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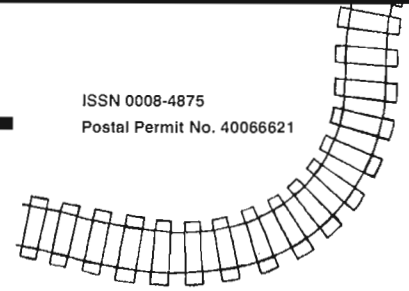


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FRONT COVER: Riding high! CPR Trainmaster 8917 is on a LaSalle transfer, delivering cars to the compact yard at Lasalle, Quebec back in June 1970. The 8917 was ordered from the Canadian Locomotive Company in Kingston, Ontario, on November 29, 1955 and was delivered to CPR as part of order C-638 between September and October 1956. Stan J. Smail.

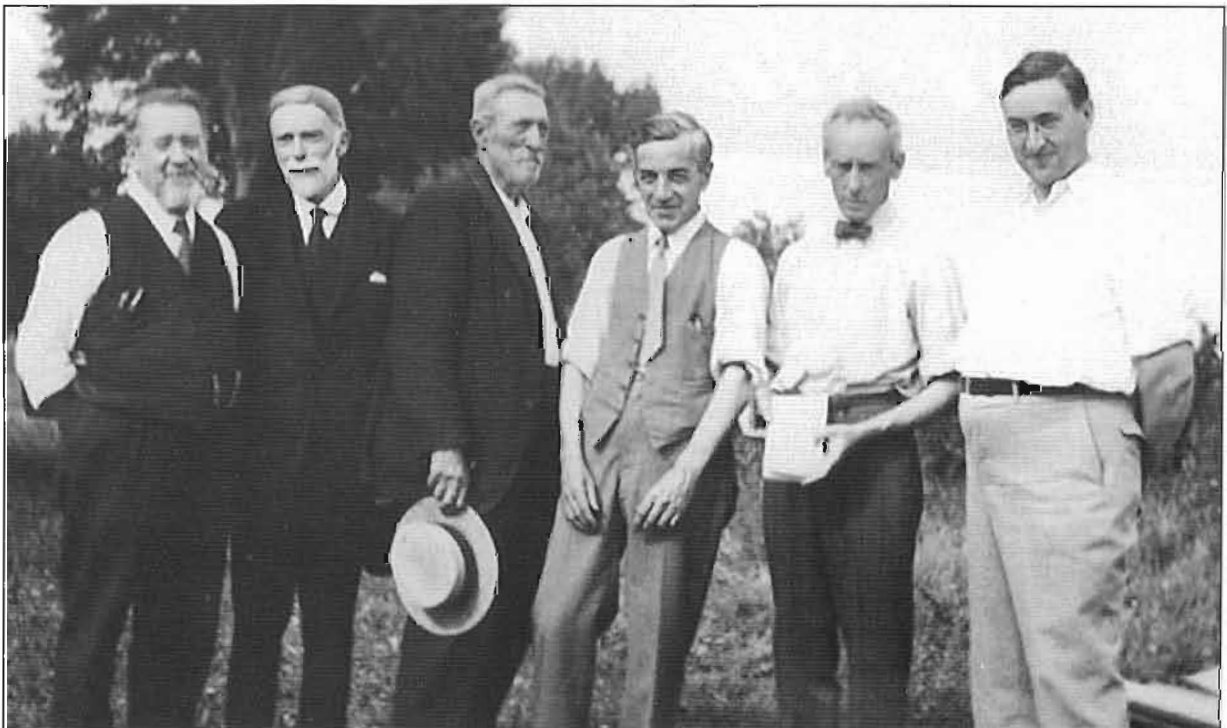
BELOW: The earliest known photo of a group of CRHA excursionists taken in 1932 by Donald Angus, from left to right are Victor Morin, unknown, unknown, Mr. Renaud, John Loye and Robert R. Brown.

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 2007:
In Canada: \$45.00 (including all taxes)
United States: \$43.00 in U.S. funds.
Other Countries: \$80.00 Canadian funds.

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A Concise History of the CRHA

By: Stephen Wray

As our 75th. anniversary year draws to a close, we are pleased to present a concise history of the CRHA in three parts.

Part 1, The Formative Years

The Canadian Railroad Historical Association (CRHA) is a non-profit, federally incorporated organization, founded in 1932. The C.R.H.A. is the oldest organization in Canada pledged to the preservation and interpretation of Canada's railroad history. The inclusion of the word "Canadian" in the name of the Association indicates a commitment from the beginning to fully represent Canadian railroad history from coast to coast.

The CRHA has 1000 members and 12 Divisions across Canada and publishes *Canadian Rail*, a bi-monthly magazine dedicated to Canadian railway history. It owns and operates Exporail, formerly the Canadian Railway Museum, in Delson / St. Constant, Quebec. Exporail, established in 1961, is Canada's largest railroad museum and is considered by museum experts as one of the best in the world.

Un aperçu de l'histoire de l'ACHF

Par : Stephen Wray

Traduit en français par : Denis Vallières

C'est avec plaisir que nous vous présentons un aperçu de l'histoire de l'Association canadienne d'histoire ferroviaire (ACHF), en cette fin d'année du 75e anniversaire de l'Association.

1^{ère} partie, "Les Fondaments"

L'ACHF, un organisme sans but lucratif et incorporé au niveau fédéral, a été fondée en 1932. Il s'agit du plus ancien organisme voué à la préservation et à l'interprétation de l'histoire du chemin de fer canadien. Le terme « canadien » indique bien la volonté qu'a eue l'Association, dès ses débuts, de représenter le Canada d'un océan à l'autre.

L'ACHF compte près de 1000 membres répartis en 12 divisions à travers le Canada. Elle publie *Canadian Rail*, un magazine bimensuel dédié à l'histoire ferroviaire canadienne. Elle possède de plus Exporail, le Musée canadien d'histoire ferroviaire, situé à Delson/Saint-Constant au Québec. Exporail, établi en 1961, est le plus important musée ferroviaire canadien et est considéré, selon des experts muséaux, parmi l'un des premiers au monde.



CRHA excursionists attempting the view the sunken wreck of the SS Vermont in 1938. CRHA Archives, Fond W.G. Cole

Designed to appeal to all ages, Exporail is situated on 50 acres of land containing three display buildings, with a total of 125,600 sq. ft. of exhibition space, a 25,000 sq. ft. reserve building, an 1882 country station, a restoration shop and a turntable. Exporail features rides on a one-mile tramway line, a two-mile railroad line and an outdoor miniature railroad. It also has an extensive HO-gauge model railroad installation. The facility includes a library, an archive center, temporary exhibit spaces, a multi-purpose hall, a theatre, and food and retail spaces. How did all this come to be?

