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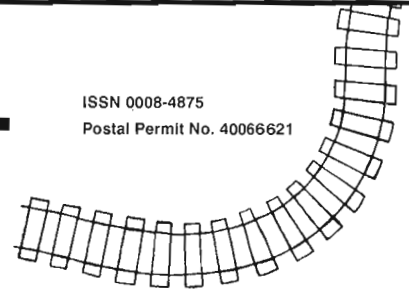


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TABLE OF CONTENTS

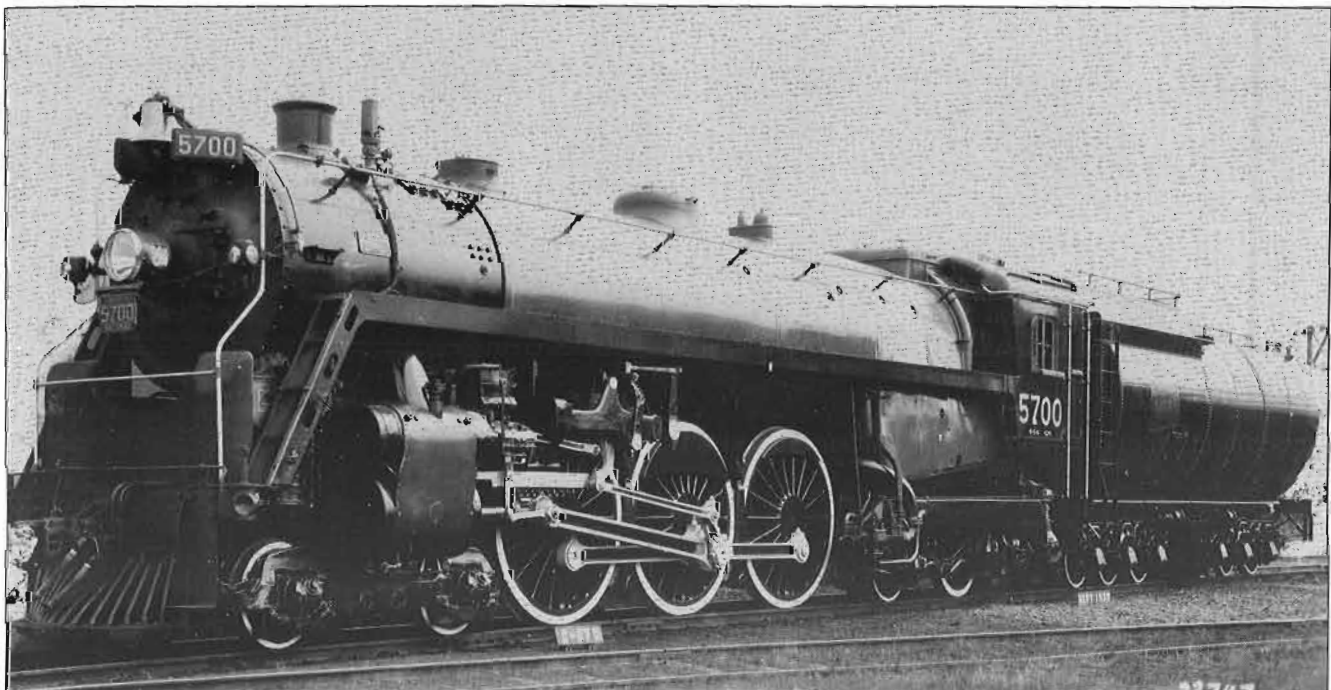
| | |
|---|-----|
| The Speed Monarch, Lorne Perry | 171 |
| Streetcar Restoration in Ottawa, Wally Weart | 180 |
| Kettle Valley Steam Railway, Jo Ann Reynolds | 186 |
| When the 800's Went to Saint John, Fred Angus | 189 |
| Selling Them a Line – of Railway, Jay Underwood | 190 |
| The 175th. Anniversary of the Start of the Modern Ry. Era, Fred Angus | 198 |
| New Coins Honour Chinese Railway Workers, Fred Angus | 200 |
| Book Reviews | 201 |

FRONT COVER: In October 1958 the CRHA sponsored an excursion over the lines on the north shore of the St. Lawrence, and especially requested locomotive 5702 to power the train. Here it is on the wye at Grand Mère QC. Shortly thereafter this locomotive became part of the CRHA collection and now resides at Exporail. Photo, Lorne Perry

BELOW: CNR K-5-a Hudson 5700 stands outside Montreal Locomotive Works on the day in September 1930 it was handed over to CNR. On that occasion a model of it was presented to CNR's Chief of Motive Power, C. E. Brooks. CNR Photo 33752 (collection of Lorne Perry)

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| <p>For your membership in the CRHA, which includes a subscription to Canadian Rail, write to: CRHA, 110 Rue St-Pierre, St. Constant, Que. J5A 1G7 Membership Dues for 2005: In Canada: \$45.00 (including all taxes) United States: \$43.00 in U.S. funds. Other Countries: \$80.00 Canadian funds.</p> | <p>Canadian Rail is continually in need of news, stories, historical data, photos, maps and other material. Please send all contributions to the editor: Fred F. Angus, 3021 Trafalgar Avenue, Montreal, P.Q. H3Y 1H3, e-mail angus82@aei.ca. No payment can be made for contributions, but the contributor will be given credit for material submitted. Material will be returned to the contributor if requested. Remember "Knowledge is of little value unless it is shared with others".</p> | <p>EDITOR: Fred F. Angus CO-EDITOR: Douglas N.W. Smith, Peter Murphy ASSOCIATE EDITOR (Motive Power): Hugues W. Bonin LAYOUT: Gary McMinn PRINTING: Procel Printing DISTRIBUTION: Joncas Postexperts Inc.</p> |
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The Speed Monarch

La Monarchie de la Vitesse

By/Par Lorne Perry

Traduction : Denis Vallières

Sir Henry Thornton faced a monumental task. His challenge, when appointed to head CNR in late 1922, was to bring the company out of its legacy of near bankruptcy and into a new era of head-to-head competitiveness against CPR. He knew that it wasn't enough to adopt a new financial strategy, streamline the organization, develop new services, and modernize plant and equipment. He had two more aces up his sleeve. One was to fire up the troops and make them proud of CNR. The other was to create in the general public (and by extension their elected representatives) a perception that CNR was on a roll toward success.

He understood symbolism. He knew he had to do what's right, and be seen to be doing it. To make this combination work required the insertion of some highly symbolic acts and events, which in themselves might not make much intrinsic difference, but would serve to underscore and illuminate the real progress being made, most of it behind the scenes.

He and the company were up against a mighty successful giant in the transportation world, Canadian Pacific Railway, which rightfully claimed that it "Spans the World". Rivalry was endemic, but it was hard for CNR with its tattered and fragmented history to be the winner in any contest.

Perhaps the first of his symbolic acts was to make himself the best-known and best-liked CEO CNR or its predecessors had ever experienced. He travelled widely and became a familiar face to hundreds if not thousands of rank and file employees from coast to coast. And the legend began.

Pulling CNR together

By the later 1920s, he was introducing new trains and new locomotives and new on board services to rival anything being offered anywhere. But the public needed to know. Thornton encouraged the natural rivalry with CPR by gradually increasing the speed of trains between Montreal and Toronto, and pitting certain of his trains against those of CPR – minute for minute. The "racetrack" just west of Montreal saw the afternoon trains of the two railways running side by side on most days. Thornton let his locomotive engineers know that he didn't want anyone breaking any rules, but nor did he want CPR to lead the way!

Sir Henry Thornton avait une tâche colossale à accomplir. Lorsqu'il fut nommé à la tête du CNR, vers la fin de l'année 1922, il avait comme défi, de sortir d'une quasi-faillite l'entreprise de l'État et de la rendre compétitive vis-à-vis le CPR. Il savait qu'il ne suffisait pas d'assainir les finances, de rationaliser la structure administrative, de développer de nouveaux services ou de moderniser les installations et les équipements. Il avait deux as dans sa manche : d'abord stimuler ses troupes et les rendre fières de servir le CNR, puis créer dans le public en général (et par extension, les représentants élus) une nouvelle image du CNR, en route vers le succès.

Il en comprit le symbolisme. Il savait ce qu'il y avait à faire et qu'il était en mesure de le concrétiser. Réaliser cette tâche complexe, demandait de sa part d'investir dans des actions et des événements hautement symboliques qui n'apporteraient qu'une faible différence intrinsèque, tout en contribuant à souligner et à enluminer en arrière plan, un réel progrès.

Lui-même et son entreprise furent opposés à un puissant monstre du succès dans le monde du transport, le Chemin de Fer Canadien Pacifique, ce dernier déclamant en toute légitimité qu'il couvrait le monde entier (Spans the World). Il était difficile pour le CNR de vaincre cette rivalité endémique à cause de son histoire éparse et fragmentée.

La première action symbolique consisterait peut-être à devenir lui-même le plus réputé et le mieux apprécié des PDG que le CNR ou ses prédécesseurs aient connus. Il voyagea beaucoup et devint une figure familière aux centaines voire aux milliers de cheminots d'un océan à l'autre. Ainsi débuta une légende.

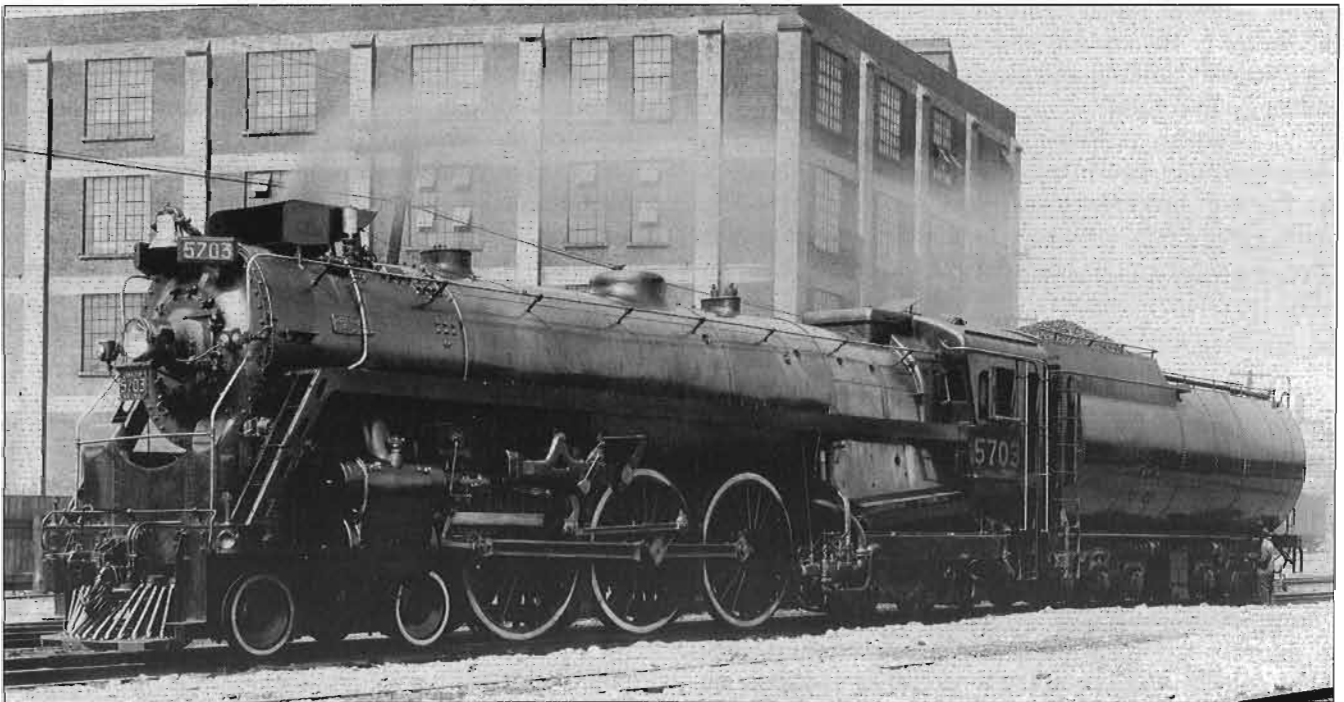
Vers l'avant au CNR

C'est vers la fin des années 1920, qu'il inaugura de nouveaux trains, de nouvelles locomotives et de nouveaux services à bord afin de concurrencer tout ce qui se faisait ailleurs. Mais il devait le démontrer au public. Thornton encourageait ainsi la rivalité déjà établie avec le CPR en augmentant graduellement la vitesse de ses trains entre Montréal et Toronto et en les confrontant avec ceux du CPR, minute pour minute. Ainsi cette "piste de course" située juste à l'ouest de Montréal fut témoin de trains d'après-midi des deux compagnies, roulant quotidiennement côte à côte. Thornton laissait entendre à ses mécaniciens de locomotives que tout en respectant les règlements, ceux-ci ne devaient pas se laisser distancer par les trains du CPR.



This classy Mountain type and her sisters proved that six hour timing was possible between Montreal and Toronto. CNR 6027 is hot-footing it westward from Montreal around 1930. CNR Photo CP6601 (Lorne Perry Collection)

Ce type classique d'une Mountain démontrait qu'il était maintenant possible de joindre Montréal à Toronto en six heures. La 6027 du CNR se dirige à toute vitesse en direction ouest en provenance de Montréal vers 1930.



Note the stack level box-like smoke deflector that was installed on the 5700's shortly after delivery from MLW in this 1931 shot taken at Montreal's Turcot yard. CN Photo No. 36274, CRHA Archives, Fonds Corley.

À noter, la boîte au niveau de la cheminée, semblable à un déflecteur de fumée installée sur les 5700 quelque peu après que celles-ci eurent été livrées par la MLW. Ce cliché fut pris en 1931 à la cour Turcot de Montréal. Photo CN no.36274, Archives ACHF, Fonds Corley.

Among the newest power on the CNR system, the 6000 series Mountain types in the U-1-a series were assigned to Montreal-Toronto service and, under test, proved themselves capable of maintaining a six hour overall running time, including stops. But Thornton wanted more. CPR couldn't match that time because of its more curvaceous route but he was determined to maintain his advantage, even if CPR improved its route and acquired faster locomotives.

Thornton threw the challenge to his motive power specialists. The department of Motive Power and Car Equipment was headed by C.E. (Ned) Brooks, later famous for introducing to CNR the first road diesels on the continent. His staff set to work designing a locomotive that would exceed the specs of the CPR's best, at least in terms of the speed-producing dimension. The key item was a driving wheel diameter of 80 inches, exceeding the CPR specs for similar locomotives by 5 inches.

Blazing a trail

When the product of their planning burst on the scene late in 1930 they were instant winners. They could easily maintain the elapsed time of six hours between Montreal and Toronto, including four stops, averaging a little over sixty miles per hour. And CPR often saw the smoke trail of the International Limited receding to the westward as they struggled to match the pace.

