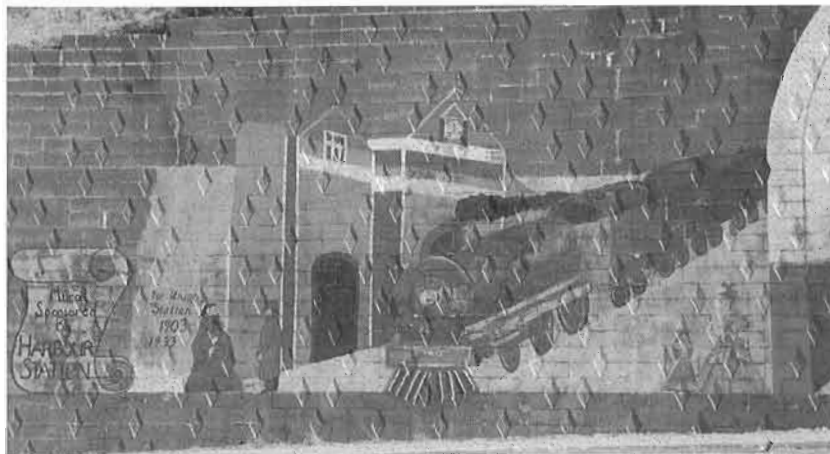
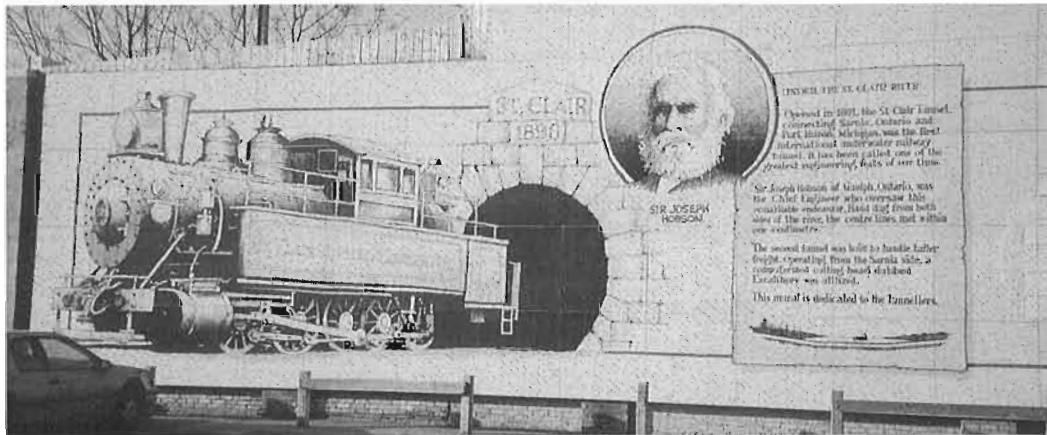
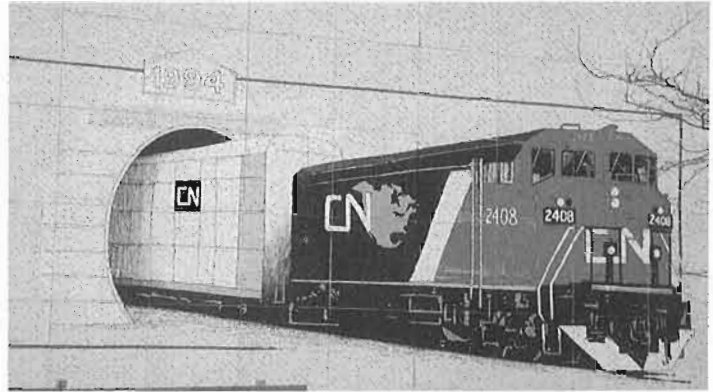
Still More Railway Murals



Continuing our series of railway murals, the ones on this page are at Transcona Manitoba, site of the large shops of the Canadian National Railways. There are many murals in Transcona, depicting the history of the area, but these are the only ones that show railway subjects.