HISTORY

On the evening of March 15, 1932, at the Chateau de Ramezay in Montreal, seventeen members of the Antiquarian and Numismatic Society met at the conclusion of an exhibition of railroadiana. The exhibition had been mounted to commemorate the 100th anniversary of the granting of a charter for Canada's first public railway, the Champlain and St. Lawrence Rail Road.

Victor Morin, President of the Antiquarian and Numismatic Society was in the chair and John Loye outlined the nature of a proposed society of railway historians and enthusiasts. At the conclusion of the gathering, fourteen signified their intention to join such a group.

The Canadian Railroad Historical Association was established forthwith with the following executive: John Loye – President, Robert R. Brown – Secretary and Victor Morin - Chairman. These men would play outstanding roles in the affairs of the Association for many years. The term railroad was specifically chosen to comply with the North American custom rather than the British term railway.

Exporail est ouvert aux visiteurs de tous âges. Il est situé sur un terrain d'une superficie de 50 acres où sont érigés trois bâtiments d'exposition d'une superficie totale de 125 600 pieds carrés (11 668,6 mètres carrés) en plus d'un bâtiment de réserve de 25 000 pieds carrés (2 322,6 mètres carrés), d'une gare rurale datant de 1882, d'un atelier de restauration et d'une plaque tournante. Exporail offre comme attractions un circuit de 1 mille (1,6 kilomètre) de tramway, un circuit ferroviaire de 2 milles (3,2 kilomètres) et un chemin de fer miniature extérieur. En plus d'une collection de matériel roulant, on trouve à l'intérieur du pavillon central un vaste réseau ferroviaire miniature à l'échelle HO, une bibliothèque, un centre d'archives, un local pour les expositions temporaires, une salle polyvalente, une salle de projection, une cafétéria ainsi qu'une boutique de souvenirs.

Comment l'ACHF en est-elle arrivée à une telle expansion?

Histoire

Le soir du 15 mars 1932, au Musée du Château Ramezay à Montréal, 17 membres de la Société d'archéologie et de numismatique se réunirent dans le but d'organiser une exposition ferroviaire, afin de commémorer le 100e anniversaire de l'établissement de la charte du premier chemin de fer public canadien, le Champlain and St. Lawrence Rail Road.

Victor Morin, président de la Société d'archéologie et de numismatique, anima ce soir-là l'assemblée et John Loye traça les grandes lignes d'une proposition de société composée d'historiens et de passionnés du chemin de fer. À la suite de cette première rencontre, 14 personnes manifestèrent leur intention de se joindre au groupe.

Ainsi naquit la Canadian Railroad Historical Association (CRHA) ou ACHF. John Loye fut élu président, Robert R. Brown, secrétaire et Victor Morin, président d'assemblée. Ces hommes joueront des rôles importants au sein de l'Association pendant plusieurs années. Le terme railroad fut choisi dans l'appellation anglaise en référence à la terminologie nord-américaine plutôt que le terme britannique railway.

CANADIAN RAILROAD HISTORICAL ASSOCIATION

HONORARY EXECUTIVE

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 VICE-PRES., R. C. VAUGHAN, O.B.E.
 " D. C. COLEMAN
 " CHAS. E. FISHER



ST. LAWRENCE & ATLANTIC RD.
 Opened, Longueuil to Beloeil,
 First Section, May, 1847.

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 S. S. WORTHEN
 3 PROSPECT STREET
 WESTMOUNT

EXECUTIVE

PRESIDENT, JOHN LOYE
 VICE-PRES., DONALD F. ANGUS
 TREASURER, ARTHUR HUDDALL

COUNCIL

R. G. HARRIES
 C. L. TERROUX
 CHAS. VIAU

MONTREAL & LACHINE RAILROAD
 Opened, November 19th, 1847.
 First Railway into Montreal City.

Le Centenaire du Chemin de Fer Au Canada

L'ANNÉE 1932 a marqué le centenaire d'un événement important dans la vie commerciale, industrielle et sociale d'un pays: le chemin de fer. L'acte de naissance de ce facteur puissant de notre vie nationale se trouve, en effet, dans l'adoption de l'acte d'incorporation de la Compagnie des Propriétaires du Chemin de Fer de Champlain et du St-Laurent, qui remonte au 25 février 1832.

La Société d'Archéologie et de Numismatique de Montréal ne pouvait pas rester indifférente à ce souvenir historique. Dès le 14 février, elle invitait le public à visiter dans ses salles une exposition rétrospective de tout ce qui se rattache à l'évolution du chemin de fer en ce pays; et elle en faisait le couronnement dans une séance solennelle au cours de laquelle M. John Loye, principal promoteur du projet, fit une causerie extrêmement intéressante accompagnée d'exhibition de modèles de locomotives anciennes et modernes, préparés par les soins de M. R.R. Brown.

A l'issue de cette séance, l'Association Historique des Chemins de Fer Canadiens était fondée sous les auspices de la Société d'Archéologie et elle tient, depuis lors, ses réunions chaque mois au Château de Ramezay.

Plus tard M. Robert R. Brown, secrétaire de la nouvelle association, rappelait à ses membres, au cours d'une de ses séances mensuelles, une des

entreprises des plus curieuses qui aient jamais été tentées et conduites à bonne fin dans aucun pays: celle de la construction d'un chemin de fer sur la glace, destiné à remplacer le service d'un traversier sur le fleuve Saint-Laurent, entre Montréal et Longueuil, pendant les mois d'hiver.

Ceux d'entre nous dont les souvenirs remontent à cinquante ans se rappellent, en effet, avec quel scepticisme fut accueillie l'annonce de ce projet, avec quel ébahissement on en vit la réalisation et avec quel intérêt on en suivit les diverses péripéties dans les journaux du temps.

On nous saura gré de reproduire ici un article de M. Loye, président de l'Association Historique des Chemins de Fer Canadiens, sur les origines du chemin de fer au Canada, et un article de M. Brown, son secrétaire, sur le chemin de fer qui circulait sur la glace du fleuve Saint-Laurent, pendant l'hiver, entre Montréal et Longueuil.

L'Éditeur.

Excerpt from:

*The Canadian Antiquarian and Numismatic Journal
Published by the Antiquarian and
Numismatic Society of Montreal
In its Chateau de Ramezay*

Fourth Series. 1933 Vol. IV—Nos. 1, 2, 3, 4

A one paragraph account of the inauguration of the CRHA appeared in a 'back page' of The Gazette, Montreal's morning newspaper. It included an invitation to anyone sufficiently interested to attend the next meeting on April 6th, and to enroll. Mrs. Mabel E. Bevington, librarian of the Canadian Pacific Railway, and Robert V.V. Nicholls, an undergraduate student at McGill University, appeared and joined in response to the invitation.