When locomotive 5700, the first of five identical class K-5-a units, emerged from Montreal Locomotive Works, there was a handing over ceremony. Ned Brooks was asked just how fast he thought the new locomotive could go. His reply, as reported by Douglas Smith in his excellent Canadian Rail Passenger Review article on these locomotives, was "She will never be called upon to show the limit of her speed". Ned Brooks was presented

Parmi les nouveautés qui renforçaient le réseau du CNR, il y avait la série 6000 de type Mountain de la classe U-1-a, assignée à la ligne Montréal-Toronto, qui démontrait, après tests, qu'on pouvait y maintenir un parcours d'une durée de six heures, incluant les arrêts. Mais Thornton en voulait plus. De son côté, le CPR ne pouvait concurrencer ce laps de temps car sa ligne était constituée d'un plus grand nombre de courbes. Thornton était déterminé à maintenir cet avantage, même si le CPR ne cessait d'améliorer sa ligne et faisait l'acquisition de locomotives plus rapides.

Thornton lança le défi à ses spécialistes de la traction. Le Service de la Traction et du Matériel remorqué était dirigé par C.E. (Ned) Brooks, qui devint célèbre lorsqu'il lança les premières locomotives diesels de ligne sur le continent. Son équipe se mit au travail pour développer une locomotive qui excéderait les meilleures spécifications du CPR, à tout le moins en ce qui concerne la vitesse. La solution : l'élaboration d'une roue motrice de 80 pouces (2.03m), dépassant ainsi de 5 pouces (12.5cm) les spécifications du CPR pour des locomotives similaires.

Se frayer un chemin

Quand le fruit de leurs labours s'étala au grand jour à la fin des années 1930, ils furent, pour un certain temps, les vainqueurs. Ils pouvaient facilement maintenir un temps de six heures entre Montréal et Toronto, incluant quatre arrêts, avec une vitesse moyenne d'au-delà de soixante miles à l'heure (96km/h). Tandis qu'il luttait désespérément afin de maintenir sa cadence, le CPR a souvent vu la traînée de fumée de l'International Limited s'éloigner en direction ouest.

On vit surgir de la Montreal Locomotive Works, lors de la cérémonie de son lancement, la locomotive 5700, la première d'une série de cinq unités K-5-a



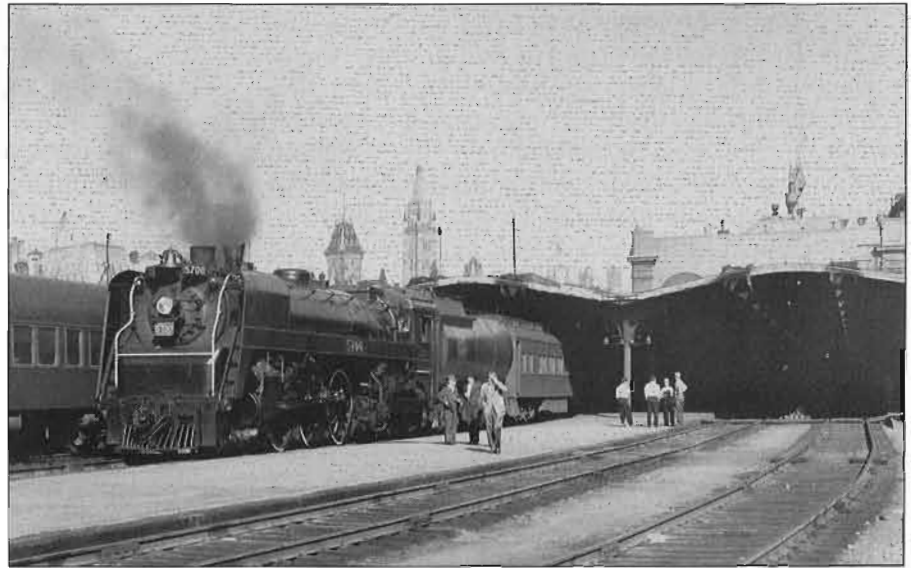
The cameras (and film) of the day couldn't quite freeze a speeding train, but this picture from the thirties evokes the power and speed of 5700 as it leads the International Limited through Turcot QC. In a few minutes the train will begin running parallel to CPR at Dorval, and the daily race will begin. Photo, collection of Lorne Perry

Les appareils photos (et les films) de ce temps ne pouvaient capturer un train rapide en action, mais cette photo des années trente évoque la puissance et la vitesse de la 5700 à la tête de l'International Limited traversant la cour Turcot, Québec. Dans quelques minutes le train roulera en parallèle avec celui du CPR à Dorval, puis débutera la course.

Collection de Lorne Perry

In latter years, CNR 5700 is about to leave Ottawa for Toronto in the late 1940s. By this time various experimental smoke lifting devices had been replaced by large "elephant ears", applied when the wide running board was added. Photo, J. Norman Lowe

La 5700 du CNR s'apprête à quitter Ottawa pour Toronto vers la fin des années 1940. Pendant cette période, quelques déflecteurs de fumée expérimentaux furent remplacés par de grandes "oreilles d'éléphant", installées au moment où les passerelles furent élargies. Photo par J. Norman Lowe



Les 5700 s'affublèrent de déflecteurs de fumée de style "oreilles d'éléphant" de 1940 jusqu'aux années 1950. La 5701 fut photographiée à Brantford, Ontario le 17 septembre 1949. Photo, Orin P. Maus, Archives ACHF, Fonds Corley.

The 5700's sported 'elephant ear' style smoke deflectors from 1940 into the 1950's. Number 5701 was photographed at Brantford, Ontario on September 17, 1949. Photo, Orin P. Maus, CRHA Archives, Fonds Corley.

with a carefully crafted model that the builder was very careful to identify as for Ned Brooks personally, as the champion of the 5700 project.

Centralized Control

Following his untimely death in 1933 at age 46, the model was retained by his family. Seventeen years later, when Stanley F. Dingle was selected to head the Operations Department, the Brooks family elected to convey it to him, since the Motive Power and Car Equipment department was one of his responsibilities.

identiques. Quelle vitesse la locomotive atteindrait-elle ? demanda-t-on à Ned Brooks. Comme le rapporte Douglas Smith dans son excellent article de la revue *Canadian Rail Passenger Review* au sujet de cette locomotive, il répondit : "Elle ne sera jamais appelée à atteindre sa limite de vitesse". On présenta Ned Brooks, à qui on remit un modèle réduit construit avec grand soin et que le constructeur comparait avec doigté à la personnalité de Ned Brooks, comme le champion du projet 5700.

Commande Centralisée

Suite au décès prématuré de Brooks survenu en 1933 à l'âge de 46 ans, le modèle réduit fut retenu par sa famille. Dix-sept ans plus tard, quand Stanley F. Dingle fut nommé pour diriger le Département des Opérations, la famille Brooks le lui remit, considérant que le Service de la Traction et du Matériel Remorqué était aussi sous la responsabilité de ce dernier.

Mr. Dingle's area of oversight was enormous. He presided over 90% of the company's workforce as head of a very militaristic organization. No letter went out from anywhere in the huge department without his signature, or a facsimile, at the bottom. A man of detail and order, he was well prepared for the tasks assigned him by the recently appointed Chairman and President, Donald Gordon, who himself was a dedicated agent of change.

His first task was to school outsider Gordon, a Bank of Canada financial man, in the intricacies of railroading. The new CEO was a quick study and combined his talent for organization and finance with an inquisitive mind and a rich sense of humour. After initial scepticism, employees were won over; and before long he was in a league with Thornton.

Stan Dingle was at the crossroads for the long overdue plant and equipment renewal program that Gordon championed. Dieselisation, signalization, equipment replacement, and track improvement were seen as keys to CNR's future. All had been postponed by depression and war, and all were significantly advanced during his watch.

L'étendue de la tâche de monsieur Dingle était énorme. Il dirigeait plus de 90% d'une main d'œuvre, organisée de façon très militaire. Aucun document ne pouvait quitter d'aucune façon l'immense Service sans sa signature ou un fac-similé apposée au bas. L'homme minutieux et ordonné, était bien préparé à la tâche qui lui était assignée par le président-directeur récemment nommé, Donald Gordon, qui lui-même était un agent de change consacré.

Sa première tâche consistait à tout apprendre à Gordon, financier de la Banque de Canada, qui ignorait le langage des chemins de fer.

Le nouveau PDG apprit rapidement et combina son talent d'organisateur à celui de financier en plus d'un esprit empreint de curiosité et d'un bon sens de l'humour. Après un certain scepticisme, ses employés furent conquis; et bientôt il fut dans la lignée de Thornton.

Stan Dingle était à la croisée des chemins d'un programme de renouvellement des équipements et des installations que soutenait Gordon. Diésélisation, signalisation, remplacement des équipements et amélioration des voies étaient vus comme les clés du futur pour le CNR. Après que tout fut reporté avec l'arrivée de la Grande Dépression et de la Grande Guerre, on assista à un progrès significatif sous la supervision de Dingle.



By 1953 the smoke lifters had gone, leaving a classic 'impression of power' front end appearance. 5700 was ready to back into Toronto Union Station from Spadina for a westbound assignment. Photo, Lorne Perry

En 1953, les déflecteurs de fumée furent retirés, laissant voir un devant d'apparence classique" inspirant la puissance". La 5700 se préparait à entrer à la gare Union de Toronto en provenance de Spadina pour une assignation en direction ouest. Photo par Lorne Perry



Train 75 bound for London, Ontario, powered by 5703, passes Dixie Road, west of Toronto, at about 80 miles per hour. The date is July 1954. Photo, Lorne Perry

Le train numéro 75 en direction de London, remorqué par la 5703, traverse le chemin Dixie à l'ouest de Toronto à une vitesse d'environ 80 miles à l'heure (128km/h). Nous sommes en juillet 1954. Photo par Lorne Perry

Symbols of Progress

For the rest of his career Mr. Dingle managed an impressive series of changes, but all the while, the presentation model of locomotive 5700 held an honoured place in his office. It bears a small plaque stating that the Brooks family presented it personally to Stan Dingle. In due course models of diesel locomotives joined it on display, but there was something symbolic about the model of the locomotive that "beat the CPR" that prevented its retirement to some storage room.

The real K-5-a Hudsons were impressive to view in action. They had a booster under the trailing truck permitting spirited starts, even when the train was a car or two longer than normal. One ironic development during the depression years was introduction of the Pool Trains, combining certain services of CNR and CPR to reduce costs. Picture CNR's pride, locomotive 5700, leading the afternoon pooled "International Limited" out of CPR's Windsor Station, towing a combination of Tuscan red and olive green coaches, diner and parlour cars. Away went the rivalry!

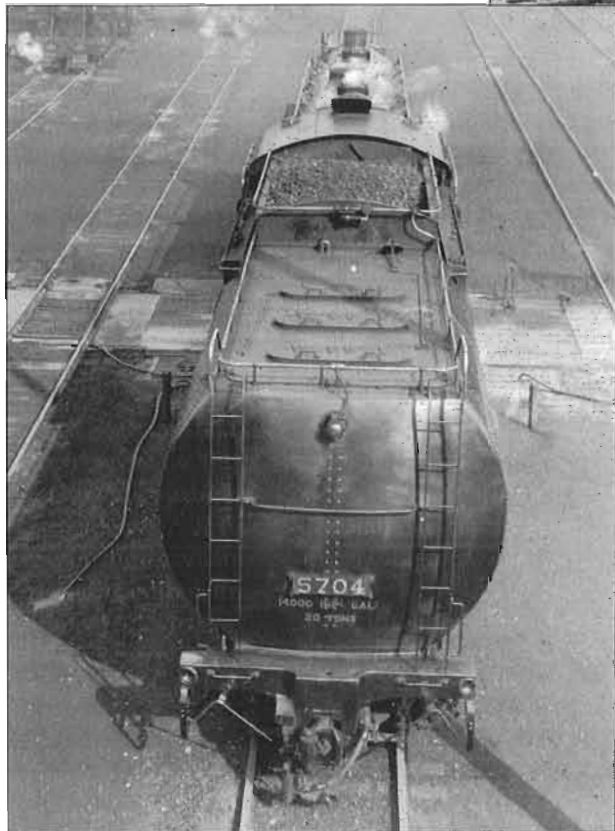
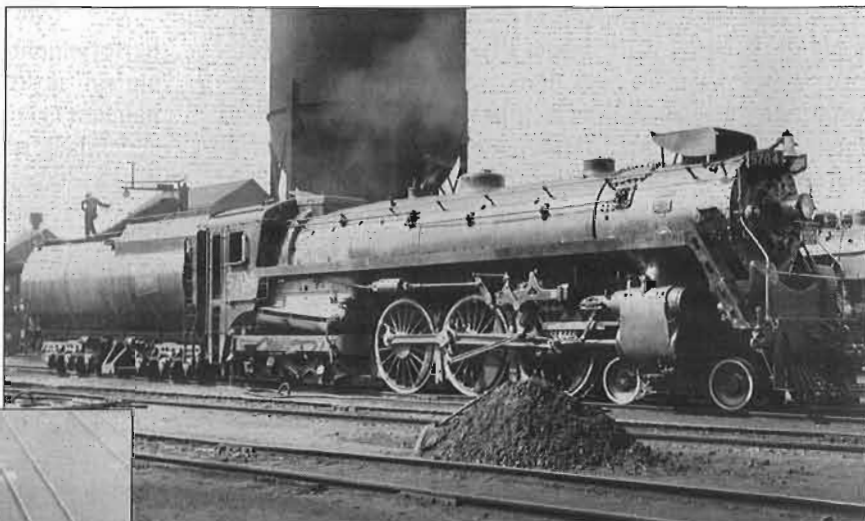
Des Symboles du Progrès

Pendant le reste de sa carrière monsieur Dingle mena une impressionnante série de changements et, pendant tout ce temps, le modèle réduit de la locomotive 5700 occupait toujours une place d'honneur dans son bureau. Le modèle arborait une petite plaque indiquant que la famille Brooks l'offrait personnellement à Stan Dingle. À l'occasion, d'autres modèles réduits, des locomotives diesels, joignirent la collection mais le caractère symbolique de ce modèle de la locomotive qui "battit le CPR" fit en sorte qu'il ne prit jamais le chemin d'un entreposage quelconque.

Il était impressionnant de voir les véritables Hudson K-5-a en action. Elles possédaient un survolteur sous le bogie arrière leurs permettant des démarrages énergiques, même lorsque le train avait une ou deux voitures de plus que le nombre usuel. Une situation à tout le moins ironique fut l'introduction de trains partagés (Pool Trains), combinant certains services du CNR et du CPR afin de réduire les coûts d'opération. Illustrant la fierté du CNR, la locomotive 5700 fut appelée à remorquer le train partagé d'après-midi, l'International Limité, à la sortie de la Gare Windsor du CPR avec un ensemble composé de voitures coach, certaines rouge Tuscan et d'autres vert olive, d'une voiture-restaurant et d'une voiture-salon. Adieu rivalité!

5704 takes on water at Toronto's Spadina yard on September 3, 1934. Note the tie damping water spray device between the tender's trucks. Photo, Orin P. Maus, CRHA Archives, Fonds Corley.

