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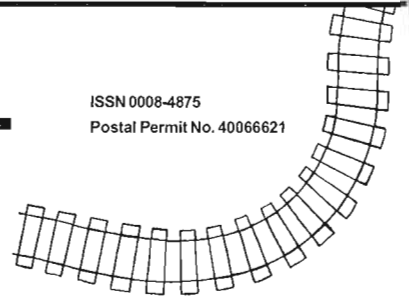
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*FRONT COVER: A contrast in self-propelled cars is seen in front of Barrington station at the Canadian Railway Museum on June 21, 1970. CNR 15824, built in 1926 is an operating exhibit at the museum, while the CPR Budd car was on a visit as part of a special trip which included a tour of the museum. Photo by Fred Angus*

*BELOW: A mural adjacent to the station at Sydney Mines, Nova Scotia, shows the station as it was in the days of steam. This station is on the line traversed by the Bras d'Or, a special excursion train operated by VIA, and running from Halifax to Sydney on Tuesdays, and from Sydney to Halifax on Wednesdays. Photo by Fred Angus*

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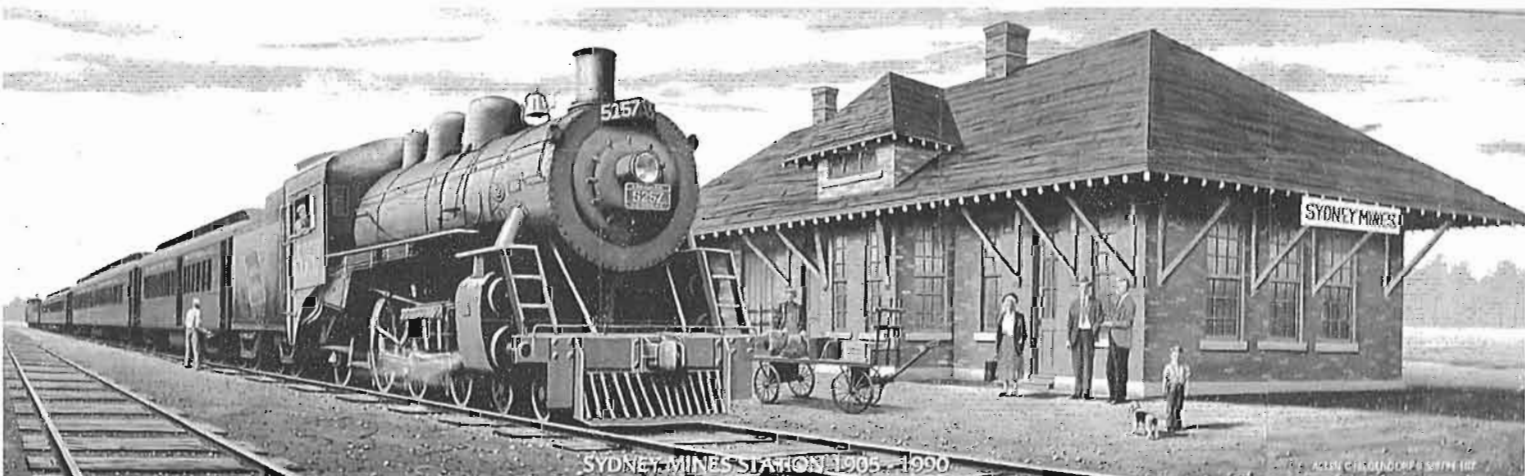
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# The Route of Royalty and Rescuers

by Jay Underwood

When the Dominion Atlantic Railway's (DAR) train rolled into the shattered ruins of Halifax, shortly after the explosion of December 6, 1917, it represented more than the goodwill and compassion that has been a hallmark of Nova Scotia's history. It was the repayment of a twenty-year-old debt that one valley community owed to the provincial capital, and the vindication of a decision by Nova Scotia-born James Richardson Forman that had in part cost him his prestigious job as the chief engineer of the Nova Scotia Railway almost 60 years earlier.

The DAR connected to the Intercolonial, and thence to Halifax, by way of the small hamlet of Windsor Junction, just 25.7 km (16 miles) to the north of the city. Today the site where CN's Bedford and Dartmouth subdivisions meet with the Windsor & Hantsport (on the DAR's old Halifax division) may seem like the ideal location, but in 1855 it was highly controversial.

When the government of Nova Scotia enacted the legislation creating the Nova Scotia Railway in 1854, it had done so to fulfill a political promise to the leading merchants of Windsor – then the province's second largest community. Bringing the promise to reality proved a little more difficult.

As with most aspects of the provincially owned railway, few decisions were made without a political row erupting, and the location of the line to Windsor was no exception. James Richardson Forman had been recruited by Joseph Howe - architect of the railway scheme - from a comfortable railway job in Scotland, to return to his native colony to build the railway in two legs, from Halifax to Windsor, and Halifax to Truro, on a deadline that would later prove to be wildly optimistic.

Three years prior to Forman's appointment, Howe had retained three of the province's leading surveyors to provide him with estimates on the best route to follow. The first two, William Faulkner and Charles Fairbanks, who had surveyed the route for the Shubenacadie canal, came up with differing points of view on what was known as the "eastern" route. Fairbanks favoured a route on the north side of the Meander River, meeting the main line just to the north of the Grand Lake near Enfield about 47 kilometers (29 miles) from the city, while Faulkner championed a longer route, eventually following the easy course of the Nine Mile River to meet the main line at Elmsdale, 51.5 kilometers (32 miles) from Halifax, and the terminus of the first phase of the railway's construction.

Both routes found favour with the politicians, who quickly made partisan fare out of their choices, and it was left to Forman to reach a verdict. Forman instead turned to the third report, that of of George Wightman, the former provincial commissioner of roads. Wightman had championed the "western" route, which both Faulkner and Fairbanks had dismissed as being impossible for safe use.

Also counting against Wightman was his lack of formal education in surveying, for although he had engineered some of the major roads in the province, and had authored a two-volume treatise on highways, he was considered by some Nova Scotia politicians as being a bumptious character.

Wightman's line – the route used today - was the most direct of the three, and the armchair engineers who were the Halifax editors of the day immediately criticized Forman for adopting it.

They warned ominously of bottomless lakes and sharp curves, of difficult grades and impossible natural terrain. What the critics overlooked, however, was that Wightman had also had his route approved by the Boston engineer Ellis Sylvester Chesbrough (1813-1886), who had begun his career as a surveyor on the Baltimore & Ohio Railroad, and had been chief engineer of minor lines such as the Paterson & Hudson River RR and the Louisville, Cincinnati & Charleston RR. It is possible that Chesbrough was a distant cousin to Wightman - there is a link between the two family names in U.S. genealogies - but Chesbrough's approval validated Forman's confidence in the third route.

The critics might have legitimately added a singularly unappealing vista to their list of complaints about Wightman's route, for as William Henry Withrow noted in his 1889 travelogue:

"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 harder to imagine."

Forman was dismissed from the railway in 1858 by James W. Johnston and his spiteful lieutenant Charles Tupper, when the government changed and Howe's reformers fell from power, spurred in part by delays in railway construction and cost overruns that were largely beyond Forman's control.

The line apparently met with royal approval, however, in August of 1860, when the Prince of Wales became the first member of the royal family to travel by rail in the North American colonies (see *Canadian Rail* No. 488, May-June 2002). It was probably the service more than the scenery that prompted the future king to leave a gift of £20 to be disbursed among the railway employees who worked on his trip to Windsor, and the return trip from Windsor to Truro.

Even so, the success of the visit caused the *Nova Scotian*, always ready to take up the cause of Howe (who was then back in power as leader of the government) and Forman, to crow with glee:

“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.”

After pointedly reminding its readers of the criticisms offered by Forman’s adversaries not two years previously, the *NovaScotian* gloated:

“We shall, therefore, hear no more after this, about insuperable grades, and impassable 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.”

Dreary though it may have been to the eye, the traveller on the railway from Halifax to Windsor had at least the benefit of a shorter time on the trip than had the line followed the routes suggested by Faulkner and Fairbanks. This lesser distance (and shorter time) would pay a dividend to the people of Windsor on October 17, 1897.

Windsor Fire Department’s Veterans Memorial Museum (located in the fire station at 100 King Street) and the departmental web site (<http://www3.ns.sympatico.ca/windsorfire/fire1897.html>) records the events when disaster struck the town:

“At three a.m. that Sunday, a fire started that would destroy the town and void it of industry and business.

The fire started in the rear of the Marine Block behind Water Street and spread throughout the town from King Street to Clifton Avenue - then known as Park Street - and from the waterfront to the crest of Windmill Hill.

Around four a.m. the fire seemed almost under control, however, the wind shifted to the northwest and increased to hurricane force. The fire then spread rapidly with flames leaping from the roof top to roof top. The whole downtown



was ablaze. The flames lit up the sky such that the light could be seen as far away as Halifax.”

A telegram to the city soon confirmed what any observant Haligonian might have suspected, and within moments, the city’s fire department was loading equipment upon a special train quickly pressed into service from Richmond yard. The Windsor fire department web site notes:

“Townfolk were forced from their homes, but made valiant efforts to save some of their belongings and homes. For most, however, all was lost. Many were left homeless and penniless.

Every church was lost except the Anglican Church (then Episcopalian Church). Tradition has it that King’s College students poured water on the roof to save it. Most of the business was destroyed, as was industry. Damage was estimated at two million dollars but only six hundred thousand dollars was insured.”

The Halifax *Herald* of Oct. 18 1897 portrayed the drama in great detail:

“Left to itself the Town was doomed.

Much of it was doomed anyhow, but as a forlorn hope it was decided to telegraph to Halifax for assistance. Miss Dillio was roused, opened the telephone office and rang up Halifax. Windsor is in flames, can you send us help? This was addressed to Chief Connolly. He answered ‘yes,’ and bestirred himself to get what men and apparatus could be spared. At the same time communication was opened with the railway authorities. Kentville could not be reached for the wires were down, or the offices there were closed. The night watchman at Richmond was started out to hunt up some one who could start an engine. D.A.R. Mechanical Foreman James Leach was secured, but all the D.A.R. engines were cold. There was an I.C.R. engine that brought in the C.P.R. train at midnight that would take but little time to get steam on. Permission was obtained from Truro to use this locomotive and Foreman Leach hunted up a driver and conductor. At 6 o’clock Chief Connolly was at Richmond with Nos. 2 and 3 steam engines and hose wagons. He had with him Captain Major, who was placed in command of the relief detachment, and these were the men who went with him.

With No. 3; Engineer M. Mulcahy, Fireman M. Mulcahey Jr., Henry Burke, Thomas Leary, Edward Cox.

With No. 2: engineer Patrick O’Toole, Fireman Patrick MacDonald, George McGuire, Charles Pheeny.

With the chemical No. 2: W.B. Fidler.

The Halifax men needed an hour, and with steady work too, to get the apparatus loaded on the flat cars and at 7.12 all was ready for the start. Conductor Margeson was in charge of the train. Driver George Currie was at the throttle of locomotive No. 62, with him was Pilot Stockhall of the D.A.R., who knew the road, and the baggage man was Mr. Driscoll.

As the train shot out of the Richmond yard the smoke of Windsor burning was first observed. Before that the men were too busy in their work of preparation to notice the long black cloud that floated out to sea low on the eastern horizon. It was the smoke of a town being reduced to ashes as swiftly and as surely as fire aided by wind and opposed by nothing could do it. A brief stop was made at Windsor Junction for water and again at Mount Uniacke for the same purpose. The cloudy pillar was more compact than when seen over the hills of Dartmouth, but it was of the kind that indicated a fierce fire behind it."

Time was of the essence; strong winds were pushing the blaze rapidly through the wooden structures of the town, and the fire was so intense in the vicinity of the Marine Block and Water Street that the railway tracks buckled.

The *Herald* narrative continued:

"For God's sake push or we're lost!"

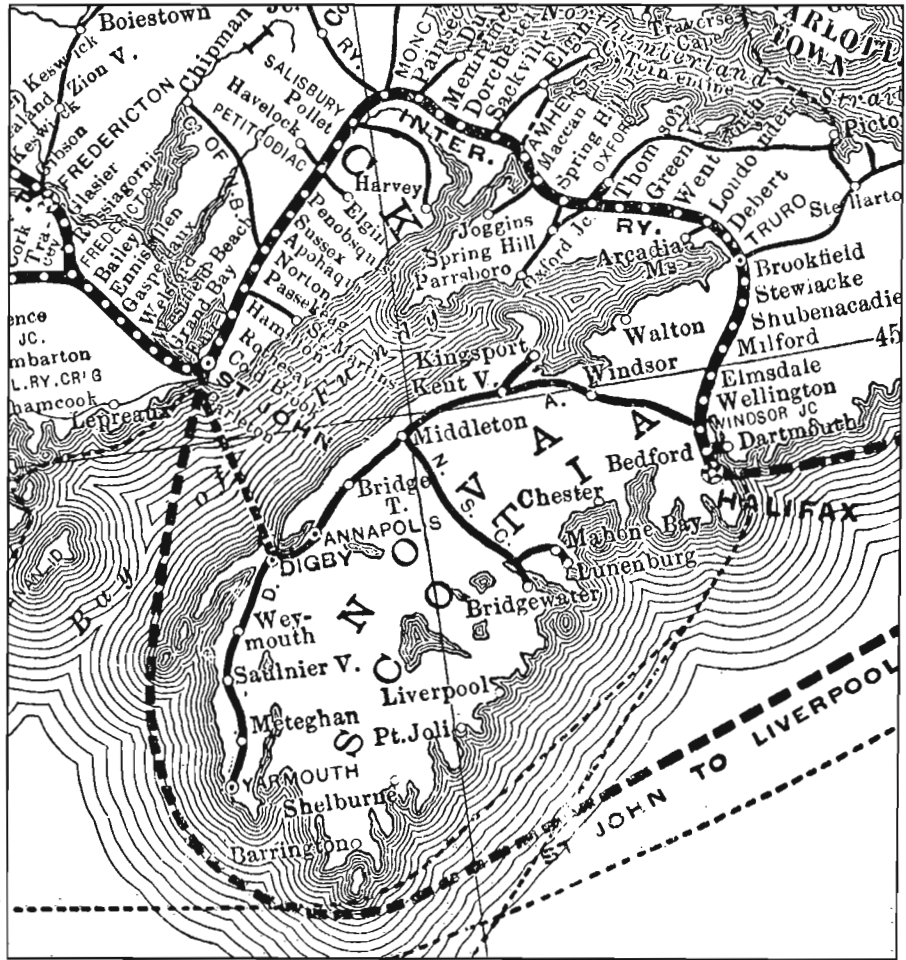
Such were the words that some one said had been flashed from Windsor and intended for the rescue party. They were obeying the summons and in a moment were off from the junction on the last stage of the journey. It was 8.25 when the run ended, and the trip had been made in an hour and a quarter.

An attempt was made to run the train up to the station but this was abandoned. The railway sleepers were charred and the fire had so eaten into the wooden girders across a culvert that it was dangerous to try to pass through the flames on either side of the track or to trust the rails. Back the train went to a field 200 yards or so down the track, and there with a great deal of difficulty the heavy engines were landed. This took an hour. Four feet down from the cars into the grass the 3-ton engines were conveyed, though there was not a stick of timber for the wheels. Willing hands soon tore up the plank deals from bridges on Water street and strong shoulders carried them down. It was nearly an hour more when the chemical was on its way up to Water street across the sloping field, and fifteen minutes later the whole of the apparatus was on the ground.