Dans le quotidien The Gazette, un paragraphe entier annonça dans les jours suivants l'inauguration de l'ACHF. Une invitation à devenir membre et à participer à la prochaine réunion, prévue pour le 6 avril, y était incluse. Mme Mabel E. Bevington, bibliothécaire pour le Chemin de fer du Canadien Pacifique, et M. Robert V.V. Nicholls, étudiant à l'Université McGill, répondirent aussitôt à l'invitation.

CRHA Founding Members / Membres fondateurs de l'ACHF

The original fourteen who signed up at that first meeting were:
Les quatorze membres fondateurs lors de la première assemblée furent :

John Loye	W.E. Foster	Mr. Renaud	Geo. W. Singleton	H. Rake
M. Spriggs	C.L. Terroux	Miss / Mille Anna O'Dowd	L.W. Powers	H.D. Guillet
R.R. Brown	P.O. Tremblay	Victor Morin	J.E. Dolma	

Mabel Bevington and Robert Nicholls
Joined at the second meeting but were deemed
To be 'founding members'.

Mme Mabel Bevington et M. Robert Nicholls se
joignirent à la deuxième réunion et furent considérés
aussi comme membres fondateurs.

At the same meeting, a Board of Directors for 1932 was elected and a simple set of by-laws were approved. Very soon the gatherings assumed a pattern which was to be followed for many years. Ten monthly meetings were held between September and June in Montreal, usually in the Council Room of the Chateau de Ramezay. Trips to places nearby of railway historical interest were held usually in July and August.

Lors de cette réunion, un conseil d'administration fut élu pour l'année 1932. Il adopta un ensemble de règlements de base et choisit une procédure d'assemblée. L'Association se réunissait 10 fois par année par année à Montréal (de septembre à juin), le plus souvent dans la salle du conseil du Musée du Château Ramezay. En juillet et en août, on organisait souvent des excursions en lien avec l'histoire ferroviaire.

List of CRHA Presidents / Liste des Présidents de l'Association :

John Loye 1932-40
C. L. Terroux 1941
John Loye 1942-45
R.G. Harries 1946
John Loye 1947
C. L. Terroux 1948
Sanborne S. Worthen 1949-52
Omer Lavallee 1953-54
Sanborne S. Worthen 1955-56
Anthony Clegg 1957

Ken Chivers 1958
Robert V.V. Nicholls 1959-71
C. Stephen Cheasley 1972-76
J.S. Hallier 1977
Charles de Jean 1978-82
David Johnson 1983-92
Walter Bedbrook 1993-96
François Gaudette 1997-99
James Bouchard 1999-04
C. Stephen Cheasley 2004-

In 1952, Robert R. Brown recalled that the avowed purpose of the Association was the study of Canadian railway history and, during the first five or six years, practically all members were railway historians and were engaged in research work of one sort or another. The CRHA was a learned society!

En 1952, Robert R. Brown annonça que la mission de l'Association consisterait dans l'étude de l'histoire ferroviaire canadienne, et de fait, pendant les cinq ou six premières années, pratiquement tous les membres se vouèrent à diverses recherches sur le sujet. L'ACHF devenait ainsi une société d'étude!

The CRHA Seal and Logo

John Loye, the Association's founding President (1932-40, 1942-45, 1947), was by profession a designing draughtsman. He was skilful and imaginative. Both of these talents had been put to full use in designing in the early days the stationery for the Association and for the Centenary Celebration Committee

The minutes of the March 9, 1938 meeting record an important decision in the following words: "After a lively discussion, the design of Mr. Loye (for a seal), which followed as closely as possible the design for that of the Champlain & St. Lawrence Rail Road was approved....." Though a seal, in a limited sense of a device to emboss documents and sealing wax, was not forthcoming until much later (1960), the approved design of a seal became the crest of the Association forthwith. It has been much admired.

It has been incorporated in the printing of countless letterheads, envelopes, flyers, periodicals, etc. A spectacular version of it, produced in 'living

Le sceau et le logo de l'ACHF

John Loye, président fondateur de l'Association (1932-1941, 1942-1945, 1946-1947), était un dessinateur en design de profession. Réputé habile et imaginatif, il mit à contribution ces deux talents pour créer le logo de l'Association et celui du Comité de la célébration du centenaire.

On trouve dans le compte-rendu de la réunion de mars 1938 cette phrase importante : « Après vives discussions, le design de Monsieur Loye (pour un sceau), qui ressemble de près au design du chemin de fer Champlain & St. Lawrence, est approuvé... ». Bien que le sceau, en tant qu'appareil pour embosser un document ou le sceller avec de la cire, ne fut pas utilisé au-delà des années 1960, son design devint dès ce moment l'emblème de l'Association. Il fut alors grandement admiré.

Il a été utilisé pour l'impression de nombreux en-têtes de lettres, enveloppes, circulaires, périodiques, etc. Une version enseigne, en couleurs vives, fut installée sur la grille arrière des trains lors de

colour', was carried as a drumhead insignia on the gate of the rear car of countless CRHA excursion trains. It is now preserved in honourable retirement at the Museum.

Source: Robert V.V. Nicholls typewritten memoires, 1982 (extract)

There have been 6 versions of the CRHA logo, the legal seal remains version 3 dating from 1958.

nombreuses excursions organisées de l'ACHF. Cette enseigne occupe maintenant une place d'honneur au musée.

Source: Robert V.V. Nicholls 1982 (extrait)

Il y a eu six versions du logo de l'ACHF. C'est la version de 1958, la troisième, qui prévaut aujourd'hui.

Version 1 – 1932

This earliest version was based on the insignia of the Grand Trunk Railway of Canada. Very elaborate, you can see the basis of what will later become the main element in the CRHA logo. We assume this is the logo that was used in conjunction with the Centennial Celebrations and so may explain the Grand Trunk influence.



Version 1 – 1932

Cette version, la plus ancienne, fut inspirée par le chemin de fer du Grand Tronc du Canada. Très travaillée, elle fut l'élément de base pour la création du logo de l'ACHF. Ce logo fut utilisé à l'occasion des célébrations du centenaire, ce qui explique l'influence du Grand Tronc.

Version 2 – c1939

This is the seal design referred to by Robert Nicholls above, it was again designed by John Loye, modeled more closely after the seal of the Champlain & St. Lawrence Rail Road which is reproduced below. This crest appeared on excursion flyers as late as 1958.