La 5704 s'approvisionne en eau à la cour Spadina de Toronto, le 3 septembre 1934. À noter l'appareil à humecter les traverses entre les bogies du tender: Photo, Orin P. Maus, Archives ACHF, Fonds Corley.



The large capacity tender of the 5700's is evident in this photo taken at Toronto's Spadina yard on February 24, 1931. Photo, CRHA Archives, Fonds Corley.

La grande capacité du tender de la série 5700 est mise en évidence sur cette photo prise dans la cour Spadina de Toronto le 24 février 1931. Photo, Archives ACHF, Fonds Corley

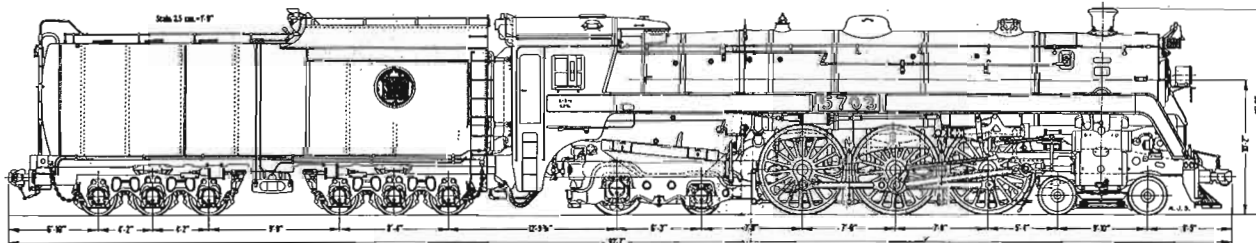
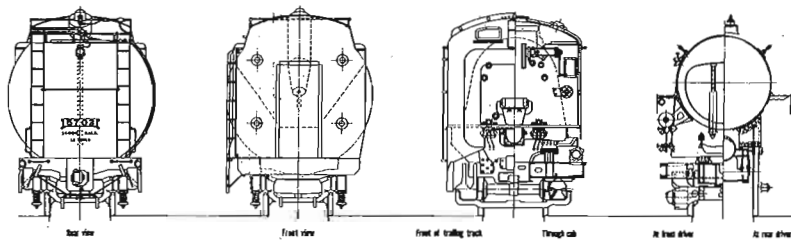
Canadian National 4-6-4

CANADIAN NATIONAL's class K-5-a 4-6-4's were built by Montreal Locomotive Works in 1930 primarily to power the International Limited, CN's Montreal-Chicago flyer. Their 23" x 28" cylinders worked from a boiler pressure of 275 p.s.i. to turn 80" drivers. No. 5700, the only one fitted with a booster, boasted 53,300 pounds tractive effort, while her non-booster-equipped sisters checked in with only 43,180 pounds.

The wide Vanderbilt tender carried 18 tons of coal and 14,000 gallons of water, which made long oostop runs possible.

Our plans show the K-5-a as modernized with wide skirting and cast numerals, metal pilot deck housing, and cap stack. At least one loco of this class — 5700 herself — was later fitted with Bospok drivers.

The K-5-a's were colorfully painted with black boiler and running gear, with olive green skirting, cab, and tender body. Linlog and lettering were gold leaf. The CN emblem was gold on a red background.



The big green-trimmed locomotives performed nobly in the service for which they were designed, well into World War II, but then were bumped off the Montreal-Toronto flyers by the bigger locomotives needed to propel much swollen trains. They served out their later years in South-western Ontario high-speed service, surviving until the end of the steam era in 1960.

Ces grandes locomotives à livrée verte performaient noblement pour le service auquel elles étaient destinées et cela convenait bien, du moins pendant la Deuxième Guerre Mondiale, mais elles furent cependant remplacées pour la ligne Montréal-Toronto par des locomotives plus imposantes rendues nécessaires par l'allongement des trains. Elles furent cependant utilisées plus tard pour des trains rapides dans le sud-ouest de l'Ontario. Elles survécurent jusqu'à la fin de l'ère de la vapeur en 1960.2



The 5700's weren't excluded from the occasional freight assignment, here we see 5702 hauling freight in Paris, Ontario on May 4, 1947. Photo, CRHA Archives, Fonds Corley.

Les 5700 furent affectées occasionnellement sur des trains de marchandises, ici nous voyons la 5702 remorquer un fret dans Paris, Ontario le 4 mai 1947. Archives ACHF, Fonds Corley.



5702, one of two preserved 5700's stands proudly outside Exporail's building number 5 where it is on permanent display. 5702 had been hauled out and spotted for the 2004 'Iron Horse Weekend' at Exporail. It's 80 inch diameter driving wheels continue to amaze the children that are posed for photographing beside them! Photo, Stephen Cheasley.

La 5702 qui est l'une des deux locomotives de la série 5700 préservées, pose fièrement à l'extérieur du bâtiment numéro 5 d'Exporail où elle est exposée en permanence. La 5702 a été remorquée à l'extérieur et installée pour le "Weekend du Cheval de Fer" qui a eu lieu en 2004 à Exporail. Ces roues de 80 pouces (2.032m) de diamètre impressionnent des enfants installés à côté de celles-ci pour une photo. Photo, Stephen Cheasley

Preservation

Two of the five have been preserved, No. 5700 (ex. 5703) in Saint Thomas, Ontario and 5702 at Exporail in Saint-Constant, Quebec.

When Stan Dingle retired, the 75-year old presentation model went home with him and later was passed on to his son, Paul Dingle, a Montreal lawyer. He displayed it in his office until 2004 when he and his family felt it belonged in a museum setting. The CRHA is delighted to accept, and applauds their public-spiritedness. It will be on display in the model train room at Exporail along with other treasures in the CRHA's model collection.

Préservation

Deux des cinq locomotives ont été préservées, la 5700 (ex-5703) à Saint-Thomas, Ontario et la 5702 à Exporail à Saint-Constant, Québec.

Quand Stan Dingle prit sa retraite, le modèle réduit vieux de 75 ans l'a suivi à la maison et plus tard passa entre les mains de son fils, Paul Dingle, un avocat de Montréal. Celui-ci l'exposa dans son cabinet jusqu'en 2004, au moment où il considéra que l'objet avait plutôt sa place dans un musée. C'est avec joie que l'ACHF accepta l'offre de Paul Dingle et apprécia son esprit de partage avec le public. Le modèle sera exposé dans la section des trains miniatures à Exporail près des autres trésors de la collection de modèles réduits de l'ACHF.

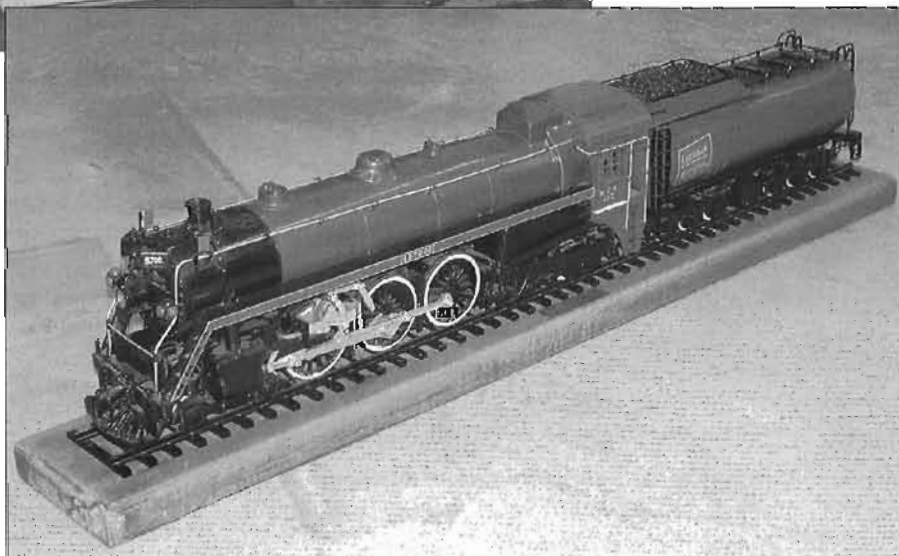


Stan Dingle, at his desk at Canadian National Railway's head office with the model of the 5700 prominently displayed behind him. Photo courtesy Paul Dingle.

Stan Dingle à son bureau au siège social du Canadien National avec la maquette de la 5700 mise en évidence derrière lui. Photo, courtoisie de Paul Dingle.

The 1/2" to the foot scale model of the 5700 as donated to the CRHA for exhibition in the model train room at Exporail. Photo, Jean Paul Viaud.

La maquette à l'échelle 1/2" au pied, de la 5700 offerte à l'ACHF pour y être exposée dans la salle des modèles réduits à Exporail. Photo Jean Paul Viaud.



Streetcar restoration in Ottawa

By Walter Weart

Streetcar 696, the last survivor of this particular series is being restored by a local group of volunteers determined to return it to operation. The workers include persons from OC Transpo, Ottawa's transit agency and successor to Ottawa Transit Commission, both active and retired employees as well as others who want to see the 696 in service again. Progress with the restoration has been made steadily since 2001 but a look back will show how this car survived the demise of most other Ottawa streetcars.

The 696 was built in 1917 by the Ottawa Car Company for the Ottawa Electric Railway Company which used the car on all of its routes. During 1955 the Ottawa Transit Commission, successor to the OERC, sent the 696 to the Champagne car barn for a complete overhaul and return to service.

As the abandonment of lines freed up newer cars for daily service, the 696 was used on the Britannia line primarily on weekends until it was retired in 1957. Two years later all Streetcar service in Ottawa ceased running in May 1959.

During the fall of 1958, ten cars, including the 696 were sold to M. Zagerman & Company for \$6,236.50. The cars were to be demolished at an OTC yard but somehow 696 escaped the fate that befell all the other cars of this series.

In 1959, the Canadian Railroad Historical Association purchased the 696 from M. Zagerman & Company and moved it to a temporary outdoor storage facility at Canadian Allis Chalmers Ltd. in Lachine, Quebec, as the Canadian Railway Museum had not yet been founded.

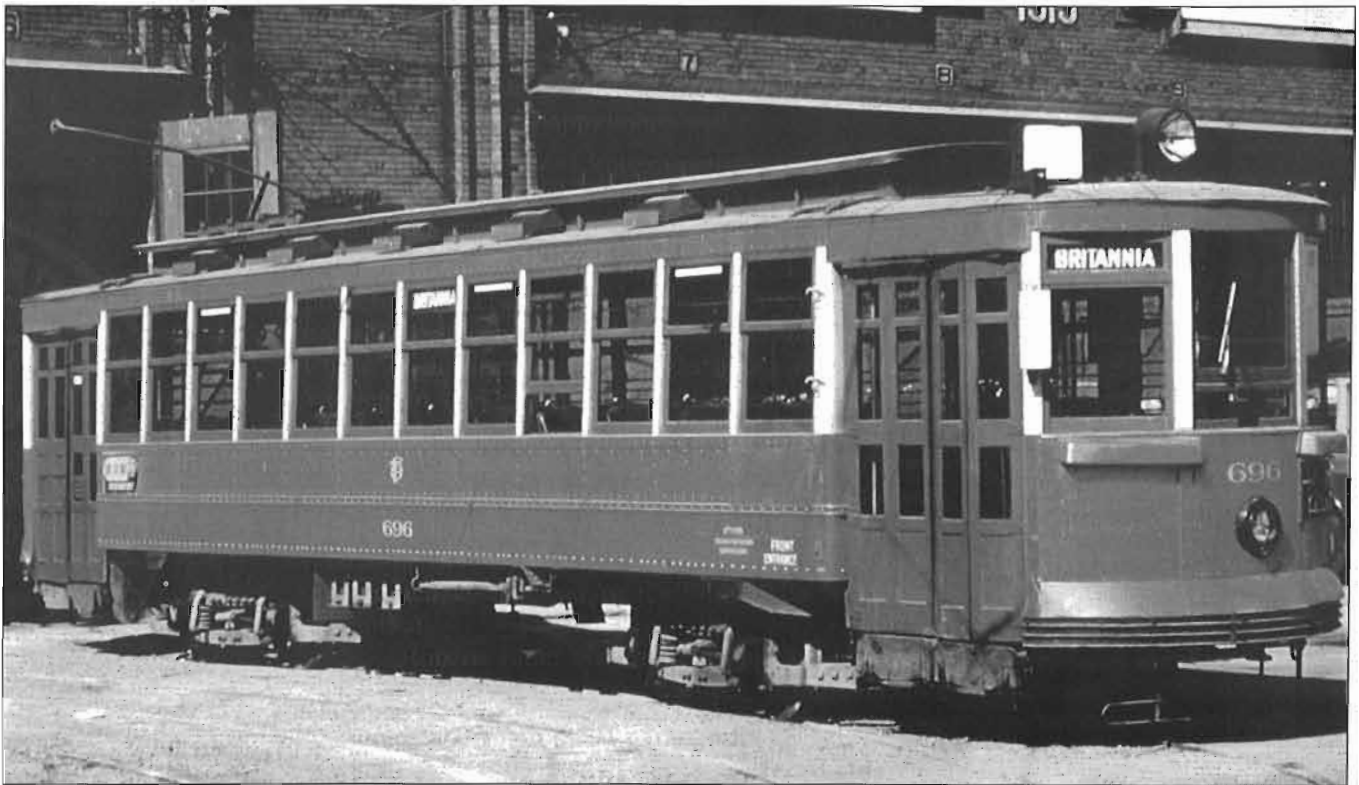
The car was somewhat protected from the weather but deteriorated prior to its move onto the Canadian Railway Museum site in the early 1960's where it was again stored outside protected by tarpaulins.

On October 17th, 1988, the 696 was donated to a group of Ottawa Transportation Commission employees by the Canadian Railway Museum with the promise that the car would be restored. It was moved back to Ottawa in June 1989 and a feasibility study was conducted, the results of which showed that the car could be successfully restored.



No less than nine Ottawa trams are visible in this 1940 era photo of Confederation Square in Ottawa. The first car on the left is car 905 which was recently 'rediscovered' and will be restored by the 696 restoration group.

Photo OC Transpo Archives No. 4-046.



Car 696, newly painted poses in front of the Champagne car barn in Ottawa in the 1950's. Photo OC Transpo.



The fate that befell almost all of Ottawa's, and indeed most of North American streetcars, M. Zagerman & Company's scrap yard with the remains of Ottawa trams. Photo OC Transpo.



Car 696 (with the 859 behind it) after delivery to the Canadian Railway Museum (Exporail) from the Canadian Allis Chalmers storage site in Lachine, Quebec in the early 1960's. Photo OC Transpo, Raymond Langlois Collection.

Initially, the car was stored at Britannia Park only a few feet from where it once operated. However interest waned and it became apparent that this site was not conducive to restoration work. The streetcar was moved to the OC Transpo garage on St. Laurent. Boulevard where it was covered with a tarpaulin for protection from the weather.

The 696 was moved into a storage shed on the garage property during 1995 but no further activity took place until December 2000.