A unique spectacle presented to view.

When the train came up to Windsor, and for miles down the road loads of household goods and fleeing citizens were seen. Piles of furniture dotted every open space in every direction around the town."

Had the railway used either of the routes suggested by Faulkner or Fairbanks, the trip would have taken as much as two hours longer. The shorter route, and the prompt action of the Halifax firemen had helped ensure the town would survive the devastation.



Map showing the route of the DAR from the Canadian Pacific Railway timetable of May 10, 1897, less than six months before the Great Fire of Windsor.

The Windsor fire department history notes:

"The miracle of the fire is that no lives were lost. In the wake of the fire a relief committee was formed to tend to the townsfolk in need and to help rebuild the town. Money, food, and supplies came from many places including Saint John NB, Halifax and Boston.

The military came with tents and supplies and erected a small tent city to provide shelter for families.

A year after the fire 150 new buildings were added, streets were relined and Windsor was functioning again."

The military's experience with the railway was less well organized, for the interest in Halifax had quickly gone from excitement to near-hysteria. The *Herald* of October 18 noted:

"The moment the extent of the disaster became known, General Montgomery Moore, Governor Daly and Mayor Stephen united their efforts to render assistance. General Moore ordered "a protective contingent" of 150 Royal Berks to immediately proceed to Windsor with tents, provisions, etc. for the victims; to assist in subduing the flames and to maintain order. At one o'clock the contingent had assembled at the depot with their arms, axes, etc. and the following supplies of provisions:

From John Tobin & Co.:  
28 boxes canned goods, 5 barrels pork, 6 barrels hams, 10 cases coffee, 3 chests tea.

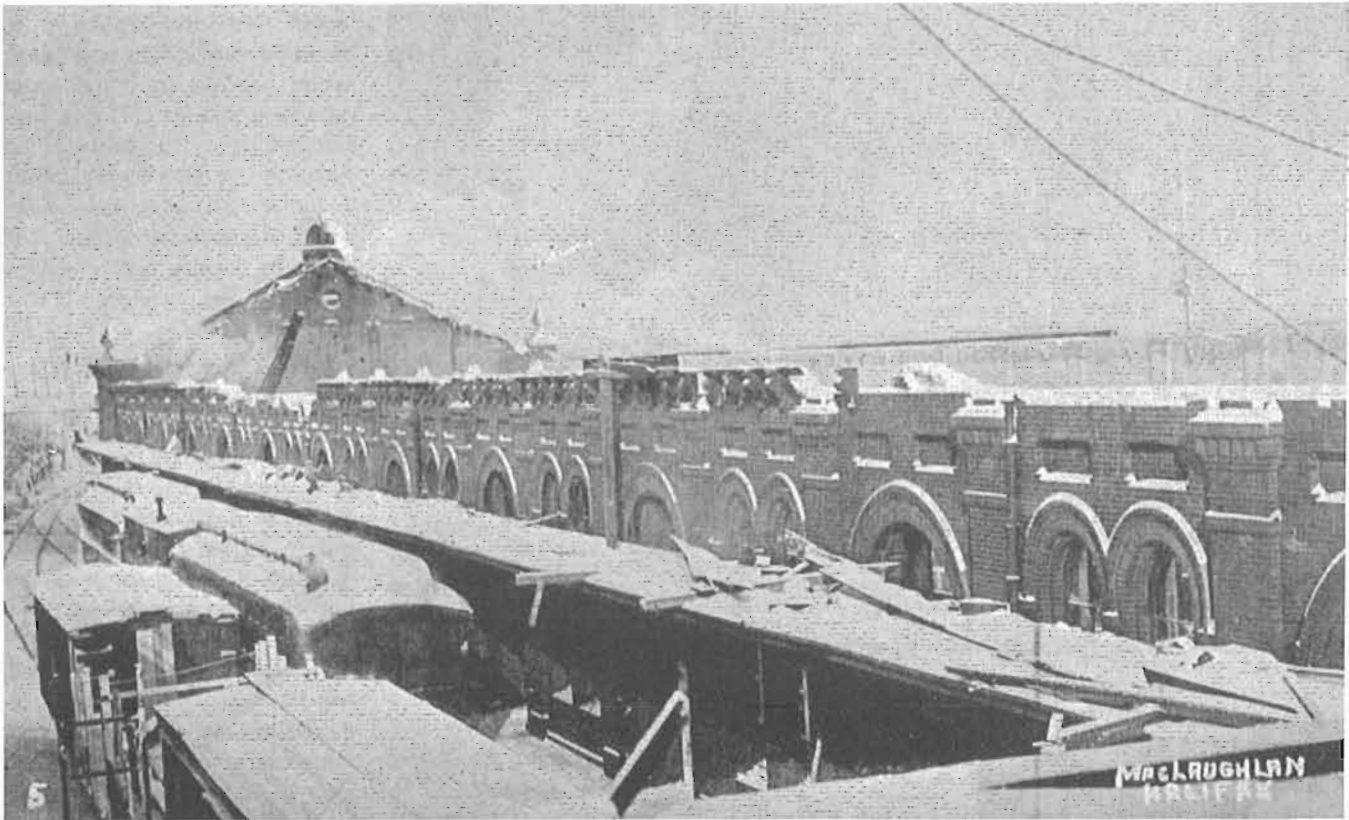
From Davidson Bros.:  
10 chests tea, 8 barrels sugar, 72 boxes beef, 69 boxes canned goods.

From Moir, Son & Co's.:  
74 boxes biscuit, 3 barrels bread, 76 barrels biscuits.

There were 300 tents, the property of the imperial government, and 100 tents and 1,000 blankets furnished by the district officer commanding the Canadian militia.

But though the utmost alacrity [sic] was displayed in getting the troops and supplies to the depot, much difficulty was experienced in getting cars, an engine and men to man [sic] the train. It seemed impossible to communicate with General Manager Pottinger or District Superintendent Price; and it appears that nothing could be done without their authority. The local railway officials, when they could be found, appeared to be helpless. At last the general and the mayor, figuratively speaking, took possession of a train and the way those red jackets loaded it with provisions and supplies was an object lesson for Halifax working men. Then when the train was loaded there was much exasperating delay in getting orders. No train could leave without train dispatchers orders: and these were not to be had. Every moment was precious and every minute's delay added to the vexation and indignation of the general, the governor, the mayor and the hundreds of other assembled citizens. But by two o'clock the orders came and the train moved out. The vicinity of the freight shed was swarming with people, every one of whom wanted to go to Windsor. The crowds took possession of the cars. But soon Chief O'Sullivan, with a couple of police officers and military officers, cleared the cars and then the Royal Berks filed in. At the last moment a contingent of U.P.C. men arrived and they were given the rear car. General Moore and staff (Captain Colborne, Colonel Leach, V.C. Colonel Collard etc.), Governor Daly and Colonel Clarke, Mayor Stephen, chief O'Sullivan, the reporters and some

DOMINION ATLANTIC RAILWAY															
HALIFAX, TRURO, WINDSOR, DIGBY, ST. JOHN, N.B., YARMOUTH, BOSTON															
READ DOWN					TABLE 14				READ UP						
21	19	97	93	95	Mis.	Atlantic Time				98	94	96	10	20	22
A.M.	A.M.	P.M.	A.M.	A.M.		Lv.	Ar.	Lv.	Ar.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.
12.55	18.30	7.25	17.15	17.15	0.0	Lv. HALIFAX	Ar. 16.42	Lv. HALIFAX	Ar. 15.45	Lv. HALIFAX	Ar. 19.05				
						Lv. Halifax (Richmond)	Ar. 5.42								
						Lv. Rookingham	Ar. 6.33								
						Lv. Bedford	Ar. 6.23								
						Lv. WINDSOR JUNCTION	Ar. 6.13								
						Lv. Beaver Bank	Ar. 6.08								
						Lv. South Unioke	Ar. 5.52								
						Lv. Mount Unioke	Ar. 5.47								
						Lv. Ellershouse	Ar. 5.25								
						Lv. Newport	Ar. 5.18								
						Lv. WINDSOR	Ar. 5.02								
						Lv. Truro (See Table 15)	Ar. 17.18								
						Lv. Falmouth	Ar. 14.57								
						Lv. Mount Denon	Ar. 15.40								
						Lv. Hantsport	Ar. 4.41								
						Lv. Avonport	Ar. 4.32								
						Lv. Horton Landing	Ar. 4.26								
						Lv. Grand Pre	Ar. 4.23								
						Lv. WOLFVILLE	Ar. 4.15								
						Lv. Port Williams	Ar. 4.05								
						Lv. KENTVILLE	Ar. 14.00								
						Lv. Kingsport	Ar. 14.45								
						Lv. Canning	Ar. 14.36								
						Lv. KENTVILLE	Ar. 13.52								
						Lv. Coldbrook	Ar. 3.42								
						Lv. Cambridge	Ar. 3.36								
						Lv. Berwick	Ar. 3.22								
						Lv. Aylesford	Ar. 3.10								
						Lv. Auburn	Ar. 2.59								
						Lv. Kingsport	Ar. 2.50								
						Lv. Wilmet (So. Farmington)	Ar. 2.49								
						Lv. MIDDLETON	Ar. 12.38								
						Lv. Lunenburg B. & S. W. Ar.	Ar. 11.29								
						Lv. Bridgewater	Ar. 11.00								
						Lv. MIDDLETON	Ar. 12.38								
						Lv. Bridgewater	Ar. 11.29								
						Lv. Lawrence town	Ar. 12.21								
						Lv. Paradise	Ar. 12.13								
						Lv. BRIDGETOWN	Ar. 12.02								
						Lv. Tupperville	Ar. 11.57								
						Lv. Roundhill	Ar. 11.43								
						Lv. ANNAPOLIS ROYAL	Ar. 11.29								
						Lv. Upper Clements	Ar. 11.15								
						Lv. Clements	Ar. 11.07								
						Lv. Bear Brook	Ar. 12.58								
						Lv. Seaview	Ar. 12.39								
						Lv. Bear River	Ar. 12.39								
						Lv. Imbertville	Ar. 12.30								
						Lv. Smiths Cove	Ar. 12.15								
						Lv. Digby	Ar. 12.15								
						(Change for St. John)									
						Lv. Digby (D.A.Ry. Ar.)	Ar. 10.15								
						Lv. ST. JOHN (Steamship)	Ar. 17.00								
						Lv. Digby	Ar. 12.15								
						Lv. Jeddertown	Ar. 12.15								
						Lv. Blomfield	Ar. 12.15								
						Lv. North Range	Ar. 12.15								
						Lv. Plympton	Ar. 12.15								
						Lv. Sible Falls	Ar. 12.15								
						Lv. WYBOUTH	Ar. 12.15								
						Lv. Bellevue	Ar. 12.15								
						Lv. Church Point	Ar. 12.15								
						Lv. Little Brook	Ar. 12.15								
						Lv. Sault Ste. Marie	Ar. 12.15								
						Lv. Meteghan	Ar. 12.15								
						Lv. Hectanooga	Ar. 12.15								
						Lv. Lake Annis	Ar. 12.15								
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						Lv. Sault Ste. Marie	Ar. 12.15								
						Lv. Meteghan	Ar.								



*The ruins of North Street station in Halifax after the Explosion of December-6, 1917.*

"It was at this point that an orderly tackled the same *Herald* reporter who had been expelled from the *Chronicle's* special in the morning. This festive son of Mars laid violent hands upon the inoffensive scribe, whose previous "dust" had put him in excellent trim to resist such dalliance. There was a short physical encounter between soldier and writer and the soldier succumbed. Then came a captain. The *Herald* refused to be ejected. An appeal was brought to Governor Daly, General Moore and the mayor, and the reporter was sustained. Just here it might be urged that at such a time as this, when active public sympathy is necessary to be aroused, nothing can be gained by this sort of action, for what more potent creator of public sentiment and public opinion than the press? However, a great many people were put off and compelled to walk fifteen miles to their homes. It was hardly enjoyable to them, as may well be imagined, but it furnished great amusement for those who remained. Arriving at Windsor, the soldiers marched to the rear of the town and pitched a few tents for the accommodation of the suffering ones. The greater part of the military returned home in a couple of hours, as the services of only a few of them were required. The provisions were placed in a shop adjoining the office of the Dufferin hotel and a committee of distribution appointed. Many of the homeless were provided then with the first food they had eaten for the day.

Again the train was mobbed when it started for the city at eight o'clock. All the civilians who had gone up on the day trains, invited or not, as the case might be, boarded the train early and occupied the seats. Chief O'Sullivan and

Policemen Northover and Ross had gone up in the afternoon. These, with the military, succeeded in clearing the cars, and the start was made for home leaving probably a hundred or more shivering Haligonians on the platform to share for a night the misery of the afflicted people of Windsor. The train reached the city shortly after ten o'clock."

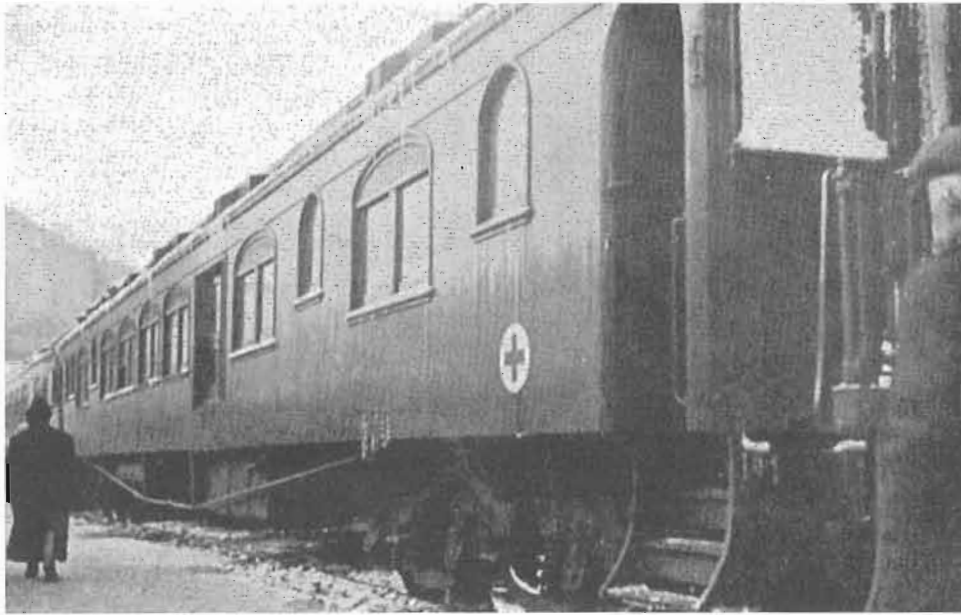
In its July 29, 1899 edition, a year and a half after the disastrous blaze, the *Halifax Herald* pronounced the town's future secure:

"Windsor justifies her continued existence, and though business may be dull now, in the time of reaction, she has been rebuilt more beautiful and more imposing and more substantial than ever. Her population is great and her people are busy employed as of yore. Her future is sure. Windsor is all right"

The people of Windsor never forgot the aid they received from the capital.