Version 2 – vers 1939

C'est probablement le sceau auquel faisait référence Robert Nicholls dans le texte ci-dessus. Il fut aussi créé par John Loye selon le modèle du sceau du Champlain & St. Lawrence Rail Road, reproduit ci-dessus. Cet emblème apparaissait sur les circulaires annonçant les excursions jusqu'en 1958.



Version 3 – c1958

Version 2 was too elaborate for the taste of the 1950's and would have been difficult to make a proper 'seal' with all the detail. John Loye went to work again and produced version 3 which is the seal and logo that we are most familiar with. This seal remains the legal CRHA seal to this day. This logo first appeared on the CRHA News Report (predecessor to Canadian Rail) on issue No. 88, April 1958.



Version 3 – vers 1958

La version 2 était trop compliquée au goût des années 1950 et était difficile à reproduire avec tous ses détails. John Loye se remit donc à la tâche pour produire la version 3, qui nous est aujourd'hui plus familière. Cette dernière version est actuellement le sceau officiel de l'ACHF. Le logo apparut pour la première fois sur le numéro 88 du News Report (prédécesseur du Canadian Rail) en avril 1958.

Version 4 – c1992

In the early 1990's, the Board of Directors grappled with the issue of trying to make the CRHA logo / crest bi-lingual. They wished to maintain the integrity of the basic logo but there was not enough room around the outer circumference to reproduce the Association's full name in both languages. As a compromise it was decided to eliminate the writing all together, use a 'generic' logo with the Association's full name printed in both languages at the bottom of the letterhead. The legal 'seal' was never changed from version 3. This crest was never used on Canadian Rail, only on envelopes and letterheads.

**Version 4 – vers 1992**

Au début des années 1990, le conseil d'administration tenta de créer un logo emblématique bilingue pour l'ACHF. On espérait garder le logo original, mais il n'y avait pas suffisamment de place sur le cercle extérieur pour y reproduire le nom de l'Association dans les deux langues. Comme compromis, il fut décidé d'éliminer complètement l'écriture sur le cercle et d'inscrire plutôt le nom de l'association dans les deux langues sous le logo. Cependant, c'est la version 3 qui demeura officielle. La version 4 ne fut jamais utilisée sur le Canadian Rail, mais uniquement sur les enveloppes et les en-têtes de lettres.

Version 5 – 1994

Version 4 was never very popular, it appeared too stark compared to version 3 which had been used for many years and was widely accepted. It was decided by the Board of Directors to go back to version 3 (English version), but make a standalone French version. Both crests (English and French) were used on letterheads and on the cover of Canadian Rail commencing in January 1994.

**Version 5 – 1994**

La version 4 ne fut jamais populaire, elle apparaissait banale et dénudée comparativement à la version 3 qui, elle, fut utilisée pendant de nombreuses années et était largement reconnue. Il fut décidé par le conseil d'administration de retourner à la version 3 (version anglaise) et d'y ajouter une version française. Les deux emblèmes (français et anglais) furent utilisés sur les en-têtes de lettres et sur la page couverture du Canadian Rail à partir de janvier 1994.

Version 6 – 2002

While the Board was content with the individual English and French version of the crests, they wished to establish a bi-lingual image on letterheads, Canadian Rail, and the like, and so both crests had to be presented side by side. The look was overburdening and the Board again proceeded to try and find a solution to the bi-lingual crest issue.

**Version 6 – 2002**

Le conseil d'administration semblait satisfait des deux emblèmes distincts en français et en anglais; on espérait ainsi établir une image bilingue de l'Association grâce aux deux emblèmes apposés côte à côte sur les en-têtes de lettres, sur le Canadian Rail, etc. Cependant, l'effet produit semblait surchargé et le conseil se mit de nouveau à la recherche d'une nouvelle version d'un emblème bilingue.

After several options were studied, it was decided to maintain the core 'Dorchester' element but drop the full name (in either language) and insert the CRHA's initials in both languages in its place. The full name of the Association was printed in both languages at the foot of letterheads, etc. This crest design was introduced in January 2002 and appears to have gained acceptance, it is the version still in use.

Après avoir étudié quelques options, il fut décidé de maintenir la Dorchester comme élément du centre et de remplacer dans les cercles les noms dans les deux langues par les sigles CRHA et ACHF. Le nouveau design date de janvier 2002 et semble être accepté depuis, de plus en plus.

R.C. Jacobsen/Peter Murphy

R.C. Jacobsen/Peter Murphy

Beginning with the June 15, 1932 meeting, memorabilia (pictures, documents, books, three-dimensional objects, etc.) were frequently displayed and often accepted as donations. As the gifts were accumulated, they were placed in the care of Miss Anna O'Dowd, Assistant Curator of the Chateau de Ramezay, who had been appointed the CRHA Custodian. By the summer of 1939 our possessions had become sufficiently numerous to make the preparation of an inventory highly desirable. This task was undertaken by Bevington and Nicholls.

As time went on and new technologies appeared, the entertainment program was improved to suit. Members were entertained by movies in 1932, colour slides in 1949, and debates from 1954, and later railroadiana auctions. The C.R.H.A. was incorporated as a not-for-profit corporation in 1941, but suspended its excursions and publications for the duration of World War II.

The summer of 1932 saw the first of many C.R.H.A. excursions. The first, on June 19, 1932, was to the abandoned roadbed of the Lanoraie and Industrie Railway, the oldest component of the Canadian Pacific Railway and where the 'Dorchester', lived out its final days. During this trip, a stop was made at Le Musée Joliette to see the nameplate of the "Dorchester", the first locomotive to operate on a public railroad in Canada. This nameplate is now on permanent loan to the Canadian Railroad Historical Association, and is on display at Exporail. The original right of way of the Champlain and St. Lawrence was traced on the second excursion held on July 17, 1932.