At that time and after talking with other groups a small project team formed under the banner of the Streetcar 696 Restoration Project. This group has the "blessing" and support of the management of OC Transpo. The core group of supporters include: Barry Thomas, Mike Mueller, Catherine Caron, Bill Giguere, Peter Joyce, Santiago Arroyo-Torres, George Rubli, Michael Kostiuk, Malcolm Whittall, Sebastian Landry and David Smith

In June 2001, Transport 2000 Canada joined in the effort by supporting the goal of the 696 Group and provides tax exempt status for donations made through Transport 2000 Canada to benefit the trolley. Transport 2000 Canada is a non-profit organization whose primary purpose is research, public education and consumer advocacy. It promotes environmentally-sound transportation solutions and gets actively involved in a wide range of issues.

Work started in earnest in 2001 with the careful dismantling of the car so total restoration could begin.

After a through search, the group failed to locate any blueprints or drawings for the 696. Because of this, each part that was removed was carefully documented and photographed. It was found that though the car was mechanically complete, the years had taken a serious toll on the wood parts of the car leading to further damage.

While substantial progress has been made on the 696, much remains to be accomplished. As the car was stored outside for a number of years, there was significant deterioration to the body, requiring extensive reconstruction of the roof and sides. Even though the car sides were steel, corrosion from age, salt damage from when the car ran on Ottawa's streets and neglect has required that much of the original steel including frame members be replaced.

Many components such as the air compressor and brake cylinder are in the process of being rebuilt. The trucks with the motors have been removed and are awaiting overhaul. All wiring will be renewed as well to restore all accessories to operation.

As the scope of the task became clear, the group sought support from the Ottawa Business community and it has been forthcoming from several key individuals and Ottawa companies such as: David Smith of Nates Restaurant supplies dinners at annual meetings, Tim Priddle of The Wood Source covers wood needs, Ken Glover of Loucon Metal had donated all the fabricated metal to date, Peter Stevens of Valley Hardware gives the project all the nuts, rivets and bolts, Creative Motion Printing handles the promotional printing. The National



Ottawa 696 (Ottawa, 1917) under reconstruction at OC Transpo on Belfast Road, Ottawa on April 9, 2005. Photo Don Scale.

Research Council of Canada - Centre for Surface Transportation Technology group headed by Rick Zaporan volunteered to rebuild the 696's air compressor and even got the Electric Motor Co. of Ottawa to help rewire the motor as a donation. Additionally the local Ottawa railway companies, the Ottawa Central Railway and Rail-Term, have contributed material and their personnel when called upon. OC Transpo and other City of Ottawa departments have helped with materials, and donating personnel as needed over the years.

During the fall of 2003, Marc Foubert of Hull approached the 696 Streetcar Restoration Group to discuss donating the body of Ottawa streetcar 905 which had been part of his cottage near Lac Gauvreau. The car was examined and found to be in structurally sound condition with the interior in good original condition. The trucks, motors and other mechanical parts are missing but the exterior condition of the body is excellent.

After further discussion, Foubert donated the 905 Streetcar to the 696 Streetcar Restoration Group in May 2004. On July 15th, 2004 Streetcar 905 was removed from the Quebec hillside where it sat for 45 years and returned to Ottawa for restoration. Scott Drummond of George Drummond Ltd., donated a flatbed trailer to move the 905 after Ron Burrelle of Regional Crane donated their 75 ton crane to lift the car from its previous location.

The 905 was a double truck, single entry one man steel car built in 1933 by Ottawa Car Company in Ottawa and was one of 32 of the 900 Series Streetcars for the Ottawa Electric Railway Company. This may be the only one of the 900 series that escaped the scrapper's torch.

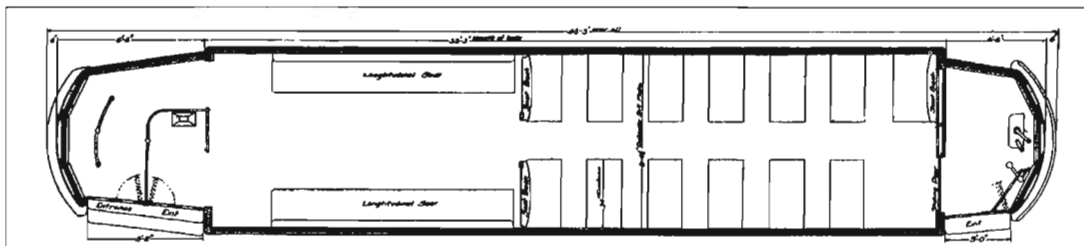
The 905 retired in 1959 when street operations ceased and was sold to an Aylmer, Quebec scrap dealer who then sold the body shell for \$100.00. The buyer had the car body moved by flatbed truck in the winter of 1959 to Lac Gauvreau, just Southwest of Wakefield Quebec, where it was turned into a seasonal cottage.

Over the years, the owner added a kitchen and washroom on the side that originally was the front door exit and on the other side added a small living room area. A protective roof was added to the streetcar and this preserved the roof and upper glass from weathering.

While the 696 restoration group is concentrating on that car first, plans are being made to restore the 905 as well. Should parts need to be made for the 696, extra ones will be made for the 905 as mechanically both cars are quite similar. The group is already looking for trucks and other major components such as the air compressor and electrical controls.

With the success of the restoration group to this stage, several individuals have donated key parts for streetcars to help the project. The Kingston Historical Railway Society recently donated several parts for a controller, and trolley pole wheels. A brake handle was recently provided by an individual, and a streetcar operator's box was dropped off last week by another Ottawa resident. A complete streetcar seat in perfect condition was also donated last year and a Barry's Bay resident wants to donate a streetcar conductor jacket she found in an attic recently.

A number of options are being pursued for operation when the restoration of 696 is complete. At that, the "Streetcar Era" will return Ottawa and residents and visitors can again enjoy the "Time of the Trolley".



Plan view of the first twenty cars of the 600 series as they appeared when built in 1913. *Canadian Railway and Marine World*, October 1913.

Ottawa Electric Railway Company's New Cars (the 600 series)

The Ottawa Electric Railway has recently added to its equipment 20 double truck steel cars, with the following general dimensions:

Length over bulkheads 33 1/4 ft.
 Length of front vestibule 4 1/3 ft.
 Length of rear vestibule 6 1/2 ft.
 Projection of bunters 6 ins.
 Total length over bunters 45 1/4 ft.
 Width of body over rubbing strips 8 1/2 ft.
 Seating capacity 42 persons.

Construction of body: The side girder plates are 18 by 14 in. steel in one piece full length of body, each reinforced at bottom edge with 5 by 3 by 3/8 in. angle; and at top edge with a double beaded bar, which also serves as a rubbing strip. Belt rails are of round bevel edge steel bar with pressed steel shoe on which window sash rest. Side posts are faced with 2 1/2 by 3/16 in. steel plates, which are anchored by gusset plates and rivets to top edge of side girder plates. The letter board is also of steel 5 by 1/8 in., and all

together is rivetted to the top end of steel post facings. Corner posts are of steel plate 3/16 in. thick. The roof is of wood construction sheathed with 1/2 in. T. & G. lumber and covered with canvas.

The interior finish throughout is of cherry, finished natural color. Seats are stationary, upholstered in rattan. Curtains are of pantasote with tin barrel shade rollers and pinch handle fixtures. The trucks are no. 27-FE-1 standard gauge 4 ft. 10 in. wheel base with 4 1/2 in. hot rolled steel axles and 33 in. chilled iron wheels. Motor equipments are quadruple no. 101-B-2 motors with K-35 controller. Air brakes are Westinghouse schedule no. S.M.L. The cars are equipped with H.B. life guards, Consolidated Car Heating and Lighting Co. buzzer signaling systems, and electric heaters and Coleman Fare Box Company's stationary p.a.y.c. fare boxes.

It is said that for appearance, as well as for public accommodation, these cars are second to none in their class. They were built by the Ottawa Car Company, Ltd.

Based on *Canadian Railway and Marine World*, October 1913.



Two views of the removal and transport of Ottawa streetcar No. 905 from Lac Gauvreau in the Gatineau hills of Quebec to the OC Transpo facility on Belfast Road in Ottawa. Photos Barry Thomas.

Kettle Valley Steam Railway Now Powered by the 3716

By Jo Ann Reynolds

All photos by Peter and David Layland



Engineer Brad Coates exercises the locomotive at Prairie Valley prior to the inaugural run.

The Kettle Valley Steam Railway (KVSR) in Summerland, BC is rolling this season with the newly restored consolidation 3716 Steam Locomotive.

On Sunday, May 22nd the 3716 steam locomotive, built in 1912 by CPR, was returned to the rails, fully restored and ready to steam its way over the historic Kettle Valley Railway line. "We were thrilled to see launch day arrive after two years of hard work," says KVSR General Manager Debbie Kinvig. "Our Operations Manager & Engineer Brad Coates did an excellent job in leading the restoration work and team." The locomotive was given its safety certification from the BC Safety Authority in March and then work to restore the engine's exterior beauty soon followed.

"The locomotive has been returned to its former glory and we were happy to celebrate with rail enthusiasts from across the country on the inaugural day. To celebrate we hosted two trains each complete with a Great Train Robbery and Barbeque, live music and a souvenir for people to take home," says Kinvig. "It was very rewarding to share our monumental day and hear stories from those who had worked in locomotive during its long history."

The 84,150 Kilogram steam locomotive was disassembled and sent on five tractor trailer trucks from the BC Rail yards in North Vancouver to the Kettle Valley Steam Railway in March of 2003. Restoration challenges included building a new firebox, boiler jacket, side sheets and other repairs at an estimated cost of \$120,000.

Built in 1912 by Montreal Locomotive Works, it was originally numbered the 3916 but was rebuilt and renumbered as the 3716 in 1929. It spent the first half of its life in the east running out of Montreal. It wound up out west in the 1940's when it was converted to burn oil and assigned to CPR's Kootenay Division based in Cranbrook where it ran until 1966 and was then moved to Port Coquitlam.

In 1974, BC Rail received the engine from the City of Port Coquitlam and it was used as the main engine for the BC Museum Train (1975-1979) and then for the next 21 years, it was used as a back up for the well-known Royal Hudson on the North Vancouver to Squamish route until April 2001.

Author of Steam on the Kettle Valley and Curator Emeritus of the Royal BC Museum, Robert Turner, has many fond memories of the 3716 during its time as the Museum Train. "One of my favourite memories of 3716 was watching it steam across Trout Creek on a special steam run we organized for photographers and for publicity. At the time I was working on the Museum Train project as a curator and assisting with the operation of the train. Later, I rode 3716 eastbound out of Midway and that too was a treat.

Turner says, "The 3716 travelled throughout BC and probably reached more communities than any other steam locomotive in the province's history. Isn't that a nice thought? 3716 went over most of BC Rail through the

central and northern Interior, to Prince Rupert and Prince George and other points along the CNR, and on CPR to the East and West Kootenays and the Okanagan, to Revelstoke and Golden. It even ran over parts of what was then the BC Hydro Railway. Now, I think it has found an ideal home!”

The 3716 has also starred in many movies and television commercials over the years including "The Grey Fox", a movie about Bill Miner, and "The Journey of

Natty Gann", a Walt Disney Production.

The Kettle Valley Steam Railway will use the 3716 as its main engine throughout the 2005 season which runs through to October.

Jo Ann Reynolds is the Marketing Manager for the Kettle Valley Steam Railway, 18404 Bathville Rd; P.O. Box 1288, Summerland B.C. V0H 1Z0. Our thanks to Peter and David Layland for the photos of the first day of operation of the 3716 on the KVSR.

Heading upgrade from Summerland on the 2% + grade.



3716 returns to Prairie Valley on the last run of the day.



3716 stands on the Trout Creek fill just west of the Trout Creek Bridge in preparation for the return trip to Prairie Valley.



The westbound train passes the foundation of the old water tower at West Summerland.

When the 800s Went To Saint John

By Fred Angus



On the bright sunny morning of December 22nd 1973, Canadian Pacific's train the "Atlantic Limited" arrived at Montreal's Windsor Station after an overnight trip from Saint John New Brunswick. The last car of the train was commuter coach 831. This appears to be the last recorded time that an 800-series car travelled to Saint John. The complete consist of this train is shown below. Photo by Fred Angus

In our recent article about the 800-series commuter cars of the CPR we mentioned that there were a few occasions when one or more of these cars operated in revenue service as far east as Saint John New Brunswick. Our member David Morris, who has a complete collection of the consists of the "Atlantic Limited" and its VIA successor the "Atlantic", from 1967 to 1994, was able to list every time an 800 went to Saint John.

As it turns out this was a rare happening, occurring only four times and involving five different cars. All the occasions took place in 1972 and 1973, and all but one were during the Christmas holidays, the one exception being on the Dominion Day weekend. The four times that 800s went to Saint John were as follows. In all cases the date shown is the day the cars departed from Saint John, with arrival at Montreal the following morning.

- December 23, 1972. Cars 835 and 839 left Saint John.
- December 25, 1972. Car 811 left Saint John.
- June 30, 1973. Car 803 left Saint John.
- December 21, 1973. Car 831 left Saint John.

In addition, car 1700 (later renumbered 840) departed from Saint John on July 3, 1972 and July 20, 1973.

For the record, the complete consist of the westbound "Atlantic Limited" that left Saint John on December 21, 1973 and arrived at Montreal the next day was:

- 1800
- 8567
- 29078
- 2713
- DOUGLAS MANOR
- HUNTER MANOR
- CHATEAU RIGAUD
- FRANKLIN MANOR
- 505
- 515
- 2278
- 116
- 831

Selling Them a Line - - - of Railway

by Jay Underwood

“However, if you prefer to watch the passing emerald pastures of New Brunswick or the colourful fishing villages of Nova Scotia from your room, go ahead - on this journey, you are the star. The Learning Coordinator, whose main job is to look after your comfort, will know how to make himself invisible and let you fully enjoy your trip.” – VIA Rail.

Flying Bluenose” passing Bear River, N.S. (Digby Gap in distance)



The Dominion Atlantic Railway's premier express, "The Flying Bluenose" is seen in this 1910-era Valentine Co. postcard near Digby at the southern end of the Land of Evangeline. (Jay Underwood collection.)

Railway marketing is a dynamic industry, more so in the decades since the 1950s when air travel and the private automobile have superseded the iron road as the premier mode of business and leisure travel. But marketing entails a certain amount of artistic license, not the least of which is to accentuate appealing aspects of the products to the target audience, with perhaps a wary regard for the truth. In the world of advertising, this is referred to as “selling the sizzle, not the steak.”

This is certainly true of VIA Rail's recent e-mail to its on-line subscribers, promoting its innovative Easterly Class accommodation aboard the Halifax-Montreal Ocean, which began in October of 2005. The problem with the message is its disregard for the facts.

Since its inception in 1904, the regular route of the Ocean has never run past any fishing villages in Nova Scotia, “colourful” or otherwise, and it may be that VIA

was simply telling its Central and Western Canadian customers, and prospective American tourists, what they expected to hear about the Maritimes.

This approach is not without precedent, especially in Atlantic Canada. The Dominion Atlantic Railway (DAR) of Nova Scotia has been given credit for creating one of the most comprehensive regional tourist promotion programs in the railway industry, a pattern modelled on the Canadian Pacific Railway, which absorbed the DAR in 1911.