Twenty years later sterling wartime service came with a high price for Halifax, a payment that was made in blood on December 6, 1917, when two vessels collided in the city's harbour. The story is recounted on the City of Halifax's tourism website:

"Around eight that morning, the Belgian relief ship *Imo* left its mooring in Bedford Basin and headed for open sea. At about the same time, the French ship *Mont Blanc* was heading up the harbour to moor, awaiting a convoy to accompany her across the Atlantic. A convoy was essential; this small, barely seaworthy vessel was carrying a full cargo of explosives. Stored in the holds, or simply stacked on deck,



*One of the first relief trains to arrive after the Halifax Explosion.*

were 35 tons of benzol, 300 rounds of ammunition, 10 tons of gun cotton, 2,300 tons of picric acid (a high explosive), and 400,000 pounds of TNT.”

This lethal mix of explosives had been loaded onto *Mont Blanc* in New York, and the ageing ship had reached Halifax without prior incident.

For reasons never fully explained, the two ships, sailing in beautifully clear weather, collided in the Narrows, and within seconds the *Mont Blanc* was ablaze.

“The *Mont Blanc* drifted by a Halifax pier, brushing it and setting it ablaze. Members of the Halifax Fire Department responded quickly, and were positioning their engine up to the nearest hydrant when the *Mont Blanc* disintegrated in a blinding white flash, creating the biggest man-made explosion before the nuclear age. It was 9:05am...

Over 1,900 people were killed immediately; within a year the figure had climbed well over 2,000. Around 9,000 more were injured, many permanently; 325 acres, almost all of north-end Halifax, were destroyed.”

The Number 10 train from Saint John, N.B. had been stopped at Rockingham, thanks to a courageous last-minute telegraph message sent by Vince Coleman from his post at Richmond. At about 1:30 p.m. that same day the train was ordered to return to Truro with casualties for the hospital there, picking up medical help at Windsor Junction.

At Truro victims were taken from the train and given shelter. It would be the first wave of an exodus that would see similar flights of mercy to Kentville and as far north as Antigonish.

The activity of the Intercolonial after the explosion was worthy of any railway on a front line in war. As Janet Kitz has noted in her book *Shattered City*, this was due in part to the swift action of key employees:

“W.A. Duff, assistant chief engineer of the Canadian Government Railways, had stayed at the Queen

Hotel. After the explosion he borrowed a car and drove to North Street Station to inspect the railway property... The further north Duff travelled the worse the situation became. Several times he turned back to drive seriously wounded people to hospital, but he finally decided that communication with the outside world was more important.”

On arriving at Rockingham Duff began the very necessary task of sending telegraph appeals for help to towns along the line as far as New Brunswick. Duff did not act alone, and in fairness the Dominion Atlantic Railway deserves as much credit for its part in the relief effort. George Graham, the chief executive officer of the DAR had

been in his private car at North Street Station when the *Mont Blanc* went up in smoke and flames, and his own escape from injury was miracle enough for one day. He too sent urgent messages, to his agents in Windsor and Kentville, and with an almost military precision, a relief train was quickly made up and dispatched.

It was at Windsor Junction - so one story from the explosion goes - that a doctor on the first train out of Halifax met his son, also a doctor, heading toward the city on the first DAR train from Kentville and Windsor.

An enduring myth has arisen from the Halifax explosion that an American train was the first to bring relief to the city. This myth was most recently hinted at in the CBC melodrama bearing the same name as Kitz's book. In fact, the first relief trains into the city came over the DAR tracks from Kentville, bringing doctors, nurses and medical supplies to assist an already overwhelmed hospital system. Within a day of the blast, five relief trains had been sent to the city from the Annapolis Valley, and as far away as Amherst, New Glasgow and Sydney.

If the citizens of Windsor had the fire of 1897 on their minds as they sprang to the rescue of the capital city, it wasn't reflected in the reports of the *Hants Journal* of December 12, 1917:

“Windsor was among the first of the nearby towns to send relief to the injured. Several doctors accompanied by nurses and Red Cross Workers with a large quantity of hospital supplies and food boarded a special train at one o'clock which had been dispatched from Kentville an hour previously by Gen. Mgr. Graham. Enroute this train made stops to pick up workmen who had volunteered for Rescue Work. Trains from other directions were rushed to the scene of the disaster with a like passenger list and in addition many firemen who did excellent work.”

The same could be said of the railway track that had once been so openly disparaged.



# Fortieth Birthday for *The Polar Bear Express*

by Douglas N W Smith

On July 9, 2004, the Ontario Northland Railway held a ceremony at the Cochrane, Ontario station to mark the fortieth anniversary of an institution in northeastern Ontario – the *Polar Bear Express*. The train runs six days per week from the end of June to Labour Day between Cochrane and Moosonee, Ontario. Since 1964, the train has brought hundreds of thousands of tourists to northeastern Ontario resulting in major economic spin-offs for motels and hotels, restaurants, gas stations, and other tourism related services.

The train also occupies a unique position in the development of modern rail passenger services, as it was the first regularly scheduled tourist train to be operated in Canada.

It was the prototype for similar services later started by the *Agawa Canyon Tour Train* operated by Algoma Central Railway between Sault Ste Marie and Canyon, Ontario; the *Royal Hudson* train on the British Columbia Railway between North Vancouver and Squamish, BC; and the *Rocky Mountaineer* by VIA Rail Canada and subsequently the Great Canadian Railtour Company between Calgary and Vancouver.

Why did the ONR start this service? After all, the 1960s were a period when most North American railroad managements were actively seeking to terminate their passenger business, not expand it. The reason lies in the unique ownership and mandate of the railway and from the ruckus caused by the decision to terminate a pair of passenger trains. The ONR is owned by the provincial government and managed by the Ontario Northland Transportation Commission. The Commissioners – all prominent Ontarians – are appointed by the government. From its earliest days, the railway has been expected to balance its books. As the provincial government financed the railway as a means to open northeastern Ontario to settlement, it was also expected to foster economic development. Those years when the railway generated financial surpluses, the Commission had little trouble meeting the economic development goals. It actively supported mineral exploration and settlement of the fertile lands of the Clay Belt. It promoted tourism through the ownership and operation boats, ferries, and hotels. Through grants, it provided financial support to hospitals, parks, and arenas in the towns from North Bay to Moosonee. Shortly after World

OLD FASHIONED

# RAILWAY EXCURSION

From COCHRANE, Ont. To

# MOOSONEE

## MOOSE FACTORY

ON JAMES BAY TIDEWATER

## SUNDAY, JULY 19, 1964

Leave COCHRANE 8:30 a.m.      Leave MOOSONEE 6:00 p.m.  
 Arrive MOOSONEE 2:00 p.m.      Arrive COCHRANE 11:00 p.m.  
 Eastern Daylight Time

ADULTS \$10.00      CHILDREN UNDER TWELVE — HALF FARE  
 UNDER FIVE — FREE

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SPECIAL ENTERTAINMENT FEATURES — DINING CAR SERVICE  
 Connections By Bus and Rail From All Ontario Points  
 See Your Local Agent

## Ontario Northland Railway

The announcement of the excursion, forty years ago, that was, in effect, the first run of the *Polar Bear Express*.

Trains 46 and 47 was due to the railway's deteriorating financial position.

The first real acknowledgement of the problem occurred in the 1959 Annual Report of the Commission when A Jardine, the General Manager, wrote: "*Some business is being lost to other forms of transportation. Private autos are handling an increasing percentage of passenger traffic formerly moving by train and highway transport [trucks] is taking a portion of the freight business . . . Construction of a gas line through this area also adversely affected the railway through the loss of coal traffic.*"

This was followed in the 1960 Annual Report by much bleaker tone: "*It is difficult to contemplate operation of the railway in the foreseeable future, without serious concern as to its ability to avoid deficit financing. Revenues continue to decline and there is no indication of an appreciable improvement so far as can be foreseen at the present.*"

The Annual Reports of the Dominion Bureau of Statistics shows the railway starting to operate at a loss in 1960 while the Commission report does not show a real loss until 1963. However, both reports show a rapid slide in revenues while operating costs increased (see Table on next page). With the Commission operating at a deficit of over \$0.8 million in 1963, the Commissioners had to act to reduce the flow of red ink.

As a replacement for Trains 46 and 47, the railway announced it would provide additional daily bus service and inaugurate a new freight train carrying only express and

War II, the railway adopted the slogan "Ontario's Development Road". While the railway managed to balance its books most years, the close of the 1950s found management struggling. Truck and auto competition eroded railway traffic as the road network in the Northeast was paved and kept open on a year-round basis.

The creation of the *Polar Bear Express* stems from the discontinuance of Toronto-Timmins-Cochrane Trains 46 and 47. These were a pair of secondary train operating over the main line. Their daylight schedule supplemented the overnight schedule of the ONR's premier train, the *Northland*, Train 49 and 50. The decision to terminate

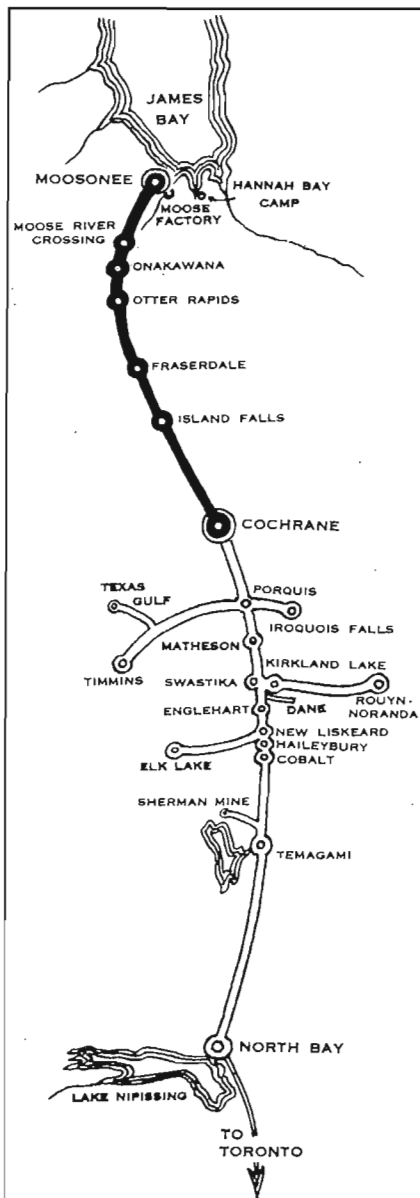
RESULTS OF RAILWAY OPERATION: 1958 to 1967								
Year	Dominion Bureau of Statistics Report						ONTC Report	
	Passenger Revenues	Mail Revenues	Express Revenues	Freight Train Revenues	Total Revenues*	Net	Operating Ratio	Net
1958	798,094	140,639	335,538	10,957,998	12,472,854	896,495	92.8	913,935
1959	804,465	165,764	324,936	10,600,513	12,157,613	550,134	95.47	636,316
1960	785,856	171,351	352,267	9,687,369	11,293,518	(105,001)	100.93	129,500
1961	725,541	168,241	356,616	9,196,656	10,693,922	(366,608)	103.43	129,309
1962	742,249	170,173	370,614	9,573,014	11,093,884	(213,868)	101.93	349,849
1963	675,444	171,209	340,472	9,039,666	10,542,914	(1,256,047)	111.91	(858,128)
1964	625,891	95,636	626,768	8,757,536	10,439,965	(1,709,672)	116.38	(861,526)
1965	723,261	60,740	804,453	9,905,009	11,859,650	(1,514,244)	112.77	1,194,357
1966	679,745	60,639	888,307	10,969,113	13,060,452	(896,188)	106.86	(349,803)
1967	769,799	36,624	860,089	12,821,381	15,573,242	49,216	99.68	165,862

Note: Total includes revenues from sources other than those listed in this table.  
 Source: *Railway Transport - Financial Statistics*, Dominion Bureau of Statistics, Queen's Printer, Ottawa  
*Annual Report of the Ontario Northland Transportation Commission*, Queen's Printer, Toronto

Less Than Carload freight shipments. The post office elected to shift its traffic to trucks as the new train did not operate at suitable hours.

At the same time as it announced the termination of Trains 46 and 47, the railway decided to centralize express activities which resulted in the loss of jobs in many of the smaller communities along the ONR. The changes to the passenger train service became the trigger for an outpouring of complaints during the winter of 1964 that the Commission no longer was encouraging northern development. Most criticism was leveled at high freight rates and the loss of jobs in smaller communities. *The Temiskaming Speaker* thundered, "In his statement, Mr Johnston, the ONR chairman, makes it clear that the ONR has only one idea, and that is to avoid losing money. He also made it clear that no subsidies will be offered to offset the handicaps at present suffered by northern industry competing with more favorably located industries to the south. In other words, the ONR is not, and has no intention of being a development road. It is in business to make money and to blaze with the consequences."

Roy Thompson, a Swastika resident, had been appointed one of the three Commissioners in 1962. While his main duty was to attract new industries to the region, he came up with the idea of operating a special train making the Cochrane-Moosonee round trip in a single day. The trip would showcase the many large developments along the



Map of the ONR showing the route of the Polar Bear Express

railway to the residents of northeastern Ontario. While these had received newspaper coverage, few residents of the region had ever actually travelled to the northern frontier beyond the reach of the provincial highway system. As the regular tri-weekly mixed train was scheduled to operate northbound one day and return the next, any visitor to Moosonee had to spend at least one night in the northern community.

Large ads were placed in newspapers across northeastern Ontario early in July 1964 promoting an "Old Fashioned Railway Excursion" on Sunday July 19th. The train left Cochrane at 0830 and reached Moosonee at 1400. After a four hour layover, it was scheduled to leave at 1800 and reach Cochrane at 2300. The schedule was slower northbound as passengers were allowed to disembark at Otter Rapids to view the massive hydro-electric dam and at Moose River to see the mile long railway bridge. The fare for the 372 mile round trip was \$10 for adults and \$5 for children.

The public response exceeded all expectations (see the insert opposite for a newspaper reporter's view of the trip). The railway had initially planned on carrying 200 people, when the train left the station there were 725 aboard the string of heavyweight passenger cars. The two food service cars in the consist were manned by seven employees who served 1,500 box lunches and cold plates, 2,000 cups of coffee and 1,200 soft drinks. Strolling musicians went from coach to coach starting sing-songs.

## ON THE FIRST POLAR BEAR EXCURSION TRAIN

Based on a Tongue-in-Cheek Account By Bill Bond

Well a week or so ago, we saw a piece in the paper offering a "Polar Bear Excursion" consisting of a train ride from Cochrane to Moosonee and a boat ride to Moose Factory on July 19th . . . all for the reasonable sum of ten dollars.

I figured it out that with the pocket money I had and by pilfering nine ninety from the kids' piggy bank I could just about make it. Unfortunately I had forgotten to take into account the money for gas to get to Cochrane. I would have to go to the bank for a loan. The Mrs got wind of my plans and informed me that since I was going to the bank anyway, that I might as well get an additional ten buck on the same easy terms, as she had no intention of letting me go alone . . .

[Leaving New Liskeard before dawn, our reporter and his wife journey up the road to Cochrane.] We hopped aboard the train and made ourselves comfortable. The train was a few minutes late in leaving, but we learned later that this was due to the last minute flurry at the ticket office. The railway had originally estimated that a group of perhaps 200 at the most would make the trip. This figure was raised to 500 late Saturday. By the time the train could get away more than 700 were on board.

As the train left Cochrane, we were handed a pamphlet describing the points of interest along the journey . . . The train stopped at Otter Rapids and those with cameras and binoculars got a good look at the Hydro's new dam. There was another stop at Moose River for a look at the railway bridge we were to cross .

. . . This same pamphlet informed us that at Mileage 186 we would arrive in Moosonee and to have our cameras ready as the train arrival is an exciting time and there would be a good crowd out to meet it. If they were there, they had no doubt fled in panic at the sight of the invasion of their town by a group of strange looking characters who must have out-numbered the entire population 3 to 1 . . . If you saw a parade of strangers, six abreast and stretching the full length of your main street, you too might wonder what their intentions were.