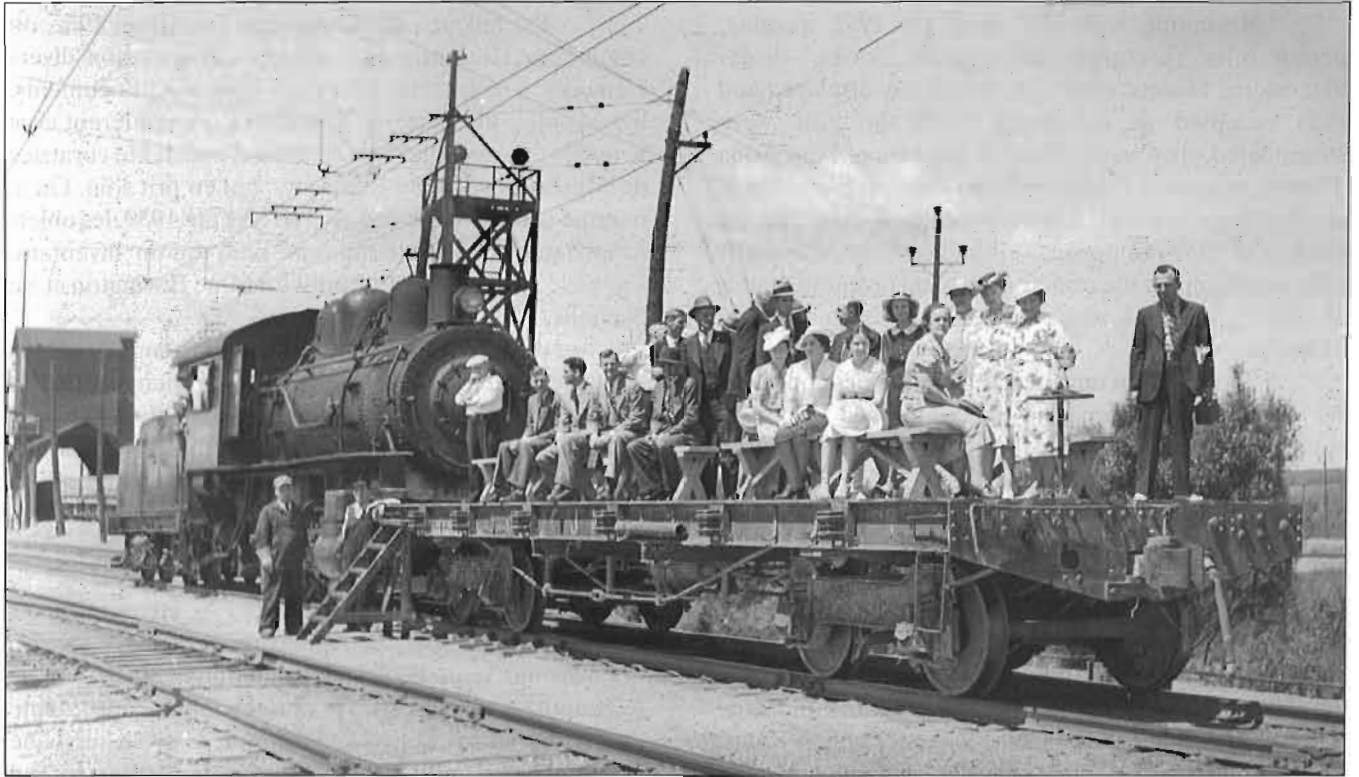
Par ailleurs, dès la réunion du 15 juin 1932, on commença à montrer et à offrir à l'Association divers éléments à caractère historique (photos, documents, livres, objets divers, etc.). Ces dons s'accumulèrent avec le temps et c'est Mlle Anna O'Dowd, assistante curatrice du Musée du Château Ramezay, qui en prit soin. On la nomma conservatrice de l'ACHF. À l'été 1939, les objets furent suffisamment nombreux pour qu'un inventaire s'impose. Cette tâche fut confiée à Mme Bevington et M. Nicholls.

Au fil des ans, les activités s'adaptèrent aux nouvelles technologies. On invita les membres à des projections de films (1939), puis de diapositives (1949), à des conférences (1954) et plus tard à des ventes aux enchères d'objets ferroviaires. L'ACHF fut incorporée en tant qu'organisme sans but lucratif en 1941. Cependant, toutes les excursions et les publications furent suspendues pendant la Deuxième Guerre mondiale.

Une première excursion de l'ACHF eut lieu dès l'été 1932. En effet, le 19 juin de cette année-là, on organisa une visite de la voie abandonnée du chemin de fer Lanoraie et Industrie, la plus ancienne constituante du Chemin de fer Canadien Pacifique. C'est là aussi que la Dorchester, première locomotive à circuler sur un chemin de fer public canadien, termina sa carrière. Pendant le trajet, on s'arrêta au Musée de Joliette afin d'y admirer la plaque nominative de la Dorchester. Cette plaque, prêtée en permanence à l'Association, est en montre aujourd'hui à Exporail. On fit visiter la voie originale du Champlain & St. Lawrence à l'occasion d'une seconde excursion, le 17 juillet 1932.

LIST OF PRE-WORLD WAR II EXCURSIONS

No.	DATE	EQUIPMENT	DESTINATION	SPECIAL EVENT
1	June 19, 1932	Automobile	Joliette, QC	First excursion to Lanoraie & Industry Ry.
2	July 17, 1932	Automobile	St. Jean, QC	Trace the C&St.L roadbed
3	Oct. 23, 1932	Automobile	Grenville, QC	Trace the Carillon & Grenville
4	July 8, 1934	Automobile	Philipsburg, QC	Trace the Philipsburg Junction Railway.
5	Aug. 12, 1934	Automobile	St. Pie / Port Kent, NY	Via Burlington VT ferry
6	Sept. 22, 1935	Automobile	No information	No Information
7	Oct. 4, 1936	Automobile	Rouses Point, NY	Via St. Remi, Hemmingford
8	July 28, 1937	Automobile	Drummondville, QC	Via Yamaska, Rougemont, etc.
9	August 8, 1937	Automobile	Montreal, QC	Visit Pointe St. Charles shops
10	August 29, 1937	Automobile	Montreal, QC	Visit CPR Angus shops
11	Sept. 26, 1937	Scheduled CNR	Kingston, QC.	Visit Canadian Locomotive Company
12	Oct. 24, 1937	Automobile	Montreal, QC.	Visit Montreal Locomotive Works
13	Jan. 15, 1938	Automobile	Montreal, QC.	Visit Sir. Wm. Van Horne's mansion
14	June 5, 1938	Scheduled CVR	St. Albans, VT	Visit St. Albans stn. & CVR shops
15	June 26, 1938	Automobile	Cantic, QC	To view the submerged wreck of 'Vermont'
16	July 3, 1938	Automobile	Cantic, QC	To view the submerged wreck of 'Vermont'
17	Oct. 15, 1938	Automobile	Westmount, QC.	Visit signal tower at the Glen Yards
18	July 9, 1939	Scheduled CNR	Richmond-Asbestos, QC.	Visit Asbestos and Danville Railway
19	Sept. 11, 1939	Automobile	Newington, QC	Visit Quebec Central Railway shops
20	Oct. 8-9, 1939	Automobile	N.E. New York state	Visit Grassy River RR, etc.
21	Nov. 11-12, 1939	Scheduled CNR / CVR	White River Junction, VT	White River - St. Johnsbury - Swanton
22	May 23-24, 1940	Automobile and D&H	Lake Placid, NY	Saranac Lake then D&H mixed to L Placid
23	June 16, 1940	Automobile	Vermont and New York	Visit East Alburg, Rouses Point, etc.
23	Sept. 29, 1940	Scheduled CNR	Sixteen Island Lake, QC	
25	Oct. 22, 1941	No info	No info	First fall foliage excursion