The program, however, is based upon some false perceptions of actual events and some deliberate manipulation of the facts in order to cater to a lucrative market, perceptions that continue today long after the railway which created them has disappeared.

The program was focused on the United States, exploiting the romance of the legend of Evangeline, the

heroine of Henry Wadsworth Longfellow's epic 1847 poem about the victim of the expulsion of the French-speaking Acadians from Nova Scotia in 1755.

Longfellow's story has Evangeline wandering about New England in search of her bridegroom, Gabriel. Longfellow extended her journey through Louisiana and the western wilderness. She finds Gabriel, at last, dying in Philadelphia.

There is no evidence that any real Evangeline, or Gabriel, existed among the Acadians deported from Nova Scotia (or New Brunswick, which was then part of the colony). It didn't matter to Longfellow's American readers, they accepted the story as a truthful tale of British brutality toward an innocent people, typical of the behaviour of a tyrannical empire that dared challenge the right of Americans to establish their own empire on their home continent. It mattered less when his *Song of Hiawatha* became an instant classic in 1855, and established Longfellow as the bard of American tradition.

The association between Longfellow's version of the events surrounding the expulsion of the Acadians, and the railway's exploitation of his successful poem began almost immediately, as the name Evangeline pervaded everything the railway did. In her 1936 history of the DAR, Marguerite Woodworth notes the day the Windsor & Annapolis Railway took delivery of its first engines:

"That locomotives were as yet strange, unknown monsters to the Valley people is witnessed by the report of a Wolfville correspondent in November 1868 on the arrival of the three Bristol engines, the "Evangeline", "Gabriel" and "Gaspereau"..."

In his 1926 history of railways in the Annapolis Valley, William Clarke records that the Locomotive No.3 was named "Hiawatha" perhaps a further homage to Longfellow. "Gaspereau" was No. 6 according to Clarke.

Woodworth credits Vernon T. Smith, the W&AR's first general manager with the early success of the line and for giving the railway an identity:

"Vernon Smith seems to have had to attend to the veriest detail of organization. He collected his train crews, principally from the ranks of the Government railways; he appointed station masters from applications that came to him by the score; he attended to all the clerical work, the ordering of stationery; printing of forms, and even to the painting of the engines in that startling magenta color which is even now unique on this continent; he drew up schedules and train orders."

Despite Smith's foresight, it took some time for the W&AR to realize the full tourist potential of the legend, and Woodworth notes it was Smith's successor who gave the railway a personality:

"In August, 1891 the W. & A. acquired their first Pullman parlor car, the "Haligonian", which was placed on an express running four times a week between Annapolis and Halifax and connecting with W.C.R. and I.C.R, trains. This express, inaugurated for summer travel

| DOMINION ATLANTIC RAILWAY | | | | | | | | | | | | | |
|--|-------|----------|-------|-------------------------------------|---------------------------|---------|-------|-------|-------|------|----|--|--|
| HALIFAX, TRURO, WINDSOR, DIGBY, ST. JOHN, N.B., YARMOUTH, BOSTON | | | | | | | | | | | | | |
| READ DOWN | | | | Mls. | TABLE 14 Atlantic Time | READ UP | | | | | | | |
| 21 | 19 | 97 | 95 | | | 98 | 94 | 96 | 10 | 20 | 22 | | |
| A.M. | A.M. | P.M. | A.M. | | P.M. | P.M. | A.M. | A.M. | P.M. | A.M. | | | |
| 12.55 | | 17.15 | 0.0 | Lv. HALIFAX | At | 16.42 | 15.45 | 19.05 | | | | | |
| | 18.30 | | 0.8 | Lv. Halifax (Richmond) | At | | 5.42 | | | | | | |
| 3.05 | 8.39 | 7.25 | 4.0 | Lv. Rookingham | At | 6.33 | 5.30 | 8.57 | | | | | |
| 3.15 | 8.54 | 7.39 | 8.0 | Lv. Bedford | At | 6.23 | 5.15 | 8.47 | | | | | |
| 3.25 | 9.35 | 7.54 | 13.0 | Lv. WINDSOR JUNCTION | At | 6.13 | 5.00 | 8.37 | | | | | |
| 3.33 | 9.47 | 7.53 | 16.7 | Lv. Beaver Bank | At | 6.08 | 4.30 | 8.24 | | | | | |
| 3.51 | 10.13 | 8.10 | 24.0 | Lv. South Uniake | At | 5.52 | 4.10 | 7.59 | | | | | |
| 4.03 | 10.23 | 8.16 | 26.6 | Lv. Mount Uniake | At | 5.47 | 4.03 | 7.53 | | | | | |
| 4.27 | 10.48 | 8.37 | 37.1 | Lv. Ellershouse | At | 5.28 | 3.55 | 7.30 | | | | | |
| 4.37 | 11.00 | 8.43 | 40.0 | Lv. Newport | At | 5.18 | 2.55 | 7.20 | | | | | |
| 5.02 | 12.00 | 9.00 | 45.3 | Lv. WINDSOR | At | 5.02 | 12.30 | 17.03 | | | | | |
| 5.16 | 12.40 | 16.40 | | Lv. Truro (See Table 5) Ar | Tr | 17.18 | 17.18 | 19.25 | | | | | |
| 5.08 | 12.10 | 19.05 | 46.6 | Lv. Falmouth | At | 14.57 | 11.55 | 16.57 | | | | | |
| 5.16 | 12.25 | 19.14 | 50.3 | Lv. Mount Denison | At | 15.40 | 11.45 | 16.49 | | | | | |
| 5.21 | 12.35 | 19.20 | 52.8 | Lv. Avonport | At | 4.44 | 1.38 | 6.43 | | | | | |
| 5.42 | 12.55 | 19.39 | 59.1 | Lv. Horton Landing | At | 4.32 | 1.15 | 6.32 | | | | | |
| 5.53 | 1.02 | 19.38 | 59.1 | Lv. Horton Landing | At | 4.26 | 1.02 | 6.27 | | | | | |
| 5.41 | 1.10 | 19.41 | 60.4 | Lv. Grand Pre | At | 4.23 | 1.45 | 6.23 | | | | | |
| 5.49 | 1.30 | 19.48 | 63.3 | Lv. WOLFVILLE | At | 4.15 | 1.30 | 6.15 | | | | | |
| 5.49 | 1.40 | 19.40 | 63.3 | Lv. Pop. Williams | At | 4.10 | 1.05 | 6.10 | | | | | |
| 6.05 | 1.52 | 19.04 | 70.3 | Lv. KENTVILLE | At | 4.00 | 1.00 | 6.00 | | | | | |
| | | | 88.00 | Lv. Kingsport (See Table 6) Ar | Ar | 14.45 | 14.45 | | | | | | |
| | | | 88.10 | Lv. Canning (Table 6) Ar | Ar | 14.36 | 14.35 | | | | | | |
| 12.25 | 0.12 | 19.70 | 3.2 | Lv. KENTVILLE | At | 13.52 | 11.20 | | | | | | |
| 2.40 | 0.22 | 19.75.0 | | Lv. Coldbrook | At | 3.42 | 1.00 | | | | | | |
| 2.50 | 0.27 | 19.77.3 | | Lv. Cambridge | At | 3.36 | 10.45 | | | | | | |
| 3.22 | 0.40 | 19.82.5 | | Lv. Waterville | At | 3.30 | 10.10 | | | | | | |
| 3.38 | 0.50 | 19.87.7 | | Lv. Aylesford | At | 3.10 | 9.50 | | | | | | |
| 3.43 | 0.55 | 19.89.3 | | Lv. Auburn | At | 3.05 | 9.40 | | | | | | |
| 4.03 | 1.05 | 19.97.4 | | Lv. Kingston | At | 2.59 | 9.27 | | | | | | |
| 4.29 | 1.19 | 19.101.2 | | Lv. Will met (See Farmington) | At | 2.52 | 9.19 | | | | | | |
| | | | 15.00 | Lv. Lunenburg H.S.W. Ar | Ar | 12.38 | 19.00 | | | | | | |
| | | | 15.00 | Lv. Bridgewater | At | 12.00 | | | | | | | |
| 14.55 | 1.21 | 19.01.2 | | Lv. MIDDLETON | At | 12.35 | 18.37 | | | | | | |
| 15.05 | 1.30 | 19.04.6 | | Lv. Brookton | At | 12.28 | 18.27 | | | | | | |
| 5.30 | 1.43 | 19.10.3 | | Lv. Lawrencetown | At | 2.21 | 1.15 | | | | | | |
| 5.50 | 1.54 | 19.15.3 | | Lv. Paradise | At | 2.13 | 8.05 | | | | | | |
| 6.02 | 2.02 | 19.19.3 | | Lv. BRIDGETOWN | At | 2.02 | 7.50 | | | | | | |
| 6.17 | 2.10 | 19.22.8 | | Lv. Tupperville | At | 1.52 | 7.30 | | | | | | |
| | | | 17.30 | Lv. Roundhill | At | 1.43 | 7.20 | | | | | | |
| | | | 17.30 | Lv. ANNAPOLIS ROYAL | At | 1.29 | 7.00 | | | | | | |
| 7.50 | 2.24 | 19.29.0 | | Lv. Upper Clements | At | 1.15 | | | 15.30 | | | | |
| 8.00 | 2.39 | 19.33.4 | | Lv. Clementsport | At | 1.07 | | | 15.10 | | | | |
| 8.15 | 2.49 | 19.36.7 | | Lv. Deep Brook | At | 1.07 | | | 4.55 | | | | |
| 8.30 | 2.58 | 19.41.7 | | Lv. Snowlow | At | 1.00 | | | 4.40 | | | | |
| | | | 8.30 | Lv. Bear River | At | 1.23 | | | | 4.25 | | | |
| | | | 8.42 | Lv. Imbertville | At | 1.15 | | | | | | | |
| | | | 8.42 | Lv. Smith's Cove | At | 1.20 | | | | 4.15 | | | |
| 19.00 | 3.40 | 19.49.4 | | Lv. Digby (Change for St. John) | At | 12.15 | | | 14.00 | | | | |
| | | | 22.00 | Lv. Digby (D.A.Ry. Ar) | Ar | 07.15 | | | | | | | |
| | | | 22.00 | Lv. St. John (Steamship) | At | 07.00 | | | | | | | |
| 0.25 | 12.10 | | 11.55 | Lv. Digby | Ar | 21.05 | | | 0.50 | | | | |
| 0.40 | 12.25 | | 2.07 | Lv. Jordantown | At | 20.55 | | | 0.57 | | | | |
| 1.00 | 12.49 | | 2.19 | Lv. Bloomfield | At | 20.45 | | | 0.29 | | | | |
| 1.10 | 1.08 | | 2.23 | Lv. North Range | At | 20.32 | | | 0.32 | | | | |
| 1.34 | 1.18 | | 2.29 | Lv. Plympton | At | 20.21 | | | 8.51 | | | | |
| 1.40 | 1.28 | | 2.33 | Lv. Sissiboo Falls | At | 20.13 | | | 8.43 | | | | |
| 12.08 | 1.28 | | 2.45 | Lv. Weymouth | At | 19.58 | | | 8.18 | | | | |
| 12.24 | 1.58 | | 3.19 | Lv. Belliveau | At | 19.49 | | | 8.08 | | | | |
| 12.34 | 2.08 | | 3.15 | Lv. Church Point | At | 19.42 | | | 8.02 | | | | |
| 12.42 | 2.16 | | 3.20 | Lv. Little Brook | At | 19.41 | | | 7.42 | | | | |
| 12.53 | 2.27 | | 3.28 | Lv. Sautinville | At | 19.35 | | | 7.34 | | | | |
| 1.23 | 2.57 | | 3.28 | Lv. Meteghan | At | 19.35 | | | 7.22 | | | | |
| 1.39 | 3.13 | | 4.02 | Lv. Hectanoga | At | 19.35 | | | 7.17 | | | | |
| 1.48 | 3.28 | | 4.12 | Lv. Lake Annis | At | 19.35 | | | 6.32 | | | | |
| 1.59 | 3.39 | | 4.21 | Lv. Brazil Lake | At | 19.35 | | | 6.17 | | | | |
| 2.10 | 3.50 | | 4.26 | Lv. Pitman Road | At | 19.35 | | | 6.07 | | | | |
| 2.20 | 4.00 | | 4.33 | Lv. Ohio | At | 19.35 | | | 5.50 | | | | |
| 2.40 | 4.15 | | 4.45 | Lv. YARMOUTH | At | 19.30 | | | 5.30 | | | | |
| | | | 9.30 | Lv. E.T. BOSTON | At | 17.00 | | | | | | | |
| | | | | (Eastern S.S. Corpn. Yarmouth Line) | | | | | | | | | |

This Dominion Atlantic Railway timetable is dated May 31st 1914, and is from the CPR system timetable of that date. Collection of Fred Angus

in 1886, had been called the "Flying Acadian" and the "Bluenose". The final compromise on the two names was the "Flying Blue nose", a name now known throughout Canada and the U. S. as synonymous [sic] with speed and comfort in travel through the "Land of Evangeline". Another parlor car, the "Mayflower", arrived in the following year.

The General Manager of the W. & A., Mr. Campbell, realized that the summer passenger travel offered a vista of infinite development. The "Land of Evangeline Route" was publicized far and wide; the words appeared on gay pennants floating from the Annapolis steamers and the station."

Campbell was W.R. Campbell, the line's fourth general manger who succeeded John W. King in April of 1890 and served until May of 1897.



The DAR's earlier logo employed typically British heraldic devices to promote itself as an imperial asset. (Jay Underwood collection.)

The effect upon Americans had been more immediate, as evidenced by the travelogue of Eliza Brown Chase, *Over the Border: Acadia, the home of Evangeline* (Boston J. Osgood, 1884). This account is tainted by the American disdain for everything British, and was accentuated by the liberal nouveau riche snobbery of New Englanders at the time:

"Our lamented American poet never visited this region which he describes so delightfully; his reason being that, *cherishing an ideal picture, he feared reality might dissipate it.* [Italics added for emphasis] Yet an easy journey of twenty-eight hours would have brought him hither; and we, feeling confident that he could not have been disappointed, shall always regret that he did not come.

As an appropriate close to this sentimental journey, we drive through the secluded Gaspereau valley, along the winding river, which is hardly more than a creek, toward its wider part where it flows into the Basin, which stretches out broad and shining. With such a view before us, we cannot fail to picture mentally the tragic scenes of that October day in 1755 when the fleet of great ships lay in the Basin, and

*"When on the falling tide the freighted vessels departed,
Bearing a nation with all its household gods into exile,
Exile without an end, and without an example in story,"*

Those whom Burke describes as "the poor, innocent deserving people, whom our utter inability to govern or reconcile, gave us no sort of right to extirpate, were torn from their happy homes and

"Scattered like dust and leaves when the might blasts of October. Seize them and whirl them aloft, and sprinkle them far O'er the ocean."