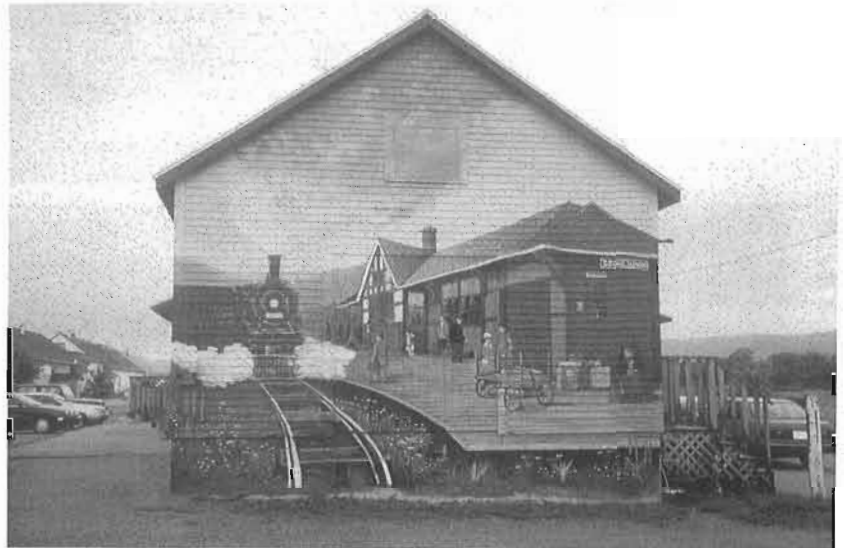
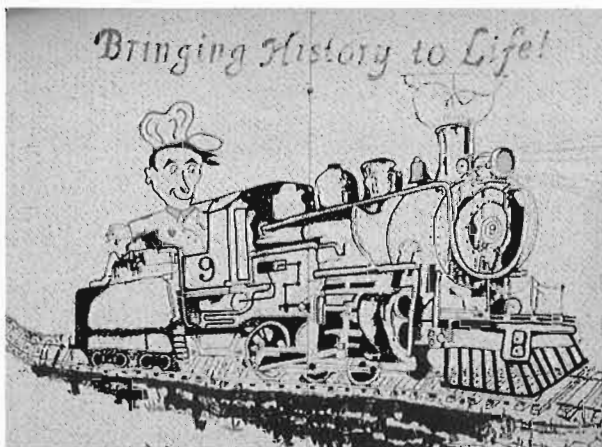
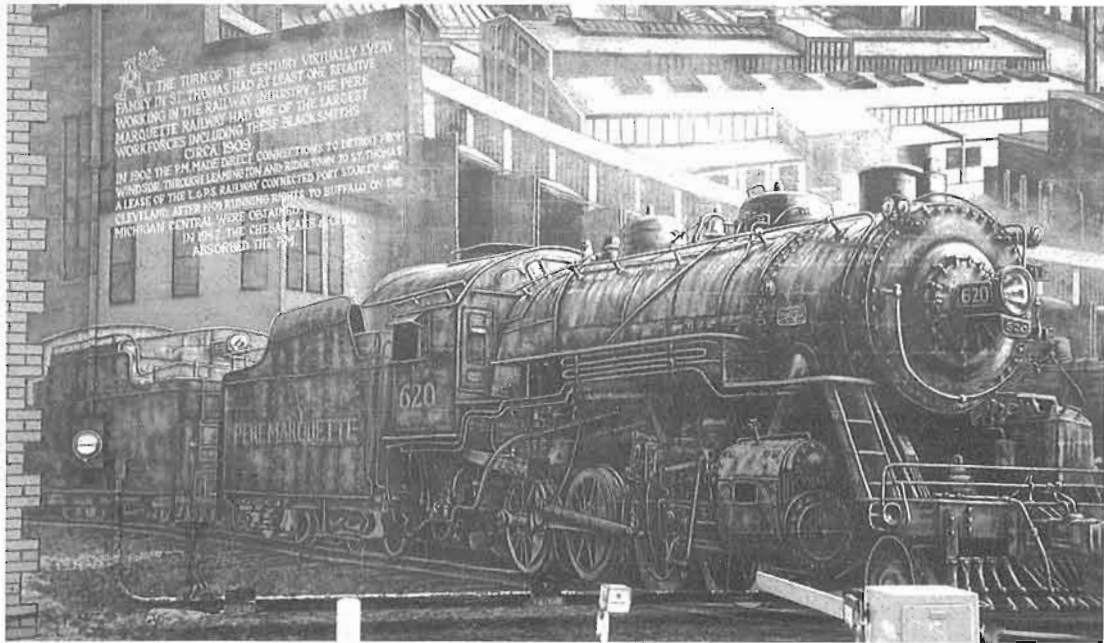