On July 9, 1939 a group of CRHA members, dressed in their Sunday finery travelled by CN scheduled train to Asbestos, Quebec. There they transferred to the Asbesdos & Danville Railway for an open pit mine tour. Fuzzy photos exist of the flat car with benches and passengers marshaled into an asbestos train touring the mine! CRHA Archives, Fond W.G. Cole



Another CRHA excursion, Dr. Robert V.V. Nicholls is on the right. CRHA Archives, Fond W.G. Cole

CHAMPLAIN AND ST. LAWRENCE RAILROAD CENTENNIAL CELEBRATIONS

The infant Association, which had less than 25 members undertook a self-imposed responsibility: to assure that the centennial anniversary of the inauguration of the Champlain & St. Lawrence Rail Road (C&StL) in 1836 would be duly celebrated that year. On the Association's first birthday in 1933, Loye reported that he had sent a letter to the CNR publicity department (the C&StL is the oldest constituent of the CNR, part of it remain in regular service to this day) urging the Company to organize a centenary celebration. Another year was to pass before an organizing committee was named. It consisted of representatives of the CNR, the CRHA, and the municipalities of Laprairie, St. John's and St. Lambert, all of which had been termini for the C&StL. Loye was the Chairman and Brown was the Secretary of the group.

The 1936 celebration was highly successful. It extended over two days, Saturday, July 21st and Sunday the 27th. The principal attraction was a special train to accommodate the official party. It was hauled by the CNR 6400, the railway's newest steam locomotive. Loaded on a flat car immediately behind the modern locomotive, was a replica of Dorchester – the first steam locomotive to operate British North America. The model was built in the CNR Pointe St Charles shops. The special train operated from Montreal's old Bonaventure Station to Laprairie, St. John's (St. Jean) and St. Lambert. During the stop at St. John's, a memorial to Canada's first public railway was unveiled. Laprairie and St. Lambert already had memorials.

Another highlight of the celebrations was an exhibition of railroadiana at the Chateau de Ramezay, the centrepiece of which was another replica of the Dorchester. This replica had been built by the staff of the Antiquarian and Numismatic Society with help from several CRHA members. This replica is now on view at Exporail along with a piece of the original strap rail donated by Frederick Angus. This piece of original rail had been found by Donald Angus (Fred's father) in the 1930's while searching the original roadbed.

IMPORTANCE OF CANADIAN RAILROAD HERITAGE

For the last 170 years, railroads have played an important role in the development of this vast country. Due to the size of their country, Canadians have had to develop world-class transportation systems, and today's Canadian railroads are certainly world-class. Indeed, two years ago, the U.S. magazine, *Trains*, named CN as the number-one railroad in the world!

The Canadian railroads, with their twin ribbons of steel, opened Canada for settlement and framed its infrastructure. Many towns and cities in Canada owe

CÉLÉBRATIONS DU CENTENAIRE DU CHAMPLAIN & ST. LAWRENCE RAIL ROAD

La jeune ACHF, composée de moins de 25 membres, résolut de célébrer à l'été 1936 le centenaire de l'inauguration du Champlain & St. Lawrence Rail Road (C&StL). À l'occasion du premier anniversaire de l'Association, M. Loye avait envoyé une lettre au Service de la publicité du Canadian National Railway (le C&StL. est la plus ancienne constituante du CNR et une de ses parties demeure toujours en service) pour inciter la compagnie à participer à l'organisation de la fête du centenaire. Un an plus tard, on créait le comité organisateur, composé de représentants du CNR, de l'ACHF, des municipalités de Laprairie, de Saint-Jean et de Saint-Lambert. M. Loye en était le président et M. Brown, le secrétaire.

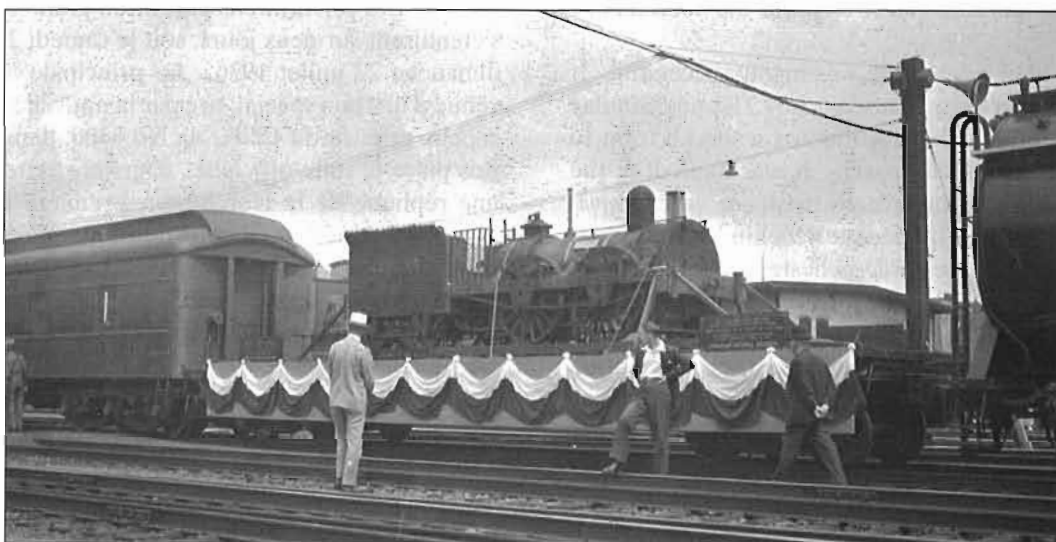
Les célébrations eurent un grand succès. Elles s'étendirent sur deux jours, soit le samedi 21 juillet et le dimanche 22 juillet 1936. La principale activité fut la venue d'un train spécial, tiré par la nouvelle locomotive à vapeur carénée du CNR, la No 6400, dans lequel avait pris place la suite officielle. Derrière cette locomotive, une réplique de la Dorchester, première locomotive à vapeur en Amérique du Nord britannique, reconstituée dans les ateliers du CNR pour l'occasion, était montée sur un wagon plat. Le parcours : de la gare Bonaventure de Montréal vers Laprairie, Saint-Jean et Saint-Lambert. Un monument dédié au premier chemin de fer public du Canada fut dévoilé lors de l'arrêt à Saint-Jean; les villes de Laprairie et Saint-Lambert avaient déjà des monuments semblables.