In the midst of these peaceful scenes was perpetrated a cruel wrong, and an inoffensive people banished by the mandate of a tyrant!" In the same book Chase made disparaging remarks about the Duke of Wellington, the epitome of British heroism, and his alleged extra-marital association with another Annapolis Valley female legend, the "Spanish Lady" of Annapolis Royal. (She also made caustic note of the "ominous" nature of the railway's initials – WAR.) It was perhaps in retaliation that Charles G.D. Roberts (1860-1943) took up the pen as the lead writer for the line's tourism promotion.

Roberts (later Sir Charles) was the celebrated Acadia University poet and history professor who inspired creativity in other poets of his generation, among them Bliss Carman (his cousin), Archibald Lampman and Duncan Campbell Scott. Together, these four men became known as Canada's "Confederation" poets.

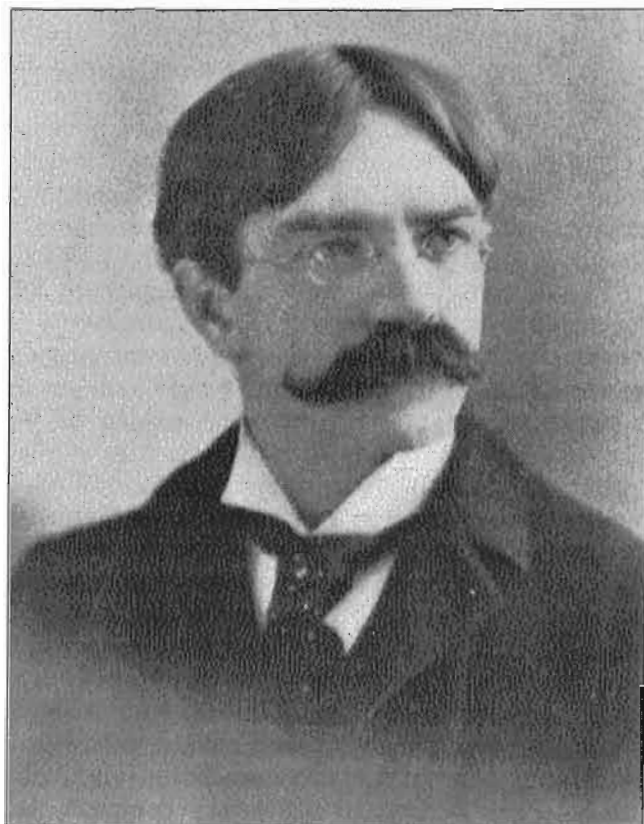
He overlooked some of the historical inaccuracy surrounding Longfellow's work, which had turned the small village of Grand Pré – easily reached by any W&AR train - into a shrine for American tourists who in the late 1800s and turn of the century were always eager for something anti-British to celebrate.

But Roberts did not personally subscribe to the Longfellow version of events, as he had earlier indicated in his *The Canadian guide-book: the tourist's and sportsman's guide to eastern Canada and Newfoundland: including full descriptions of routes, cities, points of interest, summer resorts, fishing places, etc. in eastern Ontario, the Muskoka district, the St. Lawrence region, the Lake St. John country, the Maritime provinces, Prince Edward Island, and Newfoundland: with an appendix giving fish and game laws, and official lists of trout and salmon rivers and their lessees*, published in 1891 (New York, D. Appleton):

"The pathos and appeal of the Acadian story, as told by Longfellow, should not be allowed to blind us to the fact that the pitiful fate of the Acadians was a measure of absolutely necessary justice. In spite of the most earnest pleadings, the frankest threatenings, and forty years of unparalleled forbearance, exercised long after forbearance had ceased to be a virtue, the Acadians persisted in a deadly enmity to a government whose subjects they unquestionably were. They refused to allow themselves to be considered as other than enemies, and not only did they engage along with the savages in occasional bloody raids upon the English settlements, but their presence in the colony made a point of almost fatal weakness in its defenses, at a time when England was

engaged in what was practically a life-and-death struggle with her great antagonist. The indulgence of the English Government was repaid by the Acadians with hatred, and sometimes with the scalping-knife. Undoubtedly these people believed they were acting aright. Had they been left to themselves, they would have become, in the course of a generation, loyal and contented subjects. But they were made tools of French intrigue. From Quebec every effort was continually put forth to keep alive their bitterness against their conquerors, and their belief that Acadia would once more be brought beneath the sway of France. When they began to show signs of a desire to accept the situation, and when persuasion on the part of Quebec became ineffectual, then threats were employed, and they were menaced with the tomahawks of the savages. The authorities at Quebec had no scruples. Sometime violence was resorted to, and the exile of the Acadians was begun by Le Loutre before the English had thought of it. Hundreds of Acadians, who becoming reconciled to English rule, were forced by Le Loutre to move into French territory, where they suffered unbounded hardships. Their homes were burned behind them, and whole villages were then depopulated, in obedience to a heartless policy. The Acadians were a simple and ignorant people, easily led by their superiors, and hence on a final estimate they must be regarded as more sinned against than sinning. But those who wrought their ruin and deserved their curse were not English, but their own countrymen. The removal of the Grand Pré Acadians was accomplished with combined firmness and gentleness by Colonel Winslow, of Boston, with his New England troops; and his journal, though full of commiseration for this unhappy people, shows that he did not consider the justice of their sentence in the least degree open to question. After the exile was accomplished many of the Acadians escaped to Quebec, where their lot was pitiful indeed compared with that of those who remained in the American colonies. Among men of alien speech and faith they were at least humanely treated; but at Quebec they were cheated and starved, and died like sheep, having fallen to the tender mercies of Bigot and his creatures. The period at which these exiles fled to Quebec is not a bright one in French-Canadian annals. After the removal of the Acadians their fair inheritance lay vacant for years ere men of English speech entered upon it.”

In this, Roberts found an ally in William Henry Withrow 1839-1908, author of *Our own country: Canada, scenic and descriptive : being an account of the extent, resources, physical aspect, industries, cities and chief towns of the provinces of Nova Scotia, Prince Edward Island, Newfoundland, New Brunswick, Quebec, Ontario, Manitoba, the North-West Territory and British Columbia, with sketches of travel and adventure* (W. Briggs, Toronto 1889.) Withrow, a respected scholar and Methodist minister, wrote: “It is a page in our country’s annals that is



Sir Charles G.D. Roberts

(Courtesy National Archives of Canada / C-6718 / unknown)

Charles G.D. Roberts. One of the leading copy writers for the Dominion Atlantic, he did not subscribe to Longfellow’s romantic version of the events surrounding the story of Evangeline. (National Library of Canada.)

not pleasant to contemplate, but we may not ignore the painful facts. Every patriot must regret the stern military necessity – if necessity there were – that compelled the inconceivable suffering of so many innocent beings.”

This was certainly not the story that Longfellow told, or many other American *literati* who visited and glorified the site, among them writers like Thomas F. Anderson, George W. Penniman and others, who wrote for New England papers.

Yet one wonders how romantic the Americans would have thought the expulsion of the 7,000 Acadians, had they stopped and reflected upon the expulsion of the 100,000 Loyalists from their land twenty years later in the aftermath of the war of 1776, when those who refused to take up arms against the king, but did not fight against the “patriots” were stripped of their land and property and forcibly re-settled in what is now Ontario, New Brunswick, Nova Scotia and Prince Edward Island. Unlike the Acadians, the Loyalists were not permitted to return to the United States, with laws like the 1778 Banishment Act of Massachusetts promising the death penalty to any who did:

“And be it further enacted by the authority aforesaid, that if any person or persons, who shall be transported as aforesaid, shall voluntarily return to this state, without liberty first had and obtained from the general court, he shall, on conviction thereof before the superior court of judicature, court of assize and general gaol delivery, suffer the pain of death without benefit of clergy.”

Roberts did not draw their attention to this contradiction, but continued his crusade to correct popular history when he wrote *The land of Evangeline and the gateways thither* for what had then become the Dominion Atlantic Railway (through the amalgamation of the W&AR and Western Counties Railway) in 1895:

“The story of the great tragedy of Grand Pré is too well known to bear detailed repetition here. But there are a few points in connection with it that should be mentioned. When Longfellow wrote the story of Evangeline he did not fully understand all the facts. The expulsion of the Acadians was not a piece of wanton cruelty on the part of England. It was done to satisfy New England; and it was carried out by *New Englanders*. Terrible as was the measure, it is hard to see how it could have been avoided, unless at the cost of Nova Scotia herself. If Nova Scotia was to remain in English hands – and New England said this was essential to her safety – then the Acadians had to be removed. The Acadians had suffered themselves to be made the tools of French intrigue. Through them France hoped to retain her hold on the peninsula. For forty years they had been treated by England with a patience which had long ceased to be a virtue. Every effort had been made to conciliate them. But they refused to take the oath of allegiance, which they were legally bound to do, or to allow themselves to be considered otherwise than as enemies. Allied with the Indians, and disguised as Indians, some of their bolder spirits indulged in bloody raids on the English settlements; and English settlement became impossible in an English province. At the same time England – which then meant the thirteen colonies as well – was engaged in a life-and-death struggle with her greatest rival, France; and the Acadians were her enemies within the gate. They were warned, exhorted, threatened, but they obstinately and blindly closed their ears. So it came that this unhappy people was ground to powder between the upper and nether millstone. They were removed from their homes with such humanity as was possible under the piteous circumstances, and were scattered abroad among the nations. As one reads Longfellow these facts should be borne in mind – not to lessen one’s response to the pathos of the Evangeline story, but to keep one’s point of view of history undistorted. The traveler who comes to the land of Evangeline should read, not Longfellow only, but also Parkman – especially the first volume of “Montcalm and Wolfe.”

But the expulsion of the Acadians was not the only tragedy enacted amid the peaceful slopes and sunny marshes of Grand Pré. Here, nine years earlier, took

place the “Grand Pré Massacre.” Though this was the very heart of a British province, and under British law, the whole region was being made the headquarters for bloody raids upon the English settlements about Halifax and Annapolis. A force of New Englanders, sent out from Boston, made its way to Grand Pré and was quartered in the village. The French troops, with their Indians, fell back across the Bay. Soon the New Englanders, lulled by the apparent friendliness of the people, began to relax their vigilance. They were on their sovereign’s soil, and among their fellow-subjects – what was there to fear? Then the villagers sent word to the French across the Bay. The enemy came secretly; and in the darkness and storm of a blinding December night they fell upon the sleeping New Englanders, who were outnumbered two to one and scattered through the straggling village. In the houses lining a detached lane which runs up from the dikes near the station lay Colonel Noble, with some seventy of his followers. Almost to a man these were massacred in their beds. The rest of the force, fighting their way through the snow, got together and made so resolute a stand that they were able to capitulate on honourable terms. They were sent out of the country. It was occurrences such as these that made the expulsion of the Acadians a necessity. It is worth while to remember also that the French king, years before, had planned a similar expulsion, on a many times vaster and more merciless scale, to be executed upon all the people of New York and New England – a scheme which fate happily frustrated.”

Shortly thereafter, Roberts was replaced as the lead writer for the railway, which began to take a new course. Typical of these publications was *The Land of Evangeline*, with its photographic scenes of Nova Scotia along the route of the railway, published in 1901 by J. Murray Jordan Co. at South Penn Square in Philadelphia. The book was part of the company’s International Souvenir Series, which reached 29 picture books in 1900-1901. Still, as Woodworth notes, *Evangeline* was foremost in the new railway company’s mind:

“The tourist traffic was indeed the most encouraging aspect of the investment and its rapid growth undoubtedly inspired the Company to go into the steamship business on such a large scale.”

By the 1920s, however, the railway’s attitude towards the events described by Roberts had changed markedly. The architect of this new program was the DAR’s general manager George Graham, who has been described in Woodworth’s history:

“Mr. Graham’s career with the C.P.R. before coming to Nova Scotia was one of steady advancement, characterized by these self-same traits.

Mr., Graham was born at Markham, Ontario, in 1870. Upon his graduation from the Markham Collegiate Institute he wanted to “go West” with a boy chum, but following the counsel of his father he decided instead to learn telegraphy and enter the railway.



John Faed's depiction of the Acadian heroine Evangeline. It was rumoured Longfellow's daughter Fanny sat for the picture, which was later adapted into the Dominion Atlantic Railway's logo.

At the age of 18 he became Night Operator at the little country station of Locust Hill, Ont. He was not very enthusiastic about the work, however, and he soon left it to take a business course in Toronto. But he had not bargained for the lure of railroading, and in 1891 he was back at it again, this time as Operator at a little station near Owen Sound. It was not long before he was promoted from the country stations to become Operator and Ticket Agent at Toronto.

Adjoining the ticket office in the Board of Trade Building was the office of the General Freight Agent, and as Mr. Graham went about his work he had a good view of the staff through the glass partitions that separated the offices. The sight of these clerks, steno graphers and secretaries gave him the idea of taking up shorthand and thus opening up a new avenue to promotion. So, although his hours were long and his duties arduous, the young operator studied shorthand at night.

His opportunity came in June 1897. The C.P.R. were about to build the Crow's Nest Pass and Mr. M. J. Haney, the Manager in charge of construction, needed a Secretary who knew both telegraphy and shorthand - an unusual combination of qualifications that, as it happened only two men on the system possessed - and Mr. Graham got the post.



The Dominion Atlantic's "new" logo from the 1920s, made use of Faed's romantic image of Evangeline to promote its tourist attractions to a largely American market. (Jay Underwood collection.)

Headquarters were established at McLeod, Alberta, and for 18 months Mr. Graham lived in Mr. Haney's house with him and worked at high pressure while the great feat of constructing the Crow's Nest Pass was under way.

Returning to Montreal toward the end of 1898, Mr. Graham was next sent to Winnipeg as Chief Clerk to Sir Thomas Shaughnessy who had just been appointed General Superintendent.

In 1900 he spent six months as Agent at Fernie, B.C, then was transferred back to Winnipeg as Superintendent of Weighing and Refrigeration for Western Lines. In 1901 he was given jurisdiction in that capacity over the whole C.P.R. system, and in 1905 he was promoted to the office of Superintendent of Terminals at Winnipeg. For a year he acted as Superintendent at Brandon, where a new district had been opened, then in 1908 he became Superintendent of Terminals at Fort William, Ont. In 1910 he went to Vancouver as Superintendent, one of the most coveted posts on the C.P.R."

Graham had come to the DAR in November of 1915, and as Woodworth's history indicates, his attention was as focused upon tourism as it must have been on the continuing war effort of the time.

In that sense Graham made Evangeline unique, for she predated the fictional Phoebe Snow character of the Delaware, Lackawanna & Western Railroad which emerged in 1904 and was used by the railroad in its

advertising until just before World War I. Phoebe Snow promoted the cleanliness of the line's "Road of Anthracite" because the fashionable and pristine dresses in which she was pictured would "stay white from noon 'til night" all the way to Buffalo. Portrayed by actress Marian Murray, Phoebe Snow's public appearances and publicity photos were eventually curtailed due to the government's control of the railroads for the war effort.