RIGHT and BELOW: Both old and new St. Clair tunnels appear on this long mural at Sarnia Ontario.



LEFT and BELOW: Another mural showing the old and the new; this one at Saint John New Brunswick. The mural on the left shows the 1884 station (incorrectly labeled as 1903) with a steam locomotive. Below we see a CN diesel passing Union Station which was in use from 1933 to 1971 but has since been torn down. There have been five generations of passenger stations in Saint John, the last of which is still standing but no longer used as a station.





TOP: A new mural at St. Thomas Ontario devoted to the Pere Marquette Railroad.

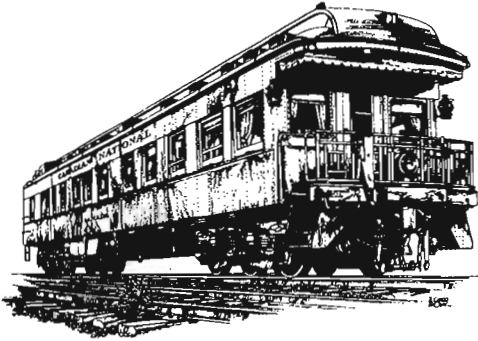
ABOVE LEFT: Another St. Thomas mural; this one shows engine No. 9 which is steamed up on special occasions at the railway museum in that city.

ABOVE RIGHT: This mural is on the wall of the "End of the Line Pub", the old DAR station in Bridgetown Nova Scotia. Photo by Mike Dault

RIGHT AND BELOW: Although not strictly speaking a mural, these paintings on the sides of a semi-trailer still qualify. The trailer is owned by J.M. Giguere, owner of the Quebec Central, and the theme, in both official languages, explains so well why he acquired the railway.



The Business Car



MONTREAL TO NEW YORK BY RAIL IN 4 HOURS?

Montreal to New York City by train in less than four hours? It could happen. On May 22, 2002, Quebec Premier Bernard Landry and New York Governor George Pataki signed an agreement calling for a new study on the feasibility of a fast passenger rail service linking the two cities. The existing Amtrak train, the "Adirondack", rolling at a leisurely pace, covers the 640 kilometres between the two cities in 10 hours.

Fast-train proposals have been floated in the past on the Canadian side, dating back to the late mayor Jean Drapeau's idea for a French-style TGV, or Train a Grande Vitesse, from Mirabel Airport to Manhattan. But this is the first time a governor of New York State has made a commitment. "We do not want to be left out," Pataki said on the second day of the first Quebec-New York economic summit. He said the Montreal-New York fast train could use Bombardier Inc's Acela fast-train technology, with a top speed of 240 kilometres an hour. The Acela train is now in service in the Washington-Boston corridor. Pataki said a future Acela-style fast train could eventually "morph" into a TGV train operating at 360 kilometres an hour "We want them (Bombardier) to get more involved", he said. Robert Brown, president of Bombardier, who spoke at the summit luncheon, said his company is "very encouraged" by the agreement. "There is an opening on our part to participate," he told reporters.