We missed the barge trip to Moose Factory due to the excessive crowds waiting at the landing and the limited time on hand . . . Time had begun to run out so we headed for the train which was to leave a six thirty. We sat there until seven and our coach was still not full. A little enquiring told us that the barge to Moose Factory had tried to make enough trips to accommodate all those waiting and had run afoul of the tide. It struck a sand bar which it could normally have gone over and went aground. Finally a bulldozer was located and driven out on the bar to push it off. When everybody got seated on the train, it was about eight fifteen and we got underway. The crowd – which was to meet us – was now there to see us off. They had figured that we were a harmless bunch after all and lined up for a quarter of a mile to wave as we pulled away. Possibly they just wanted to make sure we were going.

The trip back was extremely quiet (the wife had fallen asleep). Heads were nodding everywhere, feet were propped up and everyone was tired but happy. I, along with many others, hope there will be more trips in the near future.

*Temiskaming Speaker*, July 23, 1964 .

Commenting on the public response, William Johnson, the acting Chairman of the Commission told a reporter, "*The excursion was certainly successful as a commercial venture. However, there were a number of secondary benefits. It acted as a tourist attraction and many people travelled specifically to this area to take advantage of the trip. Many of these remained in the district for a number of days afterwards. Secondly, it gave area residents an opportunity to get to know their own district and its history. It was also a morale booster for our own employees.*"

Because of the large crowds on the first train, the ONR ran a second excursion on August 26th. It was even more popular than the first train with 750 passengers. Because of the lessons learnt from the first trip, there was considerably less confusion. To ferry excursionists to Moosonee, the Commission arranged for more than 70 freighter canoes to supplement its landing barge. At Moose Factory, nurses from the federal Indian Hospital acted as guides pointing out items of interest in Ontario's oldest settlement. At Moosonee, the school was used as a recreation center and costumed natives gave a display of Indian dancing. A fleet of bush planes carried more than 300 of the visitors on sightseeing flights over James Bay.

The excursionists danced away the miles on the return trip to the strains of a band in a baggage car specially outfitted as a dance hall.

The Commission's 1964 *Annual Report* spoke glowingly about the two excursion trains stating that they had carried more passengers than any other trains operated since World War II. Based on their profitability and their role in stimulating tourism, the Commission announced it would operate an excursion train called the *Polar Bear Express* every Sunday from June 27 to August 29 in 1965. As the Commission's operations returned to profitability as new mines opened, the frequency of the train was gradually increased.

To improve the attractiveness of the trip, the Commission sponsored the development of museums at Moosonee and Moose Factory. It increased the train's frequency and improved the passenger amenities over succeeding years. The ONR replaced the non air-conditioned heavyweight passenger cars with air-conditioned streamlined passenger cars acquired from Canadian Pacific and the Norfolk & Western Railways in the 1970s. Full dining cars replaced lunch counter cars in the 1980s. Starting on July 7, 2004, the Commission made its most recent addition

**All aboard  
The  
Polar Bear Express  
TO  
Moosonee**

An exciting train ride "down north" from  
Cochrane to Ontario's fabled northland

Beyond the highway's end, the legendary Polar Bear Express takes you on a thrilling excursion down the Arctic Watershed to Moosonee. A romantic trip through history, with views of modern triumphs like the immense Otter Rapids hydro dam that supplies electricity to industry in the south, and the half-mile causeway and bridge spanning the great Moose River. At Moosonee (and at Moose Factory, if you wish to visit this historic island on James Bay tidewater), you will see outposts of The Hudson's Bay Company, where fur trade goes on just as it has for the past three hundred years. You will also see how the people of this Canadian frontier face the challenge of taming this vast region.

Join in the fun and excitement of The Polar Bear Express. Snacks and meals are available in the diner. Wear casual clothing, comfortable walking shoes, and come prepared in case of cool or wet weather.

**Sunday, Wednesday and Friday  
Excursions**

JUNE 15th to SEPTEMBER 14th, 1969

Lv. Cochrane 8:15 a.m.		Lv. Moosonee 6:15 p.m.
Ar. Moosonee 1:15 p.m.		Ar. Cochrane 11:00 p.m.
(EASTERN DAYLIGHT TIME)		

Adult RETURN Fare from Cochrane .....	\$12.00
Children (under 12 years) .....	\$ 6.00
Children (under 5 years) .....	Free

No Checked Baggage Carried on Excursion Trains

**Ontario Northland**  
TRANSPORTATION COMMISSION

HEAD OFFICE:  
NORTH BAY, ONTARIO  
472-4500

SALES OFFICE:  
805 BAY STREET, TORONTO 5, ONTARIO  
365-4268

The



Express

*Sunday Excursions*

From COCHRANE, Ontario  
to

ARCTIC TIDEWATER  
MOOSONEE

**ONTARIO  
NORTHLAND**  
TRANSPORTATION  
COMMISSION

## Welcome aboard the "Polar Bear Express"!

For your convenience, members of our staff are on board to act as special escorts. They are identified by their white helmets. They will be delighted to be of assistance wherever possible.



An Indian family in their freighter canoe. Such canoes are the standard workhorse of James Bay.

### ENTERTAINMENT

An orchestra is located in the recreation car in the centre of the train for your entertainment. Join in the fun and sing along — or if you are out of voice, just listen to the sweet music.

### RESTAURANT CARS

There are two restaurant cars in continuous service enroute. In CAR 1403, you may obtain hot dogs, hamburgers, coffee, soft drinks, chips and souvenirs. This car will close on arrival at Moosonee but will reopen at 3:00 p.m. In the Restaurant Car "MEECHIM", full course meals are available. The "Meechim" will be closed during our stop-over at Moosonee.

### PHOTO STOPS

We will be arriving at OTTER RAPIDS (Mileage 93) at approximately 11:00 a.m. and you will

have ten minutes here to permit photographs of the gigantic Ontario Hydro development. The tracks run high along the river bank, giving us a clear view of the dam and power house. This site is only one of several in the Moose River basin.

The MOOSE RIVER photo stop (Mileage 142) is scheduled for 12:20 p.m. We will have ten minutes here. The crossing of the Moose River represents a major engineering feat. Rail builders blocked off half the river by building a causeway to an island in midstream. From the island, a bridge runs high above the river for 1,800 feet. To get a clear view of the majestic Moose River you should walk up towards the locomotive of the train.



Moose Fort Indian Residential School is typical of recent establishments to improve the lot of the Indians.

### MOOSONEE

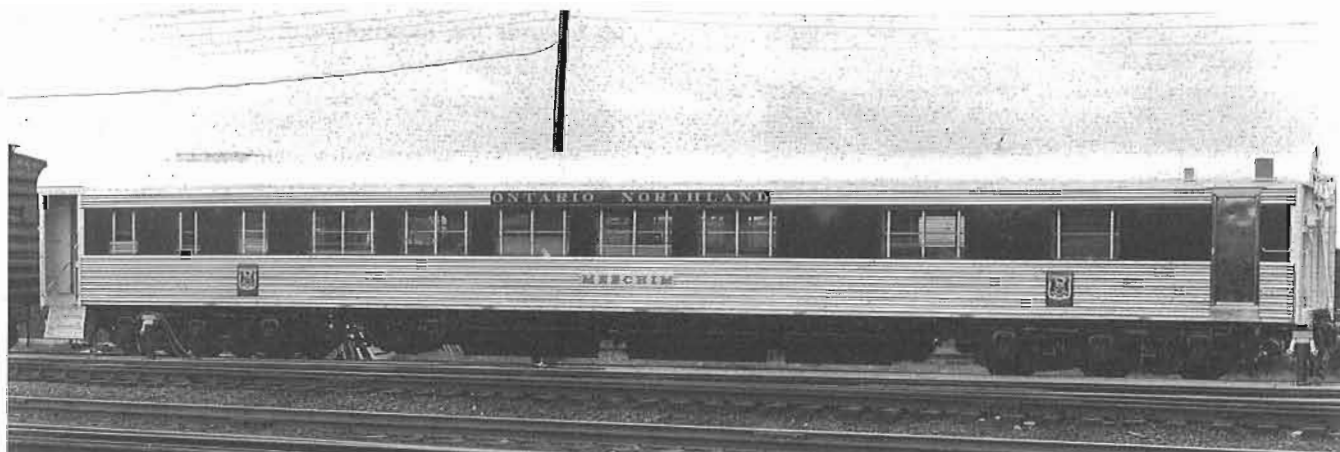
Arrival at Moosonee is an exciting time with the village out to greet us. Keep your camera handy for some unique scenes. The distance from the station to the waterfront is about half a mile. The stroll down to the waterfront takes you past the restaurant, the Catholic Church and the Hudson Bay store. Take your time in working your way down to the boat landings. There should be plenty of boats available and little to be gained by joining the rush to be the first ones in the boat. Points of interest are numbered on your photo guide. For those who prefer riding to walking, a bus will be available at the Station.

OPPOSITE LEFT: A flyer advertising the 1969 season of the *Polar Bear Express*. By now it was running three days a week.

OPPOSITE RIGHT AND ABOVE: A rare brochure of about 1965 when the *Polar Bear Express* was still operating on a Sunday-only schedule.



Heavyweight car 221, photographed at North Bay on August 4, 1941. This was the type of car used on the *Polar Bear Express* between 1964 and 1971. Paterson - George Collection



Dining car *Meechim* which also saw service on the *Polar Bear Express* in the early days. Sirman Collection

to the train - dome cars. Thus the *Polar Bear Express* takes its place with the likes of the *Super Chief*, *California Zephyr* and *Olympian Hiawatha* – indeed the dome cars acquired by the ONR originally were built for these three famous American trains.

It probably should be mentioned that the *Polar Bear* name is a misnomer. Live polar bears are not native to northern Ontario. The only polar bear tourists will encounter is either a friendly costumed character who greets passengers on the platform of the Cochrane station before the *Polar Bear Express* makes its departure or statues at the station of the southern entrance to the town. While none can vouchsafe the origins of the name, which dates to the opening of the line in 1931, it probably refers to the sentiment that anyone going further north than Cochrane needed to be dressed like a polar bear to keep warm!

Readers wishing to know more about the history of the Cochrane-Moosonee line, the *Polar Bear Express* and the year-round *Little Bear* or the equipment used on these trains including the dome cars purchased in 2004 should consult the author's new book – *A Century of Passenger Travel on the Ontario Northland Railway*. The 160 page book, replete with equipment rosters, train consists and b&w and colour photos, will be released in October 2004. A copy may be secured by mailing a cheque for \$48.63 (which

includes postage and GST) to the following address: Trackside Canada, P O Box 1369, Station B, Ottawa, Ontario K1P 5R4. Complete details are now available on the internet at [www.tracksidecanada.on.ca](http://www.tracksidecanada.on.ca)

**ALL TIMES SHOWN ARE DAYLIGHT SAVING TIME**


LOCAL SERVICE RAIL						
COCHRANE — MOOSONEE						
NORTHBOUND READ DOWN		Miles	THE POLAR BEAR TABLE No. 4		SOUTHBOUND READ UP	
227 Passenger Special Sunday only	221 Mixed Monday, Wednesday and Friday		222 Mixed Tuesday and Thursday	226 Mixed Saturday only	228 Passenger Special Sunday only	
A.M.	A.M.		Lv. COCHRANE	Ar	P.M.	
8:45	9:35	0.0	CLUTE	2:30	12:50	10:35
..	9:55	9.8	BLOUNT	1:53	12:17	..
..	10:04	15.3	GAROINER	1:43	12:05	..
..	10:09	18.6	WURTELE	1:36	11:59	..
..	10:20	25.9	MAHER	1:21	11:45	..
..	10:30	31.7	FRASERDALE	1:11	11:35	..
..	10:40	42.3	RELAY	1:01	11:25	..
9:55	11:00	45.1	ISLAND FALLS	12:51	11:10	..
..	11:20	55.9	BROWN RIGGS	12:29	10:50	..
10:30	12:15	69.3	FRASERDALE	1:59	10:25	8:50
10:50	12:35	80.3	RELAY	1:53	10:15	..
..	12:45	86.0	FOXVILLE	1:08	9:30	..
..	12:59	93.5	OTTER RAPIDS	10:57	9:28	..
..	1:04	96.3	CORAL	10:47	9:18	..
..	1:24	112.0	RANOKÉ	10:23	8:53	..
..	1:43	126.0	ONAKAWANA	10:01	8:33	..
12:20	2:03	141.0	MOOSE RIVER	9:38	8:06	6:50
..	2:28	156.0	RENISON	9:15	7:46	..
..	2:48	171.0	GALETON	8:53	7:25	..
1:30	3:30	186.2	MOOSONEE	8:30	7:00	6:00
P.M.	P.M.			A.M.	A.M.	P.M.

Will operate ea. Sun. June 27 to Aug. 29 incl. Restaurant Car Service  
Will operate ea. Sun. June 27 to Aug. 29 incl. Restaurant Car Service

Trains 221, 222 and 226 will stop on flag M.P. 52, Killoran (Mileage 62) and Mileage 102.8 / Flag Stop. ☞ Rent-a-Car Service.


A timetable for the summer of 1965.

**“A Way North”**



**The 1989  
Polar Bear Express  
to Moosonee**

**Rates  
Route and  
Schedule**



MINISTRY OF NORTHERN DEVELOPMENT  
AND MINES  
ONTARIO



THE POLAR BEAR  
*Express*  
2000

A RAIL EXCURSION  
TO AN ARCTIC ADVENTURE

Ontario Northland  
www.ontc.on.ca

ABOVE, LEFT AND RIGHT: The covers of brochures of 1989 and 2000, advertising the *Polar Bear Express*.

LEFT: “Choo Choo” the bear greets passengers at the station at Cochrane. Soon they will board the *Polar Bear Express* and start off on the unforgettable trip to Moosonee. Photo by Fred Angus

## 2816's Return to Calgary Via Minnesota and North Dakota

by Fred Angus

After its tour of eastern Canada, including the June 10 trip to the Canadian Railway Museum, Canadian Pacific's steam locomotive 2816, known as the *Empress*, returned west. After appearing at the convention of the National Railway Historical Society at Minneapolis, the 2816 and train departed on July 7 on an eight-day run to Calgary. Your editor had the privilege of riding the train the first four days on the Soo Line, the route of the old *Soo Dominion*, from Minneapolis to Portal, on the Saskatchewan border. These photos were taken at that time.