Not so Evangeline, who took on more prominence for the DAR under Graham, as Woodworth's history indicates:

"Historic Grand Pré, the scene of the deportation of the Acadians and forever clothed with the glamor of sentiment and romance by the poet Longfellow had for many years been the mecca of American tourists. But when they came in search of traces of the scenes described in "Evangeline" only rolling dykelands and a row of old French willows greeted their eyes, and they were disappointed. On the blank field below the station were indeed the historic sites of the chapel where the Acadian men and boys were detained to await the expulsion, the house of the village priest (where Colonel Winslow made his quarters), the ancient well, the old burying ground, but they were all unmarked for the pilgrim to Grand Pré.

An act had been passed by the Nova Scotia Legislature in 1908 entitled "An Act to incorporate the Trustees of the Grand Pré Historical Grounds", which safeguarded the land as a memorial, yet neither Mr. J. F. Herbin, who held the deed of property, nor the Acadian Society had been able to finance any improvements upon it.

In December 1916 Mr. Graham wrote to Sir George Bury recommending the purchase by the D.A.R. of the Grand Pré property. Mr. Herbin, assured that it would be properly preserved, would welcome its disposal and here was an opportunity of making a Memorial Park worthy of the historical associations of Grand Pré. Three months later the land became the property of the Dominion Atlantic Railway for the sum of \$1650.

It is only surprising that Mr. Graham's action was not anticipated years before when the Windsor and Annapolis were widely publicizing the "Land of Evangeline" and trying to attract tourist to it, for here was the very "raison d'être" of the publicity waiting to be exploited.

Present day visitors are arrested and charmed by the beautiful park that has been made by the Dominion Atlantic Railway on that piece of land sacred to the memory of the exiled Acadians. The grounds have been landscaped and planted with lovely gardens that breathe an old-world atmosphere. A Normandy gatehouse stands at the entrance to the park, and on the site of the ancient French church is a Memorial chapel dedicated to the Acadians.

When the land was first purchased by the D.A.R., a clause in the deed ceded the site of the old

church to the Societe De l'Assomption who were to erect the chapel themselves.

Each year hundreds of Acadians made a pilgrimage to the home of their ancestors, each year thousands of visitors from all portions of the globe came to view the historic spot - and this time they are not disappointed. The landmarks are all located and their setting is one of dignity and beauty.

Incidentally, one of these historic landmarks gave rise to a unique exhibition of bigotry in the early days of the park's development. The D.A.R. wished to re-open the old French road leading from the village hill towards the Acadian Chapel, and as official authority was necessary to do this, the residents of Grand Pré, willingly enough, signed the authorizing petition. Then some bigot conceived the notion that the D.A.R. had designs to bring the French back again to Grand Pré and dispossess the English. The idea, absurd as it was, gained ground to such an extent that it thoroughly alarmed the Grand Pré people, and the very persons who had put their names to the petition signed a counter-petition to restrain the railway from opening the road.

From the beginning the Dominion Atlantic was obliged to fight interests whose aim was to commercialize the Grand Pré Park. One of the greatest charms of this permanent memorial is its freedom from the taint of commercialism. The railway has carefully guarded the sentiment surrounding the Grand Pré Park and throughout the work of development it has exercised good judgment and good taste. In this memorial, as created by the Dominion Atlantic Railway, the Province possesses one of its most valuable tourist attractions."

After the war, and with the re-emergence of the Phoebe Snow character in the US, Evangeline took on a renewed popularity. As the DAR sought to raise funds to develop the Grand Pré park, a booklet entitled *Acadian Trails in the Nova Scotian Summer Land*, printed in May of 1924 ignored the points presented by their former chief copywriter:

"History lends a peculiar interest and charm here. The general layout of the Park is intended to preserve and perpetuate a comprehensive national monument, telling in sculpture and in stone structures, of a period when history was in the making; of a passing out of a people whose ambitions were receiving in 1755 a setback in its march of progress, which seemed to augur the complete extinction of the Acadian race forever, at least in this Province of Nova Scotia. The events related herein show how futile are, at times, the designs of men, and how "Time," the great healer, has brought together again these two peoples, now working side by side in the common interest of the country."

But the pamphlet fails to live up to the latter promise, for the references are slight, ignore Robert's perspective and relied upon quotes from Longfellow. The

writer eventually laid blame for the expulsion at the feet of an “over-zealous governor.”

In her book, Chase laid the blame on Colonel Robert Monckton (later spelled Moncton), who oversaw the removal of the Acadians from the area of New Brunswick that is home to the city named in his honour. Most historians now agree the real culprit was William Shirley (1694-1771), then Governor of Massachusetts (Chase’s home state) and an implacable foe of the French, who was recalled to England in 1756 to face treason charges stemming from his poor performance. He was later cleared and resumed his career, serving as governor of the Bahamas in the 1760s. He returned to Massachusetts in 1770, where he died.

Indeed, *Acadian Trails* quotes Rev. Dr. Cutten president of Acadia College at Wolfville, who spoke during the unveiling of the Evangeline statue on July 29 1920. Cutten began:

“Some may ask if the poem “Evangeline” accords with historical fact. Of course it does not! But poetry is always truer than history, and sculpture than biography.”

This convoluted reasoning was presented as evidence that the spirit, if not the person of Evangeline was still alive in those days, but Cutten further buried any attempt at truth when he added:

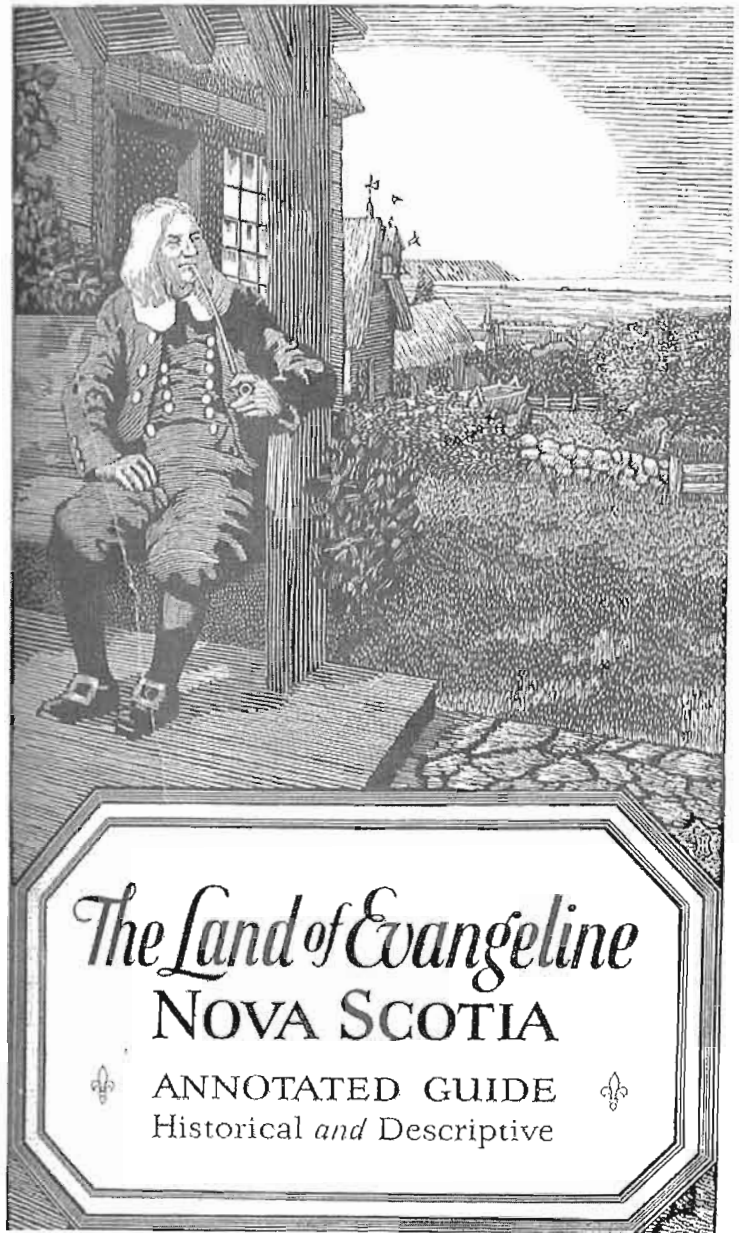
“Poetry touches the unseen and the eternal, - history the seen and the temporal. Sculpture is the snapshot of a heart-beat, biography is the distorted account of real events.”

The railway’s attempt to offer a complete picture of events at Grand Pré excluded Colonel Noble, whom Roberts had made a victim of Acadian intrigue and French atrocity. The pamphlet notes:

“Longfellow’s pathetic yet thrilling story of “Evangeline” reminds us also of Colonel Noble, who fell at the hands of the Acadians and Indians in 1747, under command of Coulon De Villier. It has been suggested that a monument should be erected on the ground near Grand Pre Station where he was buried, to perpetuate his memory.”

This did not happen, and still today Col. Noble’s resting spot remains unremarkable, and unobserved, either by the railway, which has long since left the area, or the provincial government.

For Graham and his marketing department, the target audience was more than simply the Americans of the “Roaring 20s” and their apparent inexhaustible supply of disposable income. The pamphlet for Grand Pré Park notes that there were 592,754 descendants of the Acadians alive in North America at the time, half a million Acadians, and pilgrimages of even a small portion of them in any one year would greatly add to the railway’s revenue.



A cover from a 1930s DAR tourism pamphlet, sold the romance of the Acadian lifestyle to an American market eager to immerse themselves in the legend created by their poet Longfellow. (National Library of Canada - nlc0029999-v6.)

There is another marked difference between the Roberts account and the Graham pamphlet, inasmuch as the attention of the railway, which as part of Canadian Pacific Railways had a British influence, was shown to have strayed. The railway’s herald in the 1895 book was a crest of very British heraldic devices. In Graham’s pamphlet it employed the romantic image of Longfellow’s heroine, based upon the portrait by Scottish painter John Faed (1820-1902). It was rumoured that Faed’s model for the drawing of Evangeline was Fanny Longfellow, the poet’s daughter.

The 175th Anniversary of the Start of the Modern Railway Era

By Fred Angus



This magnificent medal was made in 1830 for T. Woolfield's Bazaar, and sold as a souvenir at the time of the opening of the Liverpool & Manchester on September 15.

The front of the medal depicts the nine-arch Sankey Viaduct, built in 1829 and still in regular service, carrying trains many times heavier than those of 1830. There is an error in the illustration, as the actual Sankey Viaduct has round arches, not pointed ones as shown here. Note the passengers with their parasols riding in the open cars. In the foreground can be seen a boat of the Sankey Canal, and the small arch bridge carrying the old road, both representing the old method of transportation.

The reverse shows the "Moorish Arch" spanning the deep cut at the Liverpool end of the line, as well as two trains, a light locomotive and some spectators. From here the trains descended a cable-operated incline into Liverpool terminal.

Collection of Fred Angus

The modern railway era may be said to have been born just 175 years ago, on September 15th 1830, when the Liverpool and Manchester Rail Road in England opened for service.

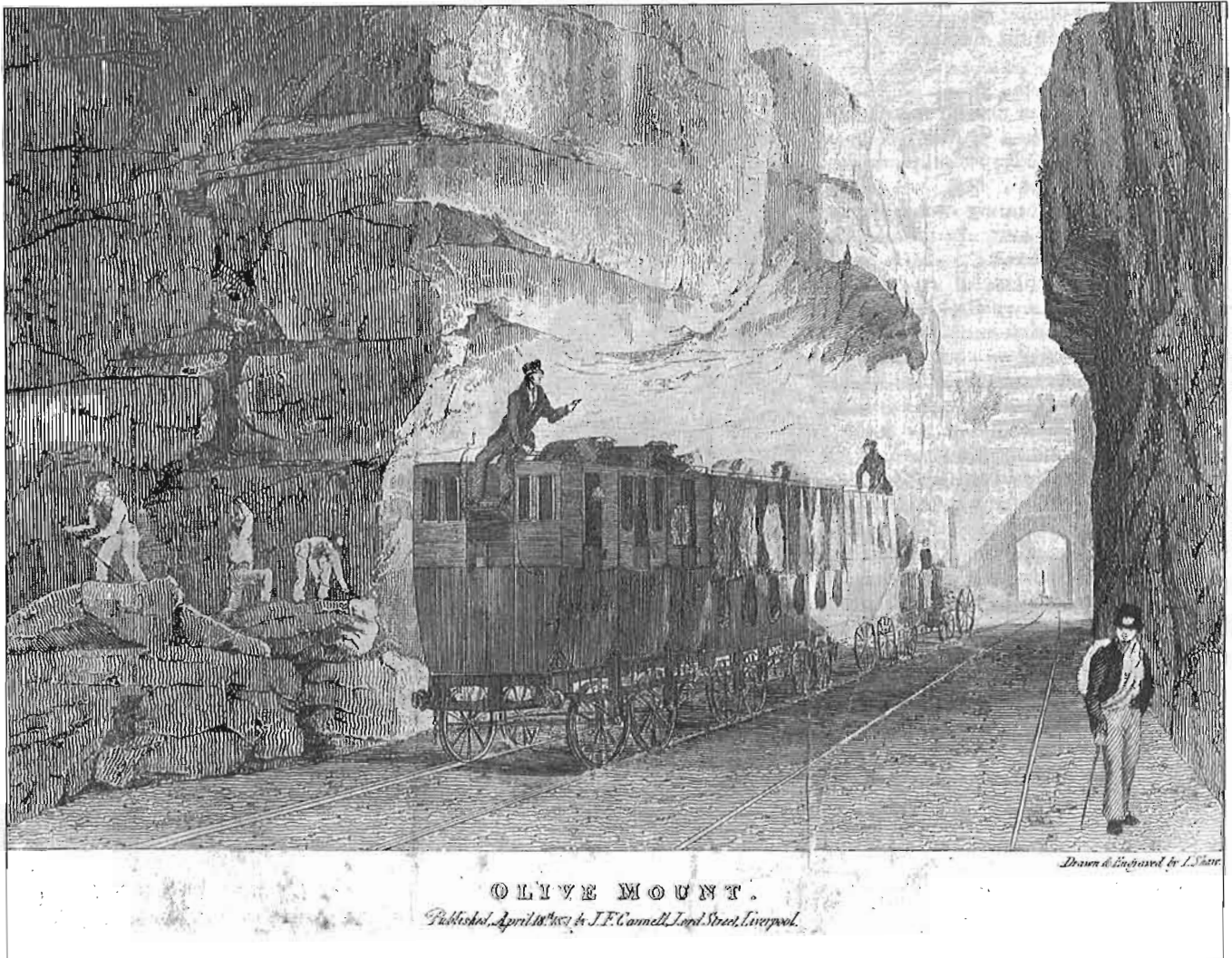
The story of the L&M, and the Rainhill trials of the previous year, are too well known to repeat here. As almost everyone knows, Stephenson's "Rocket" won the competition and established the multi-tubular steam locomotive with blast pipe as the king of railway motive power for the next 125 years.