Past studies have concluded that a TGV similar to those operating in Europe and Japan, requiring a dedicated roadbed, would be too expensive. Stephen Blank, an expert on U.S. - Canada trade ties at New York's Pace University, predicted that this fast train proposal would also fail. "It will never happen," Blank said, explaining that buying the needed right-of-way to lay tracks for a high speed train would be too costly. To bring down costs, Joseph Boardman, of New York's state transportation commission, has proposed using the median of Interstate I-87 for parts of the line. Brown noted that Acela trains running in the Boston-New York-Washington corridor are powered by electricity. Pataki said he likes that idea. Results of the study would be available in a year, but it could take 10 or 15 years to build the Montreal-New York fast-train link. Boardman said.

Source: Montreal Gazette, May 23, 2002.

NEW VIA STATION IN LONDON, ONTARIO



Recently VIA Rail opened its new station in London, Ontario, replacing the former office tower that was demolished in 2001. The new station was actually an addition to the one built in the early 1960s, as can be seen in these photos taken on May 6, 2002. The older part serves for offices, while the new structure, complete with tower, has all the latest conveniences for passengers at this important transportation hub. VIA's on-going upgrading of stations and improvement of schedules should go a long way towards winning passengers back to trains.

NEW LIFE FOR OLD STREET CARS

Operating daily along Market Street and San Francisco's famous waterfront, the Embarcadero - a six-mile route - the F Line, also known as the Market Street Railway, uses a collection of 34 elderly streetcars, some of them restored local trolleys, the rest gathered from all over the world. The F Line traces its beginnings to 1883. That year, the San Francisco Chamber of Commerce sponsored a Historic Trolley Festival, to coincide with the opening of a new trolley line under Market Street. The city already owned several old cars, including one dating back to 1912. The festival was so popular that it was restaged every summer through 1987. In 1995, the old cars began regular service between the Castro District and the Financial District near the Ferry Terminal. But it wasn't until the hated Embarcadero Freeway, damaged in the 1989 Loma Prieta earthquake, was torn down that the F line came into its own. So successful has the line been that its operator, the San Francisco Municipal Railway (Muni), a city agency, is eager to find more old trolley cars to ease the pressure on the ones they have now and for a new line. In addition to the eight or nine San Francisco cars (the number changes as cars are restored or retired temporarily for refitting), the present fleet

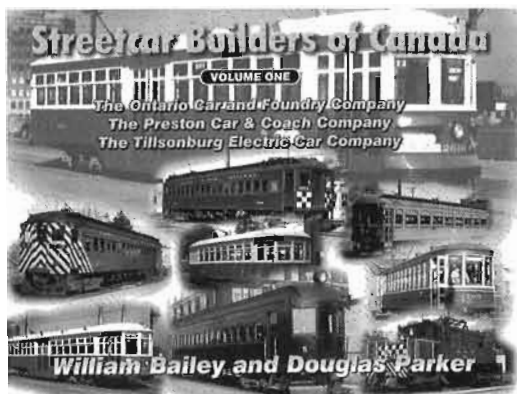
includes aged streetcars, or trams as they are known in Europe, from Milan; Oporto, Portugal; Melbourne, Australia; Hiroshima and Osaka, Japan; Blackpool, England; Moscow; Hamburg, Germany (the 1954 "Red Baron") and New Orleans (yes, it's named Desire). The color schemes can be quite beautiful, and are wonderfully varied. The New Orleans car is a dark hunter green with burgundy trim. The Milan cars are the easiest to spot - they are all bright orange. The 1934 Blackpool car, an open-air boatcar (it looks just like a big excursion boat), is cream with dark green trim. And the 1912 Russian car, which ran both in Moscow and Orel, is red with white trim. Car 130, which arrived in San Francisco just in time to handle crowds for the 1915 World's Fair, is blue and yellow. The oldest cars include No. 578-S, which was built in 1895 from a cable-car design and is thought to be one of the oldest operable streetcars in the world; Car 1 is the first streetcar bought by San Francisco when it started what was the first major publicly owned transit system in the country. The oldest cars usually operate only along the waterfront and only for special events.

Even though they began their careers in San Francisco, some F line PCC's have been repainted in the colors PCC's wore in other cities. In addition to San Francisco, they include Newark, Philadelphia, Chicago, Baltimore, Los Angeles, Cincinnati, Louisville, Kansas City, Mo., Boston and Brooklyn.