*2816 on an overpass in downtown St. Paul on July 2, 2004, just before departing for a trip to LaCrosse Wisconsin.*



*Having returned from LaCrosse to St. Paul the same day, 2816 stops behind another excursion train hauled by former Milwaukee Road steam locomotive 261.*





*Looking as if it is emerging from a cloud bank, 2816 has its number plate polished as it prepares to leave Minneapolis on the morning of July 7 for its long trip to Calgary. The cloud is actually caused by the engine blowing off steam as it makes ready to leave the Twin Cities to return to Canada.*

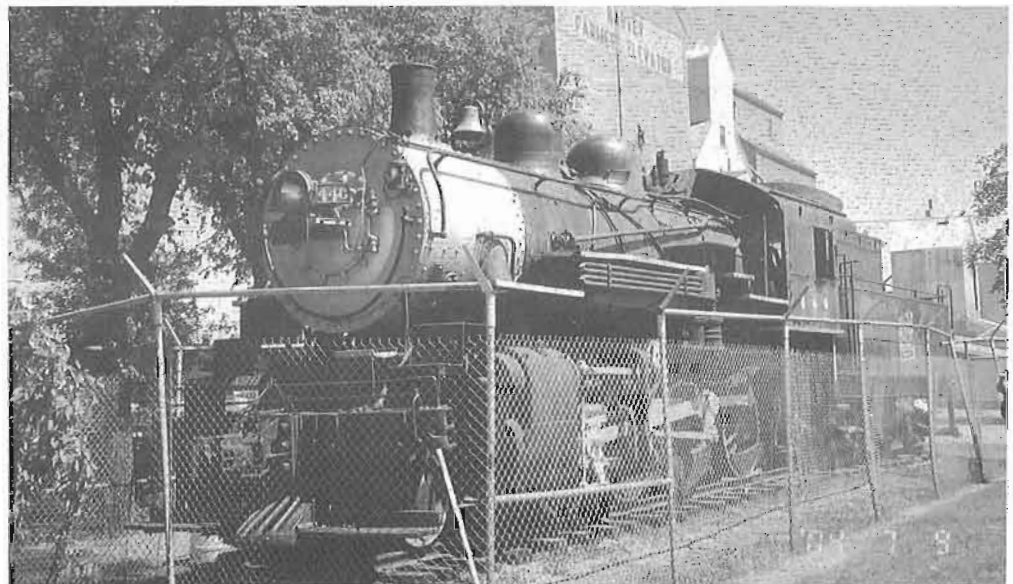
*Two views of runpasts in the flat country of North Dakota. The weather was perfect, and the open vistas made ideal conditions for photographing the train as it headed west.*



*RIGHT AND BELOW: Some of the crowds of people that came for miles to see and admire 2816 during a forty minute stop at Harvey, North Dakota on July 9. This was the third day of the trip.*



*RIGHT: Soo Line No. 440 in a park opposite the station at Harvey, North Dakota.*

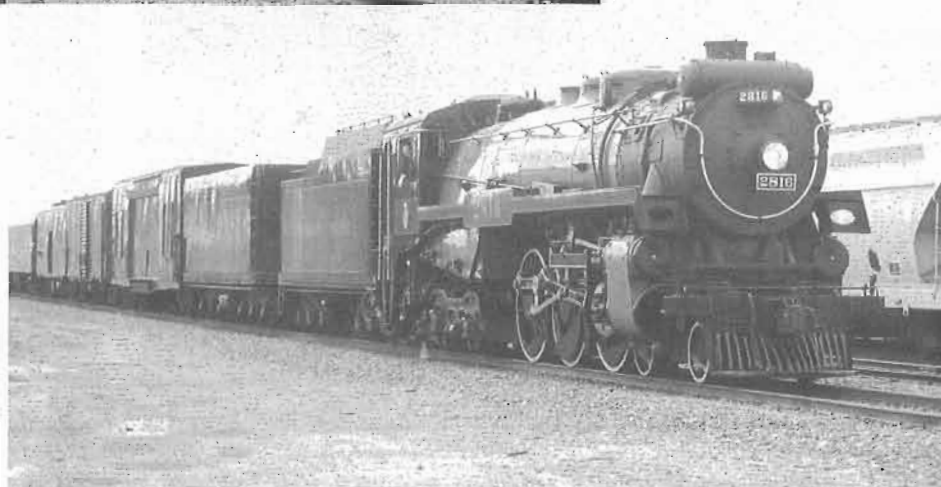




*ABOVE: On arrival at Minot, North Dakota in the late afternoon of July 9, the sunlight was perfectly aligned as 2816 posed for the eager photographers. The following day the train made the short trip to Portal.*

*ABOVE: View of the train showing the three private cars which were carried on this trip. They were taken off shortly before the train arrived at Portal.*

*RIGHT: At Portal North Dakota on July 10, 2004. The Canadian border is only a few feet away, and it is time for the excursionists to say goodbye to 2816 and return to Minot by bus.*



## The Canadian Railway Museum's Early Years

The opening, on August 27 2004, of the new Exporail building at the Canadian Railway Museum (which will be covered in detail in our next issue) is the latest step in the long history of the Museum from the first time the idea was proposed, more than fifty years ago. Being an historical association, it is only fitting that we stop and take a nostalgic look at the early days of the museum development at the Delson / St. Constant site. This means going back more than forty years, to the early 1960s when the project was just getting going on the first plot of land leased from Domtar. These photos were taken by your editor between October 1961 and January 1964. These were the most important years of the project, when the museum was transformed from a vacant lot, and a great many ideas, to a building holding numerous exhibits, and which would open to the public little more than a year later. So let's go back and see how it all began.



*The first volunteer work crew en route to the Museum site on October 9, 1961. On the right is the CPR's Delson mileboard, and in the distance on the left is the former barn of the pig farm that was once the neighbour of the Museum.*



*Paul McGee and Steve Cheasley looking over the site of the future museum on October 9, 1961. The contractor is already at work on the footings for the first building.*



*Steve Cheasley displaying the first tree that has just been cut. This was the first of an incalculable amount of work done by volunteers at the museum.*



*LEFT: Omer Lavallée and Kenneth Chivers carrying the bell from Maritime Railway locomotive No. 5 on April 8, 1962. The locomotive was then being stored in the Domtar yard adjacent to the museum site. Sadly, in 1965 this historic 1896 bell was stolen and was never recovered.*

*The first Gzowski Bridge, spanning the St. Pierre River, was built by the Canadian Army, and offered the first direct entrance to the museum site. These two photos were taken during the construction on May 5, 1962. The bridge was later replaced by a much heavier one, also built by the army, which still stands. It was named for Sir Casimir Gzowski (1813-1898) a noted engineer in nineteenth century Canada.*





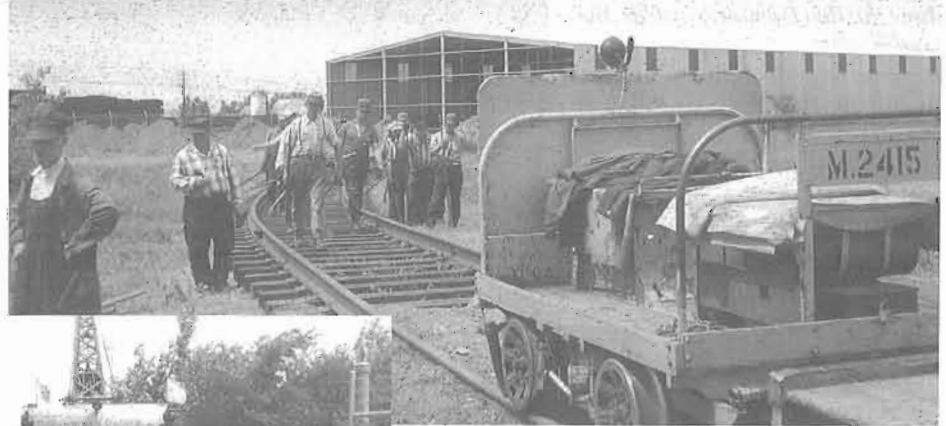
*ABOVE: Volunteers unloading aluminum siding and roofing, destined to be used on the first museum building, on May 12, 1962.*

*LEFT: Professional builders installing the roofing on the frame of the building on June 21, 1962.*

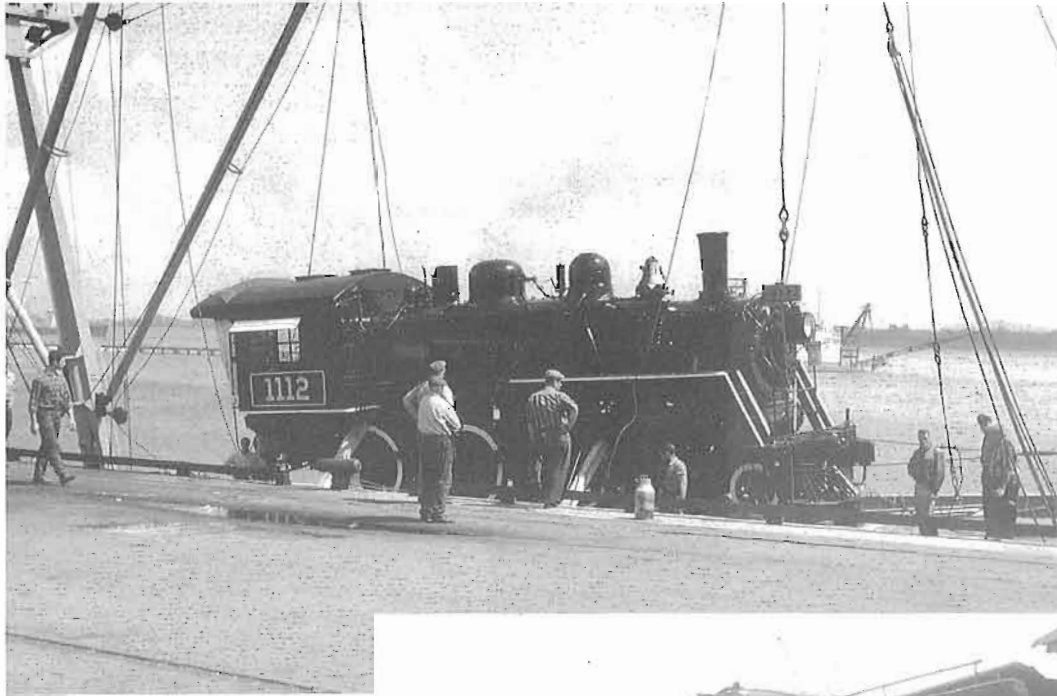
*BELOW: Maritime Railway No. 5 (built by Pittsburgh in 1896), Quebec Railway Light and Power interurban No. 401 (built by Ottawa in 1902) and QRL&P No. 105 (built by Jackson & Sharp in 1889) in the Domtar yard near the creosoting plant on June 26, 1962. Before the year was out these pieces of equipment were moved to the museum site.*



*RIGHT AND BELOW: The first track into the museum site was built from the Candiac spur by the CPR. These two views were taken on June 28, 1962 and show the start of the work. In the background is the museum building under construction.*



*ABOVE AND LEFT: Twelve days later the trackwork was well advanced, and the CPR crew was hard at work, as can be seen from these views taken on July 10, 1962. Notice that the building is now completely sheathed. A few years later it was doubled in size.*



*ABOVE: Quebec North Shore & Labrador No. 1112 (Montreal Locomotive Works 1912) being unloaded at Montreal harbour on August 17, 1962 from the ship that had brought it from Sept Isles.*



*RIGHT: Restoration work was done at the Domtar yard as the tender of Maritime Railway No 5 is sprayed with black paint, on August 20, 1962, to protect it from the elements. Peter Murphy wields the sprayer, while Donald Angus and two others look on.*

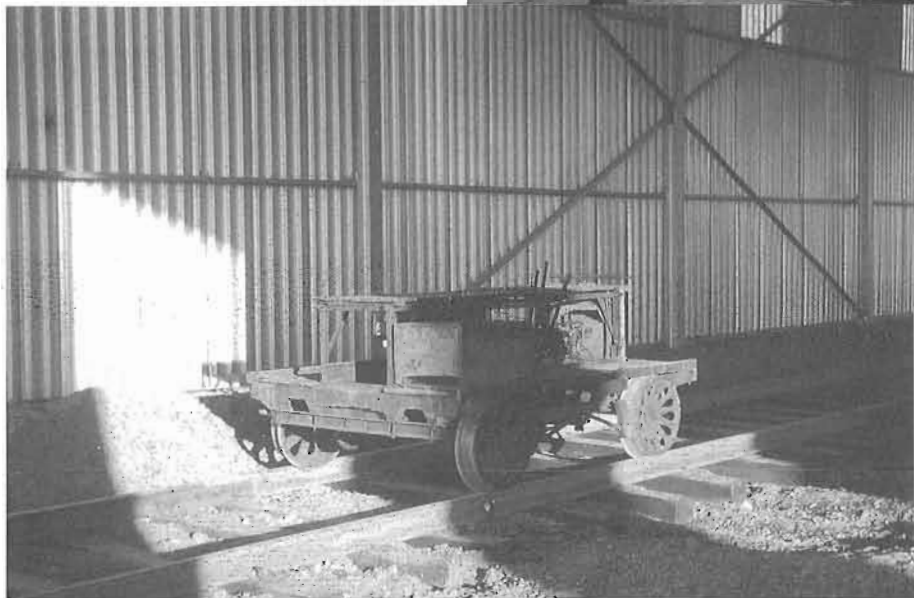
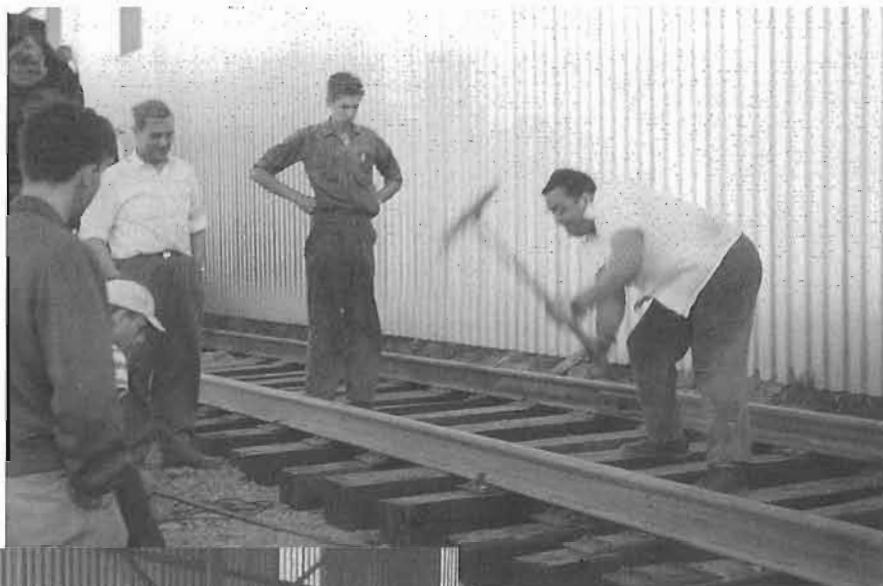


*LEFT: On August 21, 1962, QNS&L No. 1112 became the first piece of equipment to be delivered to the museum site. Here it is seen coming through the gate over the track recently laid by the CPR.*



*RIGHT: Omer Lavallée drives in the first spike of the volunteer-built track while Peter Murphy and Donald Angus look on. The date was September 15, 1962.*

*BELOW: London & Port Stanley motor car "Kalamazoo" was the first piece of equipment to be placed in the building, November 18, 1962.*