Railways, of course, had been around for more than a century before 1830, and the first steam locomotive was built in 1804, more than 25 years earlier. In 1825 the Stockton & Darlington Railway had opened as a common carrier, and had used steam locomotives. However the Liverpool and Manchester was something different. It was intended as a heavily-travelled line, both for passengers and freight, between one of Britain's major manufacturing cities, and one of its greatest ports. This was definitely railroading in the modern sense of the word.

Having little precedent to follow, the organizers of the railway had to invent much of what we now take for granted. Even the choice of motive power was not decided until the line was largely complete. Consideration was given to stationary steam engines hauling trains by cables, and even horse operation. It was not until after the Rainhill Trials of October 1829 that it was definitely decided to use steam locomotives of the type pioneered by the "Rocket".

Until shortly before Rainhill, few really appreciated the potential of the steam locomotive. As late as 1825, only five years before the opening of the L&M, Nicholas Wood, in his "Treatise on Railways" had written: "It is far from my wish to promulgate to the world that the ridiculous expectations of the enthusiastic specialists, that we shall see locomotives travelling at the rate of 12, 16, 18 or 20 miles an hour; nothing could do more harm towards their adoption, or general improvement, than the promulgation of such nonsense."

It is one of history's ironies that, little more than four years after writing this statement, Nicholas Wood



This print, published April 18th 1831, depicts the spectacular Olive Mount cutting, deepest on the line. In 1830 it was much narrower than it is today, which made it look even deeper and more impressive. Evidently work on the cutting is not entirely complete, for men are still removing blocks of stone, pausing only to let a train pass.

was one of the judges at the Rainhill Trials where he saw the “Rocket” exceed the maximum speed that he had considered “ridiculous” in 1825. Poor Nicholas certainly had to eat his words. He went on to write two more, much enlarged, editions, of his Treatise, one in 1831, the other in 1838, but all mention of “ridiculous” speeds of locomotives was conspicuous by its absence.

The opening of the Liverpool and Manchester was held amid much celebration, and was a complete success, marred only by the unfortunate accident in which William Huskisson, Member of Parliament, was run over by the “Rocket” and killed.

With the L&M in successful operation, many other railway projects were undertaken, first in Britain, then in other parts of the world. The network in Britain spread at a very great rate and, with the opening of the London & Birmingham in 1838, reached the capital itself.

Railway projects soon began overseas, most notably in the United States. In 1828 there were only 3 miles of railroad in the entire country. By 1830 there were still only 41 miles, but by 1840 the mileage had grown to 2167, and had reached 7355 by 1850. In 1856 there were no less than 23,242 miles of railroad in the U.S.A. (with 17,000 more miles projected), using 6000 locomotives, 10,000 passenger cars, 70,000 freight cars, with 4,750,000,000 passenger miles and 3,000,000,000 ton-miles of freight. All this had come to pass in little more than 25 years since the opening of the L&M.

The first common-carrier railway in Canada began operation in 1836; but growth was slow in the 1840s. After 1850, however, Canada experienced the same sort of boom as in the U.S., as railway mileage multiplied.

Today, railways carry vastly more tonnage than in the 19th century, but we should recall that it all started 175 years ago on the Liverpool & Manchester.

New Coins Honour Chinese Railway Workers



by Fred Angus

In the last twenty years, Canada has issued several coins with railway-related designs, but the latest ones are the most impressive yet.

During 2005 the Royal Canadian Mint is issuing a maximum of 20,000 sets of two special proof quality \$8 coins to commemorate the Chinese railway workers in Canada, especially those who helped build the Canadian Pacific Railway in western Canada between 1880 and 1885. During these years, contractor Andrew Onderdonk arranged for thousands of workers to come from China to build the extremely difficult line from Yale to Eagle Pass (Craigellachie) B.C. At the conclusion of the work, many returned to China, but unfortunately many others died in the numerous accidents that occurred in the construction.

The commemorative coins are very large, about 39 millimetres (more than an inch and a half) in diameter, and weigh 32.15 grams each. The denomination \$8 was apparently chosen because the number 8 is considered lucky in China. The coins are bi-metallic (the same as the regular \$2 coin), the outer portion being pure silver, and the centre also of pure silver, but gold plated.

The obverse (front) of both coins is identical, bearing a portrait of Her Majesty the Queen, with the usual inscription, a maple leaf and the date. The reverse (back) of one coin shows an empty ballast train on the original bridge across the Fraser River at Cisco B.C. about 1885. A number of the workers are standing in the cars. The reverse of the other coin shows the monument in Toronto commemorating the Chinese railway workers.

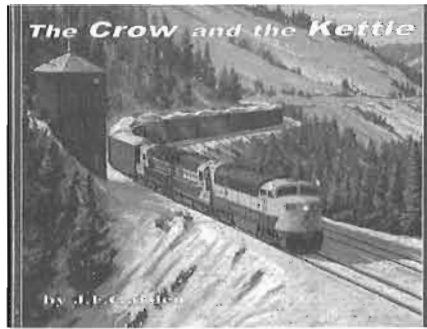
These two coins are sold in sets of two, are encapsulated to prevent tarnish, and come in a special display case. The set sells for \$120 complete, and is obtainable from the Mint, or at many post offices. Because they are pure silver, there is no tax (either GST or Provincial tax) on the purchase price.

Book Reviews

The Crow and the Kettle

by J. F. Garden

Reviewed by David Johnson



For those who haven't had the privilege of personally knowing the Crowsnest Pass and the Kettle Valley areas of southern British Columbia, the one fact that you

must grasp is that all the geographical features run north and south, and the railway wanted to go east and west. This provided an interesting challenge to the builders that resulted in a lot of track running north or south as the rails sought appropriate creeks and valleys that would let them shift back to their primary direction. The geography also dictated that there were multiple summits, seven to be exact, to cross between Medicine Hat, Alberta, and Hope, British Columbia. Thus the railway always seemed to climbing or descending grades. John Garden's book is an amazing photographic record of this wandering line across Southern British Columbia.

The author does not attempt to provide an exhaustive history but encapsulates the overall line and the individual sub-divisions with brief descriptions. He then uses hundreds of colour photographs, some as large as ten by twenty-two inches, with extensive captions to tell the story. The photographs come from a number of

photographers, some who worked for Canadian Pacific Railway in the area, including the author himself, and others who visited over a number of years. The photographers include Ronald Hill, Philip R. Hastings, W. R. Hooper, Jim Hope, A. C. Kalmbach, John Lemming, Robert A. Loat, R. A. Matthews, Phil Mason, Jim Reddington, R. S. Ritchie, B. W. Sanford, Stan Smaill, A. J. Sutherland, John Sutherland, Arthur Weber, R. Whetham, Davie Wilkie, G. B. Will, and Richard Yaremko, as well as the Evan Hossan and Ernst Schait collections.

Unfortunately there are several distracting features of this book. With the text laid out across the whole horizontal format page, it is very hard to read as the human eye is not trained to scan text lines 9" long. There is also minor irritations from the spelling errors throughout the book, from the shift from full justification of the initial pages to left justification from page 27 on, and from the use of Natural Resources Canada large scale maps that require a magnifying glass to follow the railway lines.

Overall, the huge number of photographs, carefully laid out, with care being given to the colour balance, and sufficient text to explain them, outweighs the minor distractions, so this is a significant book that should be included in any collection on Canadian railroading.

The Crow and the Kettle

By J. F. Garden

ISBN No.

Published by Footprint Publishing Co. Ltd.

Price: \$69.95

David W. Johnson

Revelstoke BC

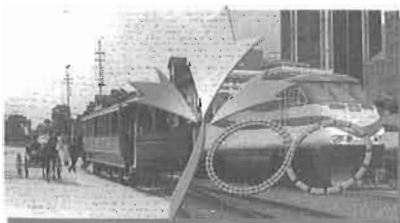
A Century of Moving Canada (English version)

Un siècle du mobilité (French version)

Public Transit 1904 – 2004

By Ted Wickson

Reviewed by Peter Murphy



A Century of Moving Canada
Public Transit 1904-2004

This book was commissioned by the Centennial Task Force of the Canadian Urban Transit Association and the CUTA Board of Directors, to commemorate the

centennial anniversary of the association. Few people are better qualified to write such a book than Ted Wickson, long time public relations officer (now retired) for the Toronto Transit Commission. In addition, Ted is an all round urban transit enthusiast! Ted spend over a year researching various transit and public archives for material (text and photos) to include in this work.

The book has soft colour covers, 8 ½ X 11 inch horizontal format, 160 pages, with a generous mix of both black and white and colour photos. A Century of Moving Canada is really a history of the CUTA, but is also a de facto history of urban transit in Canada from 1904 to 2004. Main chapters include: The Early Decades, Transit in Wartime, Post-war Revitalization, Maintaining High Standards with a 'Moving Canada' conclusion.

All modes of urban transit whose owners / operators are members of CUTA are dealt with including:

streetcar, interurban, busses (diesel and electric), light rail, urban rail, ferry, funicular, subway, etc. If it moved Canadians, it's included in this book!

Ted has gone to great lengths to tell the urban transit story from coast to coast. The book is not monopolized by transit operators in the major centres, (Toronto, Montreal), although they do receive adequate treatment. The photo selection is generous and varied. From the Kingston, Portsmouth and Cataraqui open car through to photos of the Ottawa 'O Train' and AMT's electrified Deux Montagnes commuter line, Ted has captured the spirit of public transit in Canada, both then and now. Of special interest are the 'Public Transit Milestones in Canada' from 1752 to 2004.

I find the layout unusually refreshing with a generous left margin, within which are some photos and text. Other photos are reproduced in larger format conventionally throughout the book. Maximum use has been made of the four colour printing process. This is not an in depth study, but an easy to read overview of the development of urban transit in Canada.

Every transit enthusiast should have it in his library!

A Century of Moving Canada (English version)

Un siècle de mobilité (French version)

By Ted Wickson

ISBN No. 0-920559-68-9

Published by the Canadian Urban Transit Association

Price: \$40

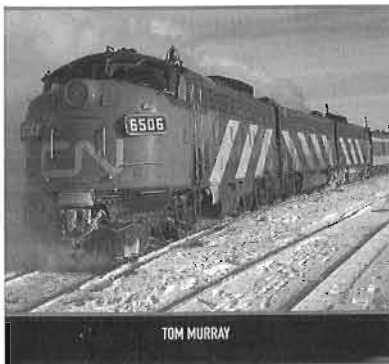
Canadian National Railway

By Tom Murray

Reviewed by Lorne Perry

MBI RAILROAD COLOR HISTORY

CANADIAN NATIONAL RAILWAY



Interesting just how many long-term dedicated CN enthusiasts there are in the USA. The author's passion for trains was passed on from his dad, resulting in a railroad career dating from 1970. But all of it has been spent south of the border. Tom resides in Martinez CA., fascinating!

About the title: There is a clear and accurate statement on page eight about nomenclature, which I quote:

"The plural 'Canadian National Railways' was used on equipment and company publications for many years, and the company was commonly referred to as 'CNR' by both employees and the general public. By the 1970s the simpler 'Canadian National' ('Canadien National' in French) began to appear, reflecting two corporate trends; diversification and bilingualism. Today the company is formally known as 'Canadian National

Railway Company'. It uses 'CN' as its corporate identity, which is how we will refer to the company in this book."

All of which begs the question, why no 's' on Railway in the book title? It looks odd to this Canadian, and is not supported by CN officialdom either.

Apart from that, I have no criticisms; only praise. It is a handsomely illustrated 160-page treasure, providing a capsule history right up to 2004, and perceptive insights into CN's corporate and marketplace strategies over the years.

The photos, most of them in colour, are drawn from private collections (including the author's) and various archives. They are refreshing in that hitherto they have been seldom if ever published. The inclusion of a number of superbly reproduced timetable covers, brochures, map excerpts and ads becomes a counterpoint to the sometimes gritty photos of Canadian railroading in all seasons.

At a rate of about one per page, the photos break down into categories as follows: 30% pre-dieselization and the balance documenting the stages of development in modern-day railroading.

A subject like CN becomes a major condensing job for the author. In the process Tom Murray has never lost sight of the need for a clear perspective and delicate balance among competing themes. Did I indicate that I approve of his work?

Canadian National Railway

By Tom Murray

Published by MBI Publishing Company

ISBN 0-7603-1764X

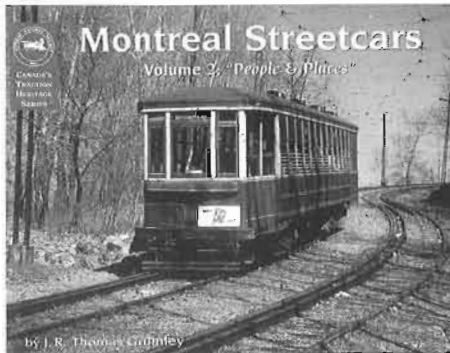
Price: \$49.95

Montreal Streetcars

Volume 2: "People & Places"

By Thomas Grumley

Reviewed by Peter Murphy



Thomas Grumley has been busy writing traction topic books for publication by the Bytown Railway Society. These have been published as

part of Bytown's Canada's Traction Heritage Series.

This is his latest effort and is his second on the topic of Montreal streetcars, this one focuses on 'people and places'.

This book is 8 1/2" X 11" horizontal format with soft covers and contains 31 black and white and 23 colour photos, as well as a faithfully reproduced fold out 1929 system map glued inside the back cover.

Similar to the other books in Bytown's Traction Heritage Series, this is not a history of the MTC but a compendium of excellent photos with extended captions

and short articles reminiscing about the great Montreal streetcar system that used to be. Thomas has gone to great lengths to seek out never before published photographs in both black and white and colour, especially from the Montreal Gazette Collection – Library and Archives Canada.

The first topic covered in the book is the working life of a few MTC employees, an insight seldom seen in print. Some of the 'places' covered are: Aylmer Terminus, Craig Terminus, Place D'Armes, as well as famous intersections such as St. Catherine and St. Urban, Bleury and St. Catherine, Notre Dame and Delormier, etc. The book is smattered with a variety of related newspaper clippings from the Montreal Daily Star, The Gazette and Montreal Tramways announcements.

The printing quality of the book is excellent, colours are true, black and white prints are sharp, William Pharoah's cover shot of 1477 on the Mountain line is outstanding.

This is an easy read, a pick it up, put it down kind of book, to be read in front of a cosy fire some upcoming snowy evening. If you are a traction enthusiast, especially a Montreal one, this book is not to be missed!

Montreal Streetcars, Volume 2

By Thomas Grumley

Published by the Bytown Railway Society

ISBN 0-921871-08-2

Price: \$ 14.95

All books reviewed are available from the Exporail Boutique either in person, or by mail (cost of postage and applicable taxes extra).

BACK COVER TOP: OTC 696 towards the end of its working life photographed by OC Transpo at the Cobourg car barn in Ottawa.

BACK COVER BOTTOM: Canadian National Railways 5702 and CRHA excursion train being coaled at an historic wooden coaling tower at Garneau, Quebec on October 5, 1958. Photo Ronald S. Ritchie.

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Canadian Rail

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