A second historic-streetcar line is already being planned. It would run the length of the Embarcadero to the new Pacific Bell Stadium and the adjoining Caltrain railroad terminal. To be known as the E Line, it would share the southern part of the N Line route with the sleek new light-rail vehicles, or LRV's, that began replacing the PCC's on most of the city's streetcar lines 20 years ago.

Source: The New York Times, December 9, 2001

NEW BOOK ON CANADIAN STREET CAR BUILDERS

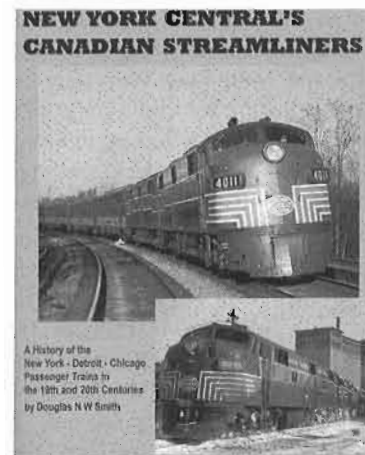


The CRHA is pleased to publish William Bailey and Douglas Parker's comprehensive book on the activities of the Ontario Car Company (London, Ontario), the Preston Car and Coach Company (Preston now Cambridge, Ontario), the Tillsonburg Electric Car Company (Tillsonburg, Ontario). This book is the result of years of exhaustive research. The book has 160 pages (plus covers) is 8 1/2" X 11" horizontal format with perfect bound laminated color covers. It contains over 170 photographs and 9 engraving cuts representing virtually every class of car built by these companies (only 5 photographs of Preston built cars remain unlocated). Rare photos of the interior of the Preston plant showing cars under construction are included. Every type

of car is illustrated, horse cars, electric streetcars, heavy interurbans, wooden cars, steel cars, work equipment. Over 34 operating companies in Canada are represented. Included are 13 car diagrams ideal for modellers. Read about the Barber gas-electric motor car, the Prairie Prestons, the disastrous Preston fire of 1917, photos of the Tillsonburg plant when operating, etc. A listing of second hand purchases facilitated by Mr. Don M. Campbell who was the formerly the General Manager of the Preston Car and Coach Company is also included.

This is a high quality well researched work which gives insight into the inner workings of the Canadian streetcar building industry, it is a must not only for traction enthusiasts but for anyone interested in Canadian industrial history. Your library should not be without a copy of this important work.

ANOTHER BOOK ON THE NEW YORK CENTRAL PASSENGER TRAINS IN CANADA



"New York Central's Canadian Streamliners", by Douglas N.W. Smith, is the latest in the author's series of books on the New York Central in Canada. This volume of 72 pages, plus cover, is the result of very considerable research into the history of the New York - Detroit - Chicago passenger trains in the 19th and 20th centuries, with considerable emphasis on the Canada Southern line. The name, curiously, is rather a misnomer; the book does not confine itself to the streamline era but covers the whole historical range of the service, going back to the 1830s, fully a century before the streamline era. In fact fully half the book deals with the years before 1900.

There are 124 illustrations, some of them extremely rare. One of the rarest is an actual photo of the inside of a Great Western sleeping car of 1858, one of the earliest sleepers anywhere. There are photos of several different stations in Buffalo, Detroit, New York and Chicago, and there is coverage of the special trains to and from the Pan American Exposition held in Buffalo in 1901. Also included are maps and tables, including a considerable number in colour to show at their best the beautiful artwork for which the railways were famous in earlier times.

The streamline era is also well covered (as one would expect, given the title), and the account covers the gradual decline of the service until the Niagara Rainbow made its last run in 1979.

This book is obtainable from Trackside Canada, P.O. Box 1369, Station B, Ottawa, Ontario K1P 5R4. It is also obtainable at the Canadian Railway Museum at Delson - St. Constant, Que.