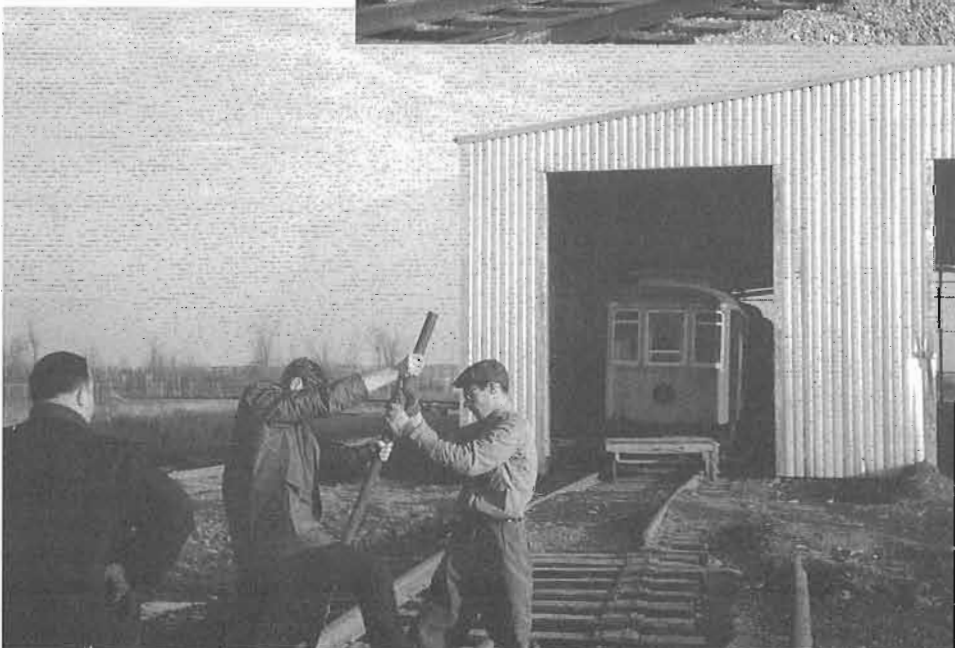
*BELOW: As winter closed in, it was time to start moving the heavier equipment into the building. With the help of a borrowed winch, QNS&L No. 1112 was placed inside on November 24, 1962, the first large size piece of rolling stock to go inside.*





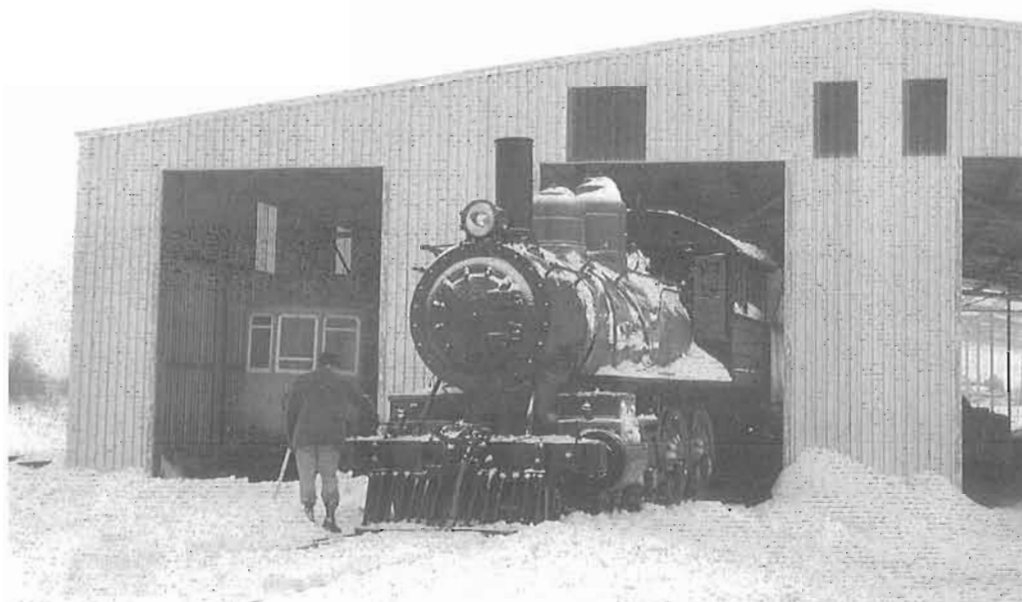
*ABOVE: In the early days moving equipment required a lot of muscle power: Here we see Old Sydney Collieries No. 25 (Baldwin 1900) being moved inside on November 24, 1962.*

*RIGHT: Street cars were easier to move than locomotives, but still needed quite an effort. Ottawa mail car 423 (Ottawa 1906) had been unloaded in the Domtar yard and was pushed by hand to the museum site on December 1, 1962.*



*LEFT: Before switches were installed the track had to be physically barred over to gain access to another track. This scene of "primitive switching" was taken on December 2, 1962.*

*RIGHT: A week after 423 arrived, Ottawa No. 6 (originally No. 66, built by Ottawa in 1897) was moved in the same way. Here, the volunteers pause, just outside the gate to the museum, on December 8, 1962.*



*LEFT: Newly painted Maritime Railway No. 5 was moved inside on December 29, 1962. Winter had arrived with a vengeance, and much snow was shoveled off before the locomotive was pulled into the building.*

*RIGHT: A tight squeeze! QRL&P No. 401 just barely clears as it is put in the building on December 29, 1962, as Ken Chivers checks to see if it will make it. Since the tracks had not been fully aligned, tight clearances were expected, but this was too close for comfort! However 401 made it in all right.*

*With this move, the 1962 season came to an end. However volunteer work continued all winter in preparation for the big moves of equipment planned for the spring of 1963.*





*LEFT: Still lots of space inside the building on January 19, 1963. With no doors or back wall, the snow blows right through.*

*BELOW: On January 19, 1963, New Brunswick Power Co. No. 82 (Ottawa 1912) was unloaded from the CPR flat car which had brought it from Saint John N.B.*

*BOTTOM: The first doors on the building were temporary wood-framed contrivances covered with aluminum sheathing. Here some volunteers try the yet unshathed frames to see if they will close on March 16, 1963. Before the year was out, these awkward doors had been replaced by permanent roll-up ones.*



*The first big move of the 1963 season was the arrival of the older locomotives and cars donated by the CPR.*

*RIGHT: 4-4-0 locomotives 144 and 29 (built by CPR in 1886 and 1887 respectively) on the Delson siding the day they arrived, April 2, 1963.*

*BELOW: CPR business car No. 1 (built before 1870) at the same time on the same day.*



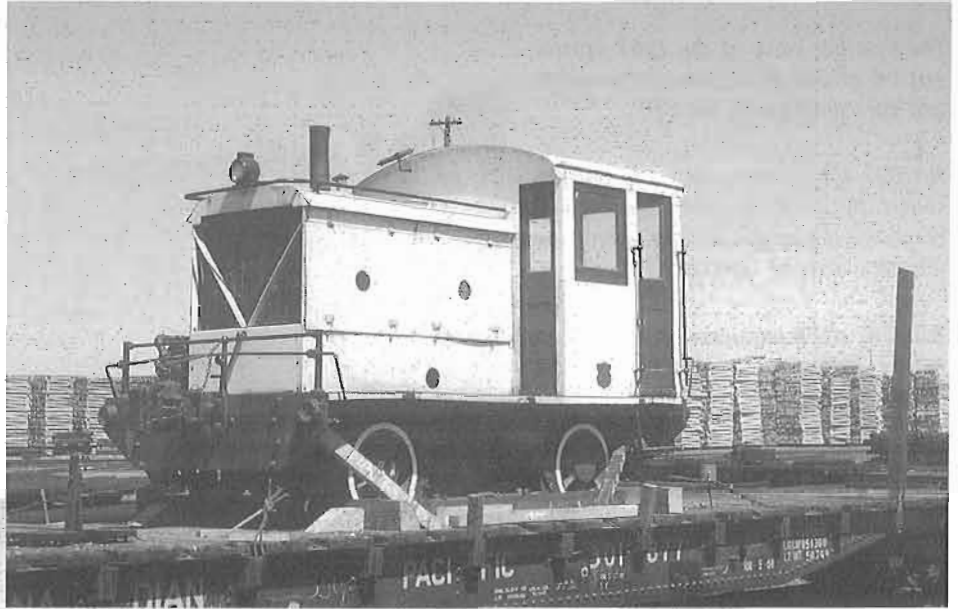
*LEFT: CPR 144 (the oldest surviving Canadian-built locomotive) comes through the gate and on to the site on April 3, 1963.*

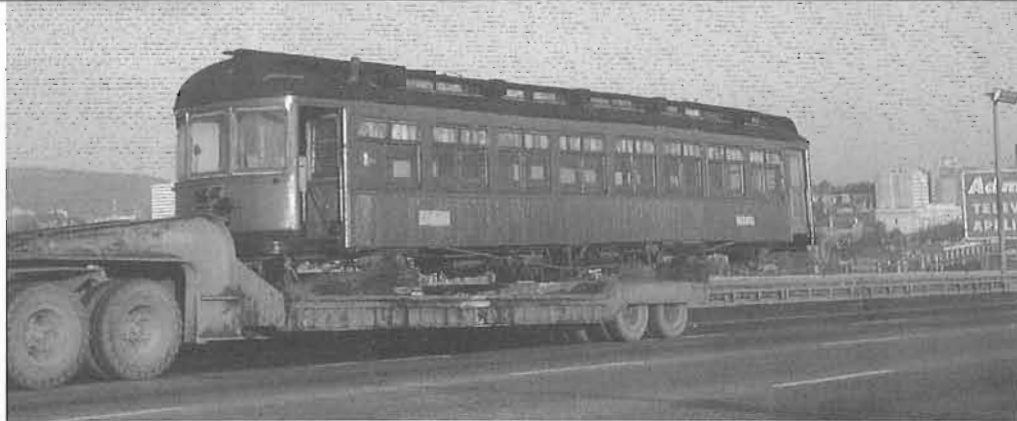
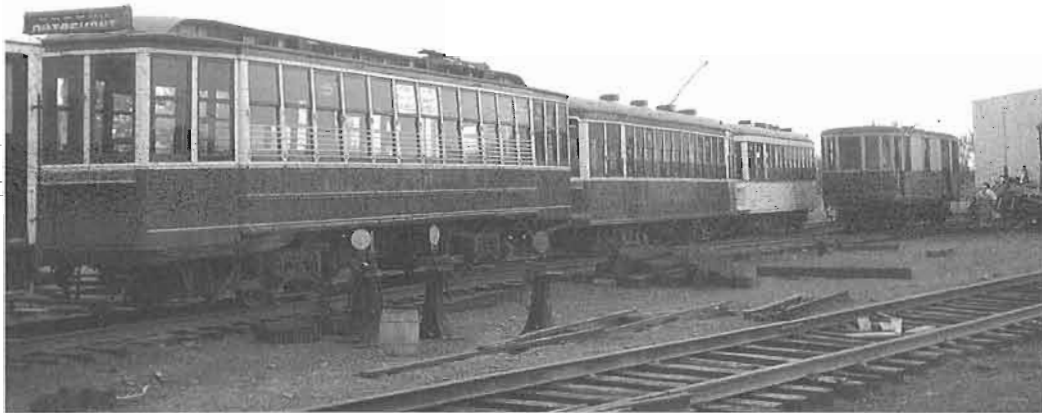
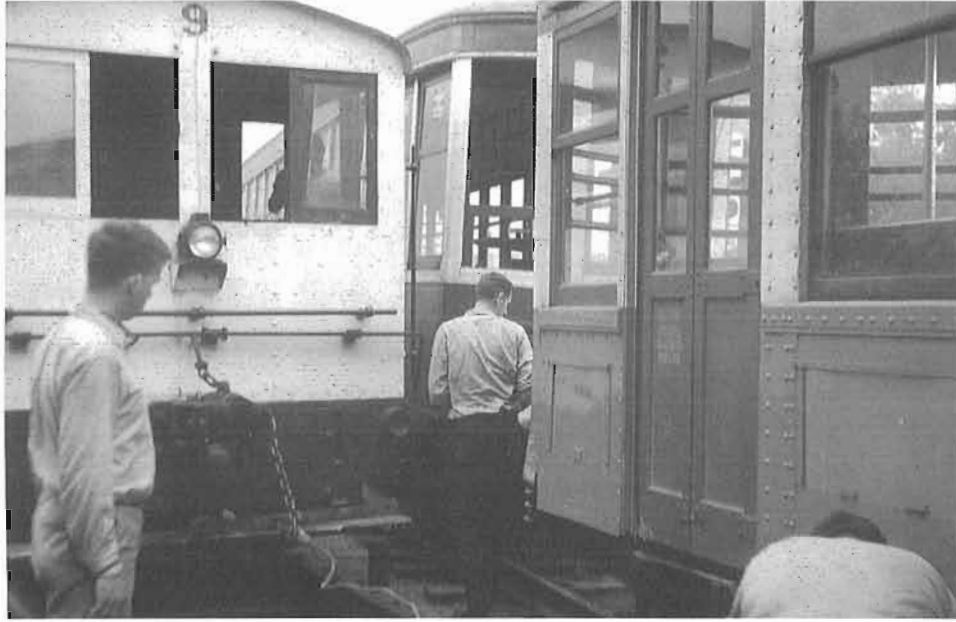
*BELOW: 144 heads up a train of wooden cars including No. 1, 56 (Malahat), 1554 and 3987 on April 6, 1963.*



*RIGHT: Moving the equipment took a quantum leap forward with the arrival of gas electric switcher No. 9, "Sanspareil" (built by Porter in 1928), purchased from Andrew Merrilees for \$4000. Here it is on a flat car on April 28, 1963.*

*BELOW: No. 9 makes short work of moving CPR coach 1554 (built by CPR in 1908), as volunteers work on the track on May 25, 1963. Note that N.B. Power No. 82 is still on temporary pilings.*





June 1963 saw the biggest move to date, the "Mammoth Move from Youville" as the Montreal street car collection was moved from Youville Shops to the Museum, along with four other cars stored there for the C.R.H.A.

OPPOSITE BOTTOM: Montreal Tramways tool car 3200 (former pay car, built in 1928) is hauled by No. 9 from the Domtar yard to the museum on June 12, 1963.

TOP: A "tight corner" on June 14, 1963, as the volunteers figure out how to use No. 9 to move Montreal car 1801 and Ottawa 859 which are on a different track. The solution was to use a steel cable and pull the cars by.

MIDDLE: Four Montreal street cars, 1317, 2222, 1959, 3200, outside the building on June 15, 1963, during the big move.

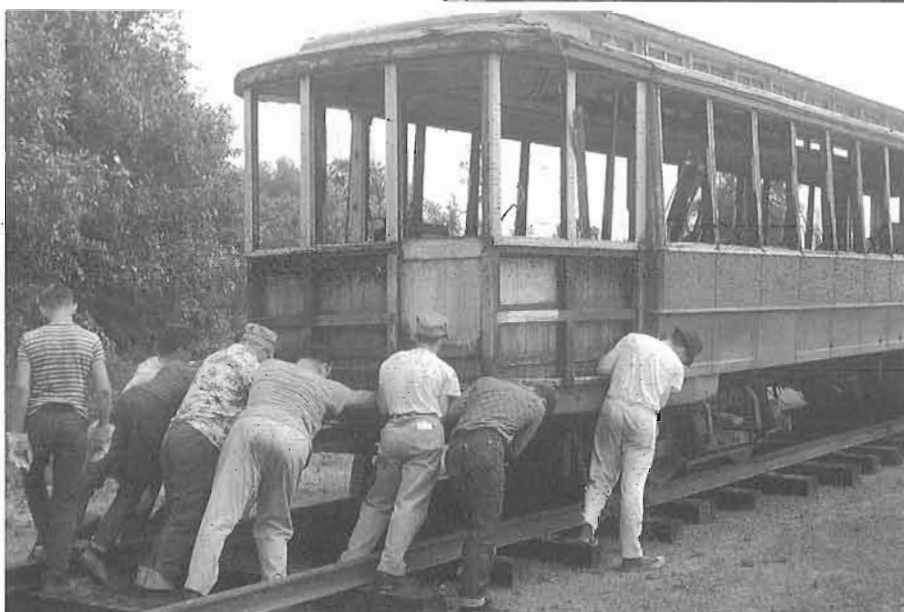
BOTTOM: Montreal & Southern Counties No. 611 (Ottawa 1917) on a flatbed truck, crossing Jacques Cartier Bridge on June 17, 1963. Some concern was felt about the car's sag, but once it got back on its trucks it straightened up completely.