Un autre événement culminant des célébrations fut l'exposition ferroviaire au Musée du Château Ramezay, avec comme attraction principale une réplique de la Dorchester construite par les membres de la Société d'archéologie et de numismatique avec l'aide de l'ACHF. La réplique est maintenant en montre à Exporail avec un tronçon de bande métallique de rail d'origine, offerte par Frederick Angus. Cette bande fut d'ailleurs découverte par Donald Angus (père de Fred) en 1930 à l'occasion d'une recherche pour localiser la voie originale du premier chemin de fer.

IMPORTANCE DU PATRIMOINE FERROVIAIRE CANADIEN

Tout le long des 170 dernières années, les chemins de fer ont joué un rôle crucial dans le développement du Canada. La vaste étendue de leur pays a obligé les Canadiens à développer sans cesse leur système de transport sur rail, qui demeure de renommée mondiale. Ainsi, il y a deux ans, le magazine américain *Trains* qualifiait le CN de numéro un des chemins de fer à travers le monde.

Avec leurs deux rubans d'acier, les chemins de fer canadiens ont ouvert le Canada à la colonisation et en



Centennial celebrations in 1936, spanking new CNR 6400 at CNR's Bonaventure station ready to couple up to the special Centennial Excursion Train; the model of the 'Dorchester' was made at CNR's Pointe St. Charles Shops and is displayed on a decorated flatcar; crowds at St. Jean, QC CNR station to celebrate the event. The daily Amtrak 'Adirondack' train between Montreal and New York rolls over this very track today! CRHA Archives, Fond W. G. Cole.



Rail enthusiasts photo subject matter circa 1930's! The C&SL dock remains at Laprairie (later obliterated by the St. Lawrence Seaway; former M&C freight shed in St. Lambert; monument to the victims of Canada's worst railway disaster at the Beloeil Bridge in 1864; a Grand Trunk tank engine; what would appear to be a classic 4-4-0 taken 'through the fence' at an undisclosed location. All photos Donald Angus.



Gathering of CRHA members at an undisclosed CNR location circa late 1930's. CRHA Archives, Fond W.G. Cole

their origin to the coming of the railroad, and their shape to the tramways and streetcar lines which served many Canadian municipalities both large and small. Many a Canadian family has a proud railroader in its background. The railroads were, and still are, the life-blood of Canada, moving a large percentage of Canada's goods and materials. From a passenger perspective VIA Rail Canada provides frequent dependable transportation within the Quebec City - Windsor corridor, world class "land cruises" (The Canadian) and remote services, some of which still have no road connections to the outside world. Agence Métropolitaine de Transport, Go Transit and West Coast Express in Montreal, Toronto and Vancouver respectively move large volumes of people on a daily basis, keeping commuters off the roads and helping to reduce green house emissions in the process. From a political standpoint, the completion of the CPR on November 7, 1885, provided the basis for the Canadian Confederation as we know it today.

Canada, more than most countries, was dependent on the development of the railroads for its very existence, and that is why it is so important that this part of Canada's heritage be properly preserved for future generations. Railroad history is a major part of the story of Canada, and it must be cherished, nurtured and retold to all Canadians.

However, the Canadian railroads are always improving and changing, with the result that preserving railroad heritage presents the ongoing challenge of rescuing items of historical importance before they are lost to the scrap yard or to other countries.

ont formé l'infrastructure telle qu'on la connaît aujourd'hui. De nombreuses villes sont nées grâce aux chemins de fer et le développement de plusieurs d'entre elles s'est fait en fonction des lignes de tramways, et ce autant dans les grandes municipalités que dans les plus modestes. Plusieurs familles canadiennes sont fières d'avoir eu parmi leurs membres des cheminots ou autres employés du rail. Les chemins de fer ont été et demeurent le réseau sanguin du Canada, transportant un fort pourcentage des biens et marchandises du pays. Via Rail Canada fournit un service étendu pour les passagers du corridor Québec/Windsor, des croisières par voie terrestre de renommée mondiale (Le Canadien) et des liens avec des régions éloignées qui ne sont pas connectées aux réseaux routiers. L'Agence métropolitaine de transport de Montréal, Go Transit de Toronto et le West Coast Express de Vancouver transportent quotidiennement un grand nombre de banlieusards, diminuant d'autant leur nombre sur les routes et, par le fait même, réduisant les émissions de gaz nocifs dans l'atmosphère. Du point de vue politique, enfin, retenons que l'achèvement du lien transcontinental par le CPR, le 7 novembre 1885, a établi les bases de la Confédération canadienne tel que nous la connaissons aujourd'hui.

Le Canada, plus que la plupart des autres pays, fut dépendant du développement des chemins de fer pour sa survie. D'où l'importance de sauvegarder cette partie du patrimoine pour les générations futures. L'histoire du chemin de fer est un volet important de l'histoire canadienne et elle doit être choyée, préservée et racontée à tous les Canadiens. Nous sommes face au défi constant d'en sauvegarder les éléments significatifs avant que ceux-ci ne se retrouvent chez les ferrailleurs ou à l'extérieur du pays.

PUBLICATIONS

Publications started in April 1937 with the first issue of the *Bulletin*. It was suspended during World War II and resumed only in October 1949 with a new title, the *CRHA News Report*. The first *News Report* announced the regular monthly meeting of the Association and a second Montreal Tramways System excursion, but the big news was the two 1500 HP diesels that had been ordered for the Delaware & Hudson subsidiary the Napierville Junction Railway. At this time circulation of the *News Report* was under 100 copies. All *CRHA Bulletins* and *News Reports* up to number 117 have been scanned and are available in pdf format for researchers.

The *Bulletins* appeared on an irregular basis. The *CHRA News Report* and *Canadian Rail* were initially published 11 times a year. The first colour cover appeared on issue 200 in June 1968 by which time approximately 1500 members were receiving the publication. The next major change was the January / February 1983 issue at which time *Canadian Rail* was changed to the current large page format and publication changed to bi-monthly. *Canadian Rail* has improved continuously since its inception and is Canada's premiere railroad history magazine. This is in no small part due to the efforts of the editors, particularly Fred Angus whose