CRHA MEMBER WINS MODEL BUILDING AWARD IN U.S. COMPETITION



At a model-building competition held in Lowell Massachusetts in May 2002, Peter Murphy, long time member and director of the CRHA, and President of the Canadian Railway Museum, won first prize for the best "kitbashed" traction model in the competition. He won the award for two "O" gauge models of cars Nos. 105 and 106 of the Montreal and Southern Counties Railway. Here we see Peter posing with the models and the award at Lowell on May 11, 2002.

COMMENT ON ARTICLE

Mr. Lorne Perry writes: "Before someone else comments on it, I will. My photo at the bottom of page 69 of issue 487 shows a situation that requires explanation. How come there is a truck right under the open gates at the right, when the train is still on the crossing? Answer: This crossing had two sets of gates on the south (right) side. The visible set was for the track of the "Old CV Wye" which was a much earlier route for the CV to get up to Southwark Yard. The second set, presumably in the down position, is out of sight behind the locomotive. By the time this photo was taken the Old CV Wye had degenerated to an industrial spur although still connected to main lines at both ends. In case of emergency it could handle main line trains at VERY slow speed. I remember three derailments in the 40s and 50s at Edison Avenue, to the left out of the picture, when the Old CV Wye was pressed into service while the big hook did its job. Trains using it to approach Montreal ended up facing the wrong way near Southwark Yard, but with the help of a spare loco attached to the rear end, they could continue their trip into Montreal."

BACK COVER TOP: Ottawa street car 656, built in 1913, was originally numbered 605. It was retired in 1956. This photo shows it at Britannia Park on September 9, 1951. Photo by William Bailey

BACK COVER BOTTOM: The "Northlander" of Ontario Northland Railway on July 11, 1983. The cars were originally "TEE" train equipment used in Europe. Photo by Fred Angus

FORTHCOMING RAILWAY EXCURSION

Rail Travel Tours and the Canadian Pacific Railway Special Interest Group present the Fall Colours of Ontario Tour Thursday, October 3 to Monday, October 7, 2002.

WHAT THE TOUR INCLUDES:

*View nature's fall colours from VIA Rail's Northern Ontario rail service; Journey on VIA Rail Canada's Canadian between Toronto and Capreol; Visit the Northern Ontario RR Museum; Transfer from Capreol to Sudbury; 3 nights at the Sudbury Quality Inn; Rooms that over look the CPR Sudbury rail yards; Visit to Science North in Sudbury and possibly model layout tours; Presentations by CP SIG member D. Wilson & CPR Conductor J. Cockburn; Journey on VIA's "Lake Superior" Rail Diesel Car service on the CPR main line to White River through the rugged "Superior" Region of Ontario; Visit the White River Museum and presentations on the area's history; Overnight at the Continental Hotel in White River; Return on VIA's eastbound "Lake Superior" to Sudbury; Journey on VIA Rail Canada's Canadian between Capreol and Toronto.

DETAILS: Member Price Per Person based on Double Occupancy \$549.

Non-Member Price Per Person based on Double Occupancy; \$574.

A \$100.00 per person deposit is required to hold space. Price does not include GST (currently 7%). Full balance must be paid before August 31, 2002.

Cheques should be made out to Rail Travel Tours and sent to:

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Winnipeg, MB Canada R3C 1A3
Phone 204-897-9551 Fax 204-897-9572
www.railtraveltours.com

ERRORS AND CORRECTIONS

The credit for the photo of 2816 in commuter service (page 5 of the January-February issue) was inadvertently omitted. This photo was taken by our member Leonard A. Seton. The editor very much regrets this omission.

It was also pointed out by several members that the caption for the photo at the bottom of page 72 of the March April issue is wrong. It says that it is a meeting at Coteau between a train from Ottawa and one from Toronto. In fact it is turned around 180 degrees! It is indeed at Coteau, but the train on the left is going towards Toronto, while the other one is coming from Valleyfield.

We have been informed by Don McQueen that the place and date of scrapping of CNR 6100 (copied from an old news item), shown on page 83 of the March-April issue, is incorrect. It should be Stratford, November 14, 1961.

Canadian Rail

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