*Despite having No. 9, some moves still had to be done by hand, especially with street cars that had narrow treads which were prone to derailment.*

*RIGHT: Montreal car 1339 (built by Ottawa in 1913) is pushed gingerly into the building on June 29, 1963.*

*BELOW: Montreal 859 (built by Kuhlman 1906) is pushed over newly-laid track on the same day. Despite the condition of its body, this heavy car was one of the easiest rolling of the lot.*

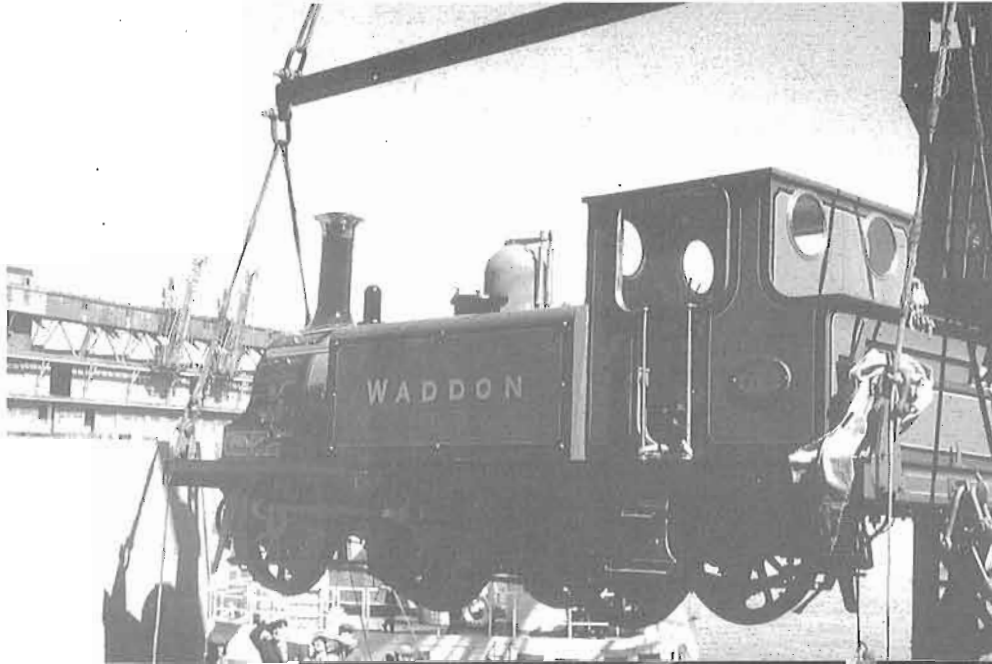
*Even after forty years, your editor still recalls getting bawled out by Jack Beatty for breaking off pushing for a few seconds to take these photos!*



*BELOW: Toronto Witt car 2300 (built by CanCar in 1921) was re-gauged to standard and shipped on a flat car to the museum. Unloading the car, on July 27, 1963, was done by the ingenious method of jacking up a section of track to meet that on the flat car, building supports under this track, and running No. 9 up the ramp, coupling to 2300 and hauling it back down to level track. Years later 2300, still owned by the CRHA, was returned to Toronto where it now languishes in a roundhouse not on public exhibition.*

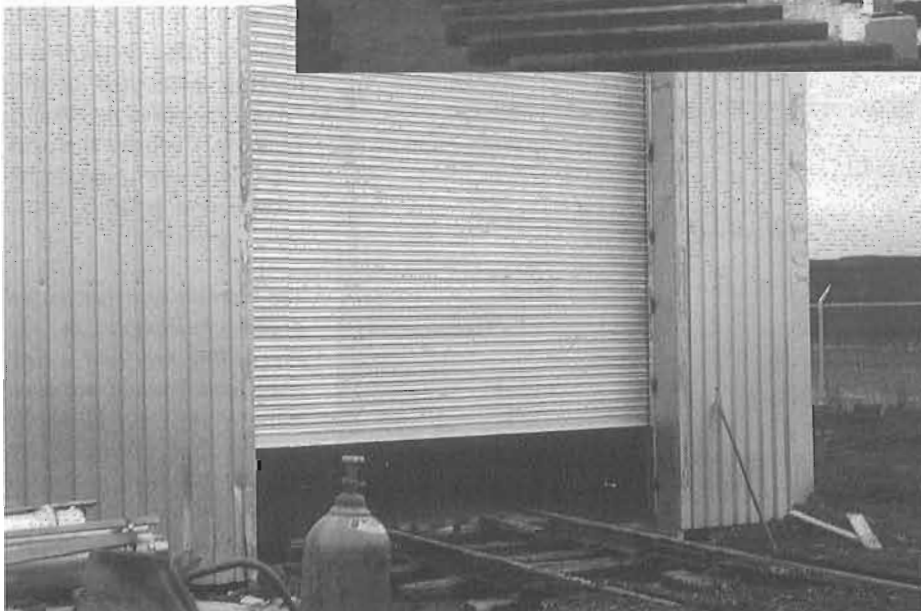






*LEFT: The museum's oldest locomotive, London Brighton & South Coast No. 54, "Waddon" (Built by Brighton Works in 1875) is unloaded, on September 6, 1963, from the ship that brought it from England. A few weeks later, after being exhibited near Montreal, it arrived at the museum on a freight train at night during a combination rain and snowstorm, as volunteers stood by to put it inside.*

*RIGHT: Inside the building on October 6, 1963, showing several early street cars led by Montreal 350, "The Rocket" (built by Brownell in 1892), on October 6, 1963.*

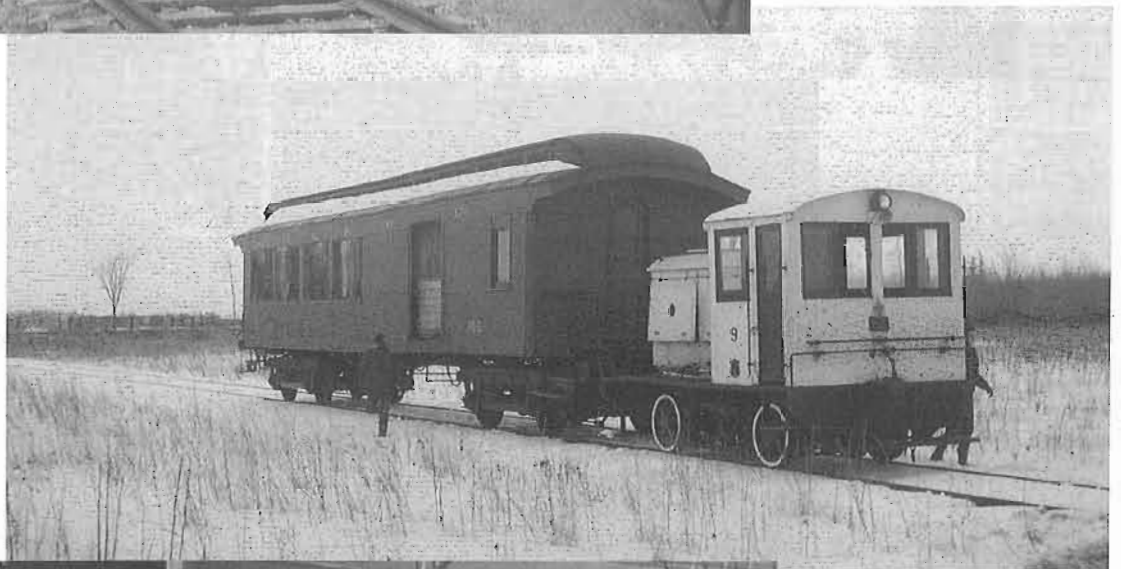


*LEFT: The temporary doors, which gave so much trouble, especially on windy days, were finally torn down and replaced by steel roll-up doors that are still in use. This photo was taken on November 2, 1963, just after the installation was completed.*



*LEFT: Inside the building on December 14, 1963. London & Port Stanley No. 10 (built by Jewett in 1914) has just been moved inside, and still has snow on its roof. also visible are QRL&P 401 and CPR 144.*

*BELOW: With much of the work done for the season, a little celebration was held in the form of a trip down the Candiac spur with QRL&P 105 hauled by No. 9 on January 4, 1964.*

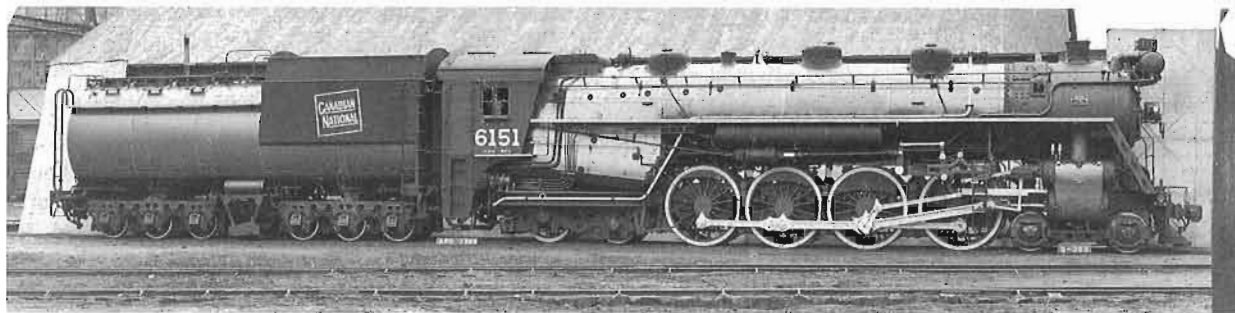


*LEFT: The building is looking quite full in this "roof's eye view" on January 11, 1964. Compare this with the photo on page 156, taken a year before.*

*The museum had surmounted great challenges in the preceeding two and a half years, and it would surmount many more, right up to the present time. However the way was now clear to the first opening to the public in the spring of 1965.*

## Exporail in CN Newsletter

The following story appeared in the August 19, 2004 electronic newsletter to CN employees across Canada and the US.



*A builder's photo of CNR Northern type locomotive 6151, identical to 6153 which is at the Canadian Railway Museum.*

### EXPORAIL: WELL WORTH A VISIT!

Railway history buffs will be in for a treat when EXPORAIL opens at the end of August. EXPORAIL is an initiative of the Canadian Railway Museum at Saint-Constant, located south of Montreal.

Since its founding almost 40 years ago, the Canadian Railway Museum has gathered a collection of more than 250,000 objects and documents, many of which were donated by railroads and private collectors. This specialized collection, recognized by various levels of government as being of national value, features 140 railway vehicles - including CN's oldest diesel locomotive, the CNR 77, and the CNR 4100, the most powerful steam locomotive in the entire Commonwealth, designated as a national historic item.

Over the years, CN has donated money, equipment and specialized archives to the Museum. In fact, more than 40 per cent of the Museum's collection comes from CN. In 2002, CN officially donated 15 pieces of equipment to the Museum, including nine steam locomotives. These items, which are considered cultural property, had been on loan to the Museum for more than 20 years.

Recently, CN donated a rail traffic control console that will be used to illustrate how technology has progressed from the introduction of work consoles at the beginning of the last century to today's powerful computers.

Those of you living outside the Montreal area are invited to take a virtual tour of the Museum at <http://www.exporail.org/>.

### EXPORAIL: UNE VISITE QUI VAUT LE COUP!

Les mordus d'histoire ferroviaire seront bien servis dès la fin du mois d'août avec le lancement d'EXPORAIL, une initiative du Musée ferroviaire canadien situé à Saint-Constant, au sud de Montréal.

Depuis le début de ses activités il y a plus de 40 ans, le Musée ferroviaire canadien a amassé une collection de plus de 250 000 objets et documents grâce aux nombreux dons de compagnies ferroviaires et de collectionneurs privés.

Cette collection spécialisée est reconnue d'intérêt national par les divers paliers de gouvernement. Elle comprend, entre autres, 140 véhicules ferroviaires, dont la plus ancienne locomotive diesel du CN, la CNR 77, ainsi que la plus puissante locomotive à vapeur du Commonwealth, la CNR 4100, qui a été déclarée site historique national.

Au fil des ans, le CN a fait de nombreux dons au Musée, en argent, en matériel ferroviaire et en archives spécialisées. En fait, plus de 40 % de la collection vient du CN. En 2002, le CN a officiellement fait don de 15 véhicules ferroviaires dont neuf locomotives à vapeur. Ces pièces, qui sont considérées comme bien culturel, étaient prêtées au Musée depuis plus de 20 ans.

Dernièrement, le CN a remis au Musée une console servant à la gestion du trafic ferroviaire qui sera utilisée afin de montrer l'évolution de la technologie depuis l'introduction des consoles de travail au début du siècle dernier, jusqu'aux puissants ordinateurs d'aujourd'hui.

Pour ceux qui demeurent à l'extérieur de la région de Montréal, nous vous invitons à faire une visite virtuelle du Musée en allant au <http://www.exporail.org/>

# The Great Railway Shops of Montreal

The fourth in our series of the Great Railway Shops is a bit different, in that it concerns a product of the Point St. Charles Shops rather than the shops themselves. This was the Grand Trunk's Air Brake Instruction car. The car in question appears to have been GTR No. 2975 which had been built away back in October 1859 as first class coach No. 81. After a long career, first as a coach, then as an official car, it was, in 1897, rebuilt at Point St. Charles into air brake instruction car 2975 at which time it was lengthened from 63'7" to 69'7". About 1924, following Canadian National's takeover of the Grand Trunk, the car became CNR air brake instruction car 15004, and it was finally retired and scrapped in March 1929 at the age of almost seventy.

The following article appeared in the Montreal *Herald* on August 28 1897 as part of that paper's ongoing series on the industries of Montreal. This was evidently just after the car had been rebuilt, and it was a newsworthy item. The article is quite informative, apart from the fact that the reporter "promptly forgot" the lesson on the internal workings of the air brake, and also he tended to over-use the word "apparatus".

As in our other reprints of this type, spelling and punctuation are exactly as in the original article, and the headlines and woodcut illustration of the car's interior are copied directly.

## SCHOOL ON WHEELS.

### Special Air Brake Car of Grand Trunk System.

### A FIRST-CLASS EQUIPMENT

### Furnished in Order to Instruct the Train Hands.

### A Teacher and Assistant from the Westinghouse Co. Will Hold Classes for the Men.

"May you have a look at our new Air Brake Instruction Car? Certainly; glad to have you write up something about it."