PUBLICATIONS

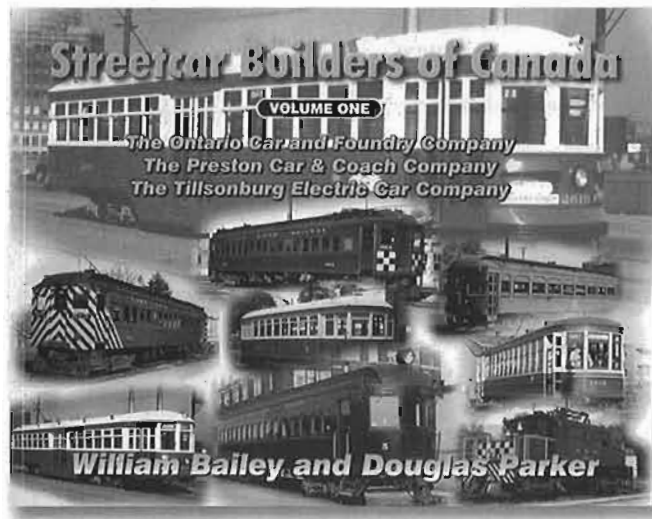
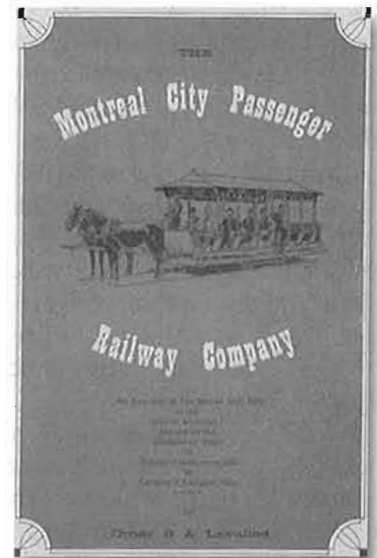
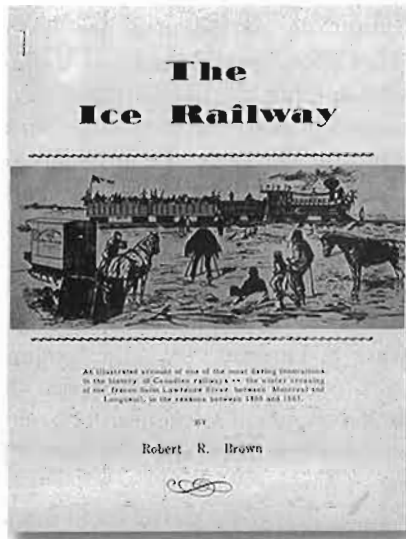
La publication de périodiques par l'ACHF débuta en avril 1937, d'abord sous la forme d'un *bulletin* qui devint, en octobre 1949, le *CRHA News Report*. L'édition n'a jamais cessé depuis, sauf pendant la période de la Deuxième Guerre Mondiale. Le premier *News Report* annonça la tenue de la réunion régulière mensuelle de l'Association, puis la deuxième excursion en tramway de Montréal. Mais la grande nouvelle fut l'annonce de la commande de deux locomotives diesels de 1500 CV pour le chemin de fer Napierville Junction, une filiale de la Delaware & Hudson. À cette époque, le tirage du *News Report* était inférieur à 100 copies. Tous les bulletins et *News Report*, jusqu'au numéro 117, ont été numérisés et sont maintenant disponibles en format pdf pour les chercheurs.

Le *CRHA News Report* est passé, au fil des ans, d'une page photocopie à un magazine sur papier glacé. Des photos s'y ajoutèrent presque régulièrement à partir de juillet 1957 (avec le tramway 274 en page couverture). En juillet 1962, il fut rebaptisé *Canadian Rail*, et son tirage dépassait les 1000!

Le magazine continua à paraître 11 fois par année, comme c'était l'usage depuis 1952. La première page couverture en couleur apparut au numéro 200, en



Sample covers from the first *CRHA Bulletin* in April 1937 through to the most recent *Canadian Rail*.



Some of the CRHA publications produced over the years.

Earlier issues of the *Bulletin* and *CRHA News Report* were printed, stapled, put in envelopes and addressed in Verdun. A young Doug Brown was part of the assembled volunteer crew that did the work. The evening always finished with a very late night snack that would not end until after his last streetcar had left for Lachine. Somehow Doug was able to convince the crew to delay the last run, sometimes up to an hour, to allow him to enjoy the repast. THE MTC crew always received a copy of the bulletin in gratitude for waiting for this particular passenger.

The next stage was commercial printing of sheets, stapling, folding, insertion and mailing by hand at the home of John and Winifred Saunders in St. Lambert. The evening would culminate with a homemade cake and tea.

When the membership level permitted, David Henderson undertook to produce the *News Report* and later *Canadian Rail* and have it commercially printed. Membership record keeping, envelope addressing and stuffing was still done by volunteers.

Les premières éditions du *bulletin* et du *CRHA News Report* furent imprimées, agrafées, mises sous enveloppe et adressées depuis Verdun. Le jeune Doug Brown faisait partie de l'équipe de volontaires pour cette tâche. Les soirées se terminaient toujours par une collation tard dans la nuit, après le dernier départ prévu du tramway en direction de Lachine que devait prendre Doug. Celui-ci, cependant, arrivait toujours à convaincre l'équipe du tramway de différer le départ, parfois de plus d'une heure. Pour avoir attendu ce passager un peu particulier, l'équipe du MTC recevait en retour une copie du bulletin.

Plus tard, les pages, imprimées par une entreprise commerciale, furent agrafées, pliées, insérées et postées manuellement dans la demeure de John et Winnifred Saunders, à Saint-Lambert. La soirée se terminait cette fois par la dégustation d'un gâteau fait maison et de thé.

Lorsque le nombre de membres le justifia, David Henderson prit en charge la production du *News Report*, plus tard *Canadian Rail*, pour la confier à une imprimerie commerciale. Cependant, la mise à jour de la liste des membres, l'inscription des adresses et la mise sous enveloppe se faisaient toujours manuellement.

tenure extended over 26 years, and the many authors who have proved articles for publication over the past 70 years. Without their voluntary efforts there would be no magazine.

A VISION FOR THE FUTURE

From the beginning the Association accepted donations of Canadian railroaders. Originally stored at the Château de Ramezay Museum in Montreal, courtesy of the Antiquarian and Numismatic Society. These books, documents, pictures and small three dimensional objects are now housed in the C.R.H.A. Archives / Library. The library room is today called the Canadian Pacific Room. The reserve, where our archives are stored, is named after Nora and Robert V.V. Nicholls. This is in honour of our long time member and President, Dr. Robert V. V. Nicholls and his wife, Nora, his life-long partner and supporter of his many endeavours. Dr. Nicholls actively solicited donations to the Archives and Library and was largely responsible for many of the major donations. The Association and its members owe him a large debt for his ceaseless efforts.

To be continued.

juin 1968, et ce numéro fut distribué à plus de 1500 membres. D'autres changements suivirent avec l'édition de janvier/février 1983 : format largement agrandi et parution bimensuelle. Notre magazine est sans contredit le plus important périodique sur l'histoire ferroviaire au Canada.