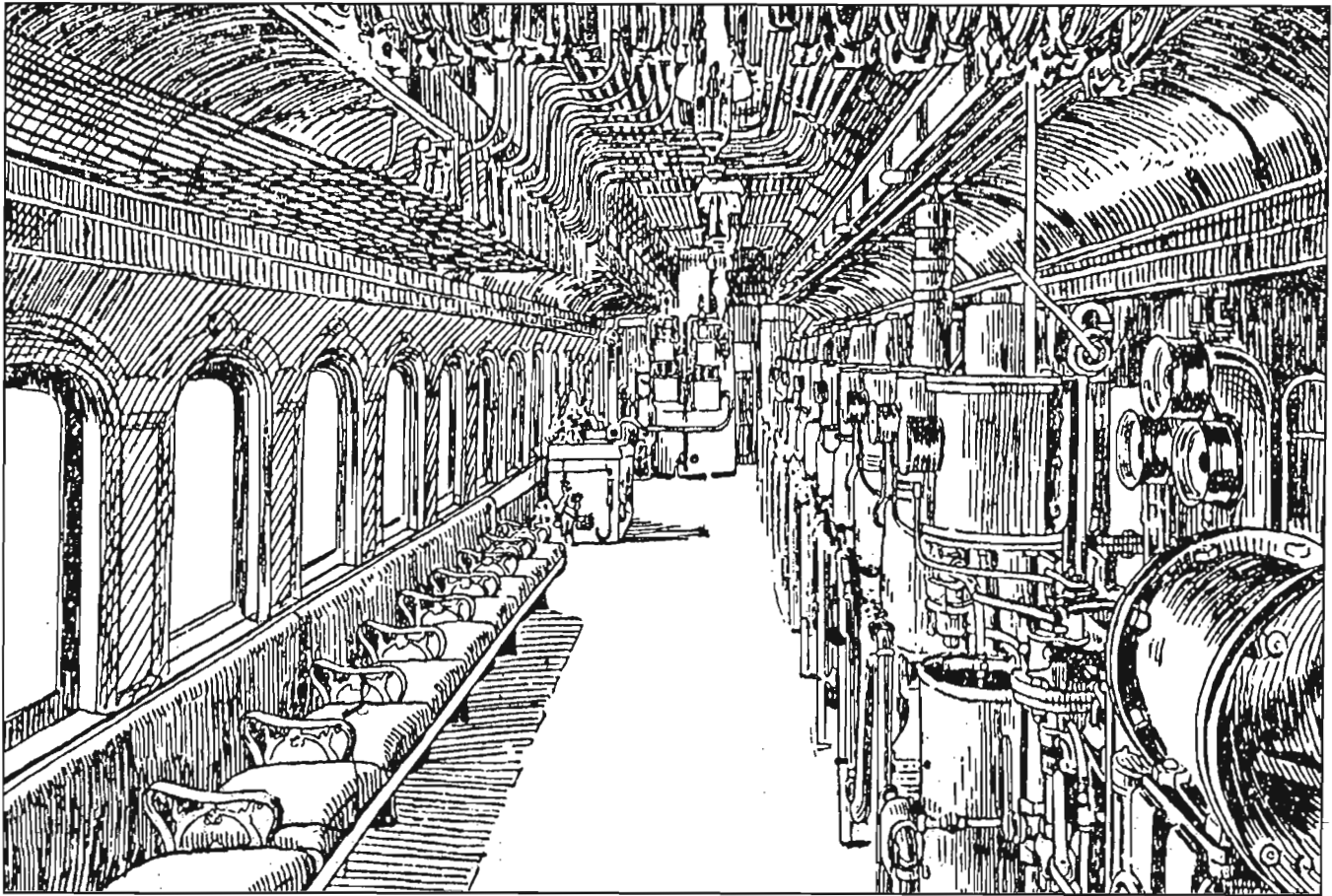
So spoke Mr. Morse, the Grand Trunk's Superintendent of Motive power, when a Herald reporter called at his office and asked permission to take a look at the car which is attracting so much attention at Point St. Charles. Touching an electric bell Mr. Morse summoned a man and

instructed him to direct the reporter to the car. Arrived there, The Herald found Mr. J.W. Shannon, an air-brake instructor of the Westinghouse Company, who will have charge of the car, and an assistant, Mr. George Surgeon, busily engaged in testing the apparatus. Mr. Shannon, in a few minutes, laid down his tools and began to initiate the reporter into the mysteries of the air-brake system. He explained the working of every part of the mechanism, thoroughly, pointing out just what function each of the parts performed, and illustrating his remarks by working the apparatus.

The car, which has been turned into an air-brake instruction school, was formerly an official car of the Grand Trunk System. It is about seventy feet in length, and on the outside looks not unlike an ordinary passenger car. Its interior, however, does not bear much resemblance to any ordinary car. Here is an array of decidedly complicated apparatus, specially designed for the purpose of teaching railroad men the nature and the working of the air-brake system. A glance at the accompanying cut, which shows a portion of the interior of the car, will give the reader some idea of the arrangement of this apparatus. Now, anyone, other than an engineer or a mechanic, would learn extremely little of the mechanism of the air-brake from the mere picture, and it will be necessary to describe the apparatus and explain the functions of its various parts. Of course, it must be understood that to do this well is rather a difficult task for one unacquainted with the technique of the air-brake and possessed of little or no knowledge of mechanics.

#### **Air-Brake Apparatus.**

On one side of the car will be noticed two rows of cylinders, similar in all respects - except that they are placed in an upright position - to the parts of the air-brake equipment arranged under all passenger, and upwards of 150,000



AIR BRAKE INSTRUCTION CAR.

freight cars. There are twenty-two such cylinders, and they are intended to represent a train of cars. A hose connects these cylinders, one after another in exactly the same manner as the connection is made between the cylinders and reservoirs in the air-brake equipment of a train. At the forward end of this apparatus is a model of an engine and its tender. Here in connection with the engine and tender is all the necessary valve equipment, including all the different classes of engineers' brake valves now in service. The most modern and improved is called the "E.C." and will be familiar to engineers. These valves are used for operating the air between the main reservoir and the train-pipes, and between the train-pipes and the atmosphere when the brakes are being applied.

What a difference there is between the old-fashioned hand brakes and the up-to-date air-brakes. It required a great deal of care to handle a train, equippen only with the hand-brakes, and it was about all an ordinary train crew could do to stop an ordinary train of cars, after great exertion. Now, an engineer can, with one finger, by the application of the emergency brake, bring a train of fifty cars to a standstill in two and one-tenth seconds. The air-brake in the emergency application gives about sixty pounds cylinder

pressure and the levers are arranged to give as high a brake-power as the wheels under the car can possibly stand without "skidding".

#### Practical Demonstration.

Mr. Shannon proceeded to show the reporter how the air-brake worked. He seized a six-inch lever and gave it a slight turn. There was a roar of rushing air and twenty-two pistons shot up out of as many cylinders as quick as a flash.

"On a train", said Mr. Shannon, "each one of these pistons would be applying the brakes with a pressure of sixty pounds. That is the emergency application. In the service application we can regulate the pressure as we want it."

Mr. Shannon then moved the lever to the service application and the pistons moved slowly and gradually. After making a few more experiments with the equipments, the instructor proceeded to explain the internal mechanism of the air-brake, but that part of the lesson the reporter promptly forgot.

In the far end of the car are seen the boiler, and air-pumps. The boiler was built in Schenectady N.Y., specially for the purpose. It is a beauty in its way, being handsomely finished with brass and made to look as well as possible. It is supplied with water by a Worthington feed

pump and also by a Nathan automatic injector. Two air-pumps of different sizes have been fitted up in the car. One is eight inches in diameter; the other nine and a half inches, with a ten inch stroke. The Westinghouse people introduced the larger size to comply with heavy services required. It is capable, where the train pipe and connection are in fairly good condition, of handling a train of seventy cars more economically than any air-pump that has been furnished up to the present time.

A coal bunker, holding one ton of coal or sufficient for three days work, is fitted up in the corner of the car behind the boiler. The waste tank is situated underneath the car and has a capacity of 500 gallons, sufficient to supply the boiler for ten hours' work.

#### **Air Train Signal.**

Overhead in the car is located the entire equipment for fifteen cars of the air-signal apparatus. It must be remarked in this connection that the fitting of this apparatus is perhaps as fine a piece of work as any on the continent. The signal apparatus takes the place of the old cord which was never satisfactory, especially in heavy service, owing to the fact that it was nearly impossible to give a correct signal. This air-signal apparatus, on the contrary, is remarkably easy to handle and is generally reliable.

Three-quarter inch pipe, which is much smaller than that used for the air-brake equipment, runs through each car and when the cars are coupled these pipes are connected by lengths of hose in the same manner in which the air-brake equipment is connected. The pipes are then charged with compressed air. When the conductor wants to signal the engineer, he pulls down the signal cord, opening the car discharge valve, which reduces the line pressure, allowing a diaphragmatic action on the engine, that sounds a small whistle in the cab. It is possible by this system to give any signal without trouble or exertion. It is fast supplanting the cord and as it is a great improvement on the old system it is expected that before many years all trains will be provided with this system of air signal. The pipes ranged parallel in the roofs of the car show how they are placed in each car and being arranged consecutively work in just the same way as they would if placed one behind the other as in a train of cars.

A large tool bench is fitted up in the side of the car ahead of the boiler, and beneath it are drawers and boxes, containing a full kit of tools. Fixed upright on the bench are a number of injectors, including the Metropolitan, the Nathan and the Grand Trunk varieties, shown in

sections, together with the Nathan and Detroit sectional lubricators and other apparatus. These are shown in sections so that the instructor will have no difficulty in explaining their mechanism and structure to men desirous to know all about them.

Twelve seats are ranged along the side of the car opposite the airbrake apparatus. These are intended for the class, which will be composed of twelve men at a time. They are as comfortable as anyone could wish, and the pupils will have much softer seats during class hours than does the average school boy.

The car is lighted by the usual system of lamps and arrangements have also been made to light it by electricity. Steam heaters have been furnished, which will make the car quite comfortable in cold weather.

Nor is the whole of the car taken up by machinery. Good provision has been made for the comfort of the instructor and his assistant. Elegant sleeping apartments have been fitted up in the forward end of the car. There is also an office where a strict account is kept of the attendance at classes and reports made out as required.

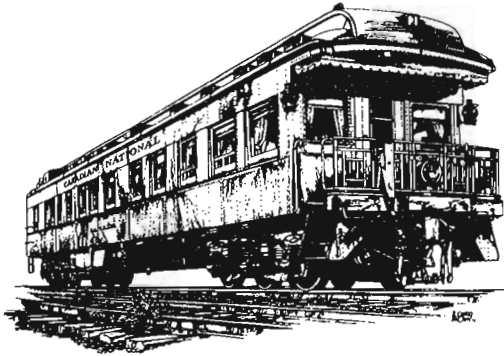
The foregoing is a brief and perhaps inadequate description of the interior of the car. It seems to the ordinary observer almost an impossibility that so much machinery should be crowded into such a small compass. The fact that the designs for placing the apparatus in the car were drawn up in the drawing department of the Grand Trunk, under the supervision of Mr. Morse, reflects great credit on the mechanical department of the Grand Trunk Railway.

The Westinghouse Air-brake Company furnished the entire equipment, excepting the pipes and pipe-fittings, free of charge to the railway company, similar presentations having been made to several other railway companies in the United States and Canada.

#### **Will Gain Certificates.**

All employees of the Grand Trunk will be taken through a course of instruction on the air-brake, air-signal, injectors, lubricators, etc. Then they will be examined and furnished, if qualified, with a certificate. Such a certificate is generally good for a position on almost any railroad in so far as the question of knowledge of air-brakes and signals is concerned. The car will remain in Montreal a short time, or until everything has been got into proper working order. Then it will go to Portland, and start to work over the entire Grand Trunk System between that point and Chicago, stopping sufficiently long at each terminal point to allow train hands on that section to attend the classes.

## The Business Car



### B.C. ELECTRIC CAR 1225 TO COME HOME

2004 will be remembered for several major events in the history of the Orange Empire Railway Museum in California. In addition to the start of construction of a major new building (Carhouse Seven), the Museum has entered into an historic agreement with the Fraser Valley Heritage Railway Society of Surrey, British Columbia to return BC Electric interurban car 1225 to Canada.

During its journey from British Columbia to Southern California in 1958, the 1225 was operated for a special fantrip on the Sacramento Northern Railway. The fantrip participants had the added pleasure of watching Western Pacific's California Zephyr roll into Marysville.

Now 91 years old, the 1225 is in need of some restoration work. Although complete and having benefited greatly from indoor storage since the 1970s, the car has not escaped the ravages of time. It will need sash and door work, seat repairs, some work on the ceiling, as well as renewal of some of its wooden exterior components along with a complete paint job. Representatives of the FVHRS have inspected the car at Perris on several occasions and are eager to begin restoration work in order to return the car to its former glory.

### History of Car 1225

1225 was built by the St. Louis Car Company for the British Columbia Electric Railway, Canada's largest interurban system. BC Electric operated an extensive network of interurban and local streetcar lines in and around Vancouver, British Columbia. The company's longest interurban line stretched 72 miles east to Chilliwack B.C., passing near the U.S. border at Sumas, Washington along the way. Passenger operations on the BC Electric dwindled steadily after World War II, and by 1956 only the 8-mile Marpole-Steveston line remained. Passenger service ended altogether on February 28th 1958, with none other than car

1225 making the last scheduled passenger run to Marpole. Diesel freight service continues today on portions of the system.

Built in 1913, the 1225 represents a transitional vehicle between wood and steel car construction. It is an example of a "composite" car, utilizing both wood and steel on the carbody. The underframe utilizes traditional steel bolsters as well as steel "I" beams with wooden fillers for the center sills, but the side sills are strictly wooden. Above the floor line, the car is largely wooden construction except that steel plates take the place of the traditional "matchboard" wooden siding below the windows and serve as a structural girder. The interior has an exceptionally high ceiling, giving the car a very distinctive appearance. Paneled in varnished wood, the interior is divided into smoking and non-smoking sections. The smoking section has wooden slat seats while the seats in the non-smoking section are rattan-covered.

OERM purchased the 1225 directly from the BC Electric in 1958 as a complete car, and it made the 1,200 mile journey from Vancouver to Perris on its own wheels in a succession of freight trains. Even more remarkable than the fact that it was moved on its own wheels, it made a stop in Sacramento for operation on a special fan trip on the Sacramento Northern Railway (SN). The car was even repainted in the shops of SN-parent Western Pacific and was then operated over the final electrified section of the SN, between Marysville and Yuba City.

The car has operated regularly at Perris since its arrival, although less frequently in recent years. The failing rattan upholstery on the seats made 1225 less appropriate for public operation, but it still makes regular appearances at member events. The car remains an excellent runner, riding very smoothly and being capable of swift acceleration and a brisk top speed.

### Heading Home

And now 1225 is heading back to Canada, and, ultimately, to operation on former BC Electric rails. The Fraser Valley Railway Heritage Society is one of several groups located along the territory formerly served by the BC Electric which are actively working on restoring and operating significant artifacts from the company's interurban operation. The Transit Museum Society operates the Downtown Historic Railway in cooperation with the City of Vancouver, using beautifully restored interurban cars 1207 and 1231. The Steveston Interurban Society is restoring car 1220 in hopes of future operation. A group called "Friends of 1223" in Burnaby is restoring car 1223 for static display at a heritage museum complex in that city, and car 1235 is in storage at the National Museum of Science and Technology in Ottawa.

*BACK COVER TOP: Former Quebec North Shore & Labrador 1112 was the first locomotive placed in the new building at the Canadian Railway Museum; the day was November 24, 1962. No. 1112 was built in 1912 as Canadian Northern 1112, then became CNR 1112 before being sold to the QNS&L. It is now on loan to the museum at Smith's Falls.*

*BACK COVER BOTTOM: Ottawa Electric Railway No. 423 was built by the Ottawa Car Company in 1906 as a mail car. When the OER lost the mail contract in 1911, No. 423 became a sand car and remained so until the end of service in 1959. Here it is being pushed bodily through the gates of the Canadian Railway Museum on December 1, 1962. Both photos by Fred Angus*

# Canadian Rail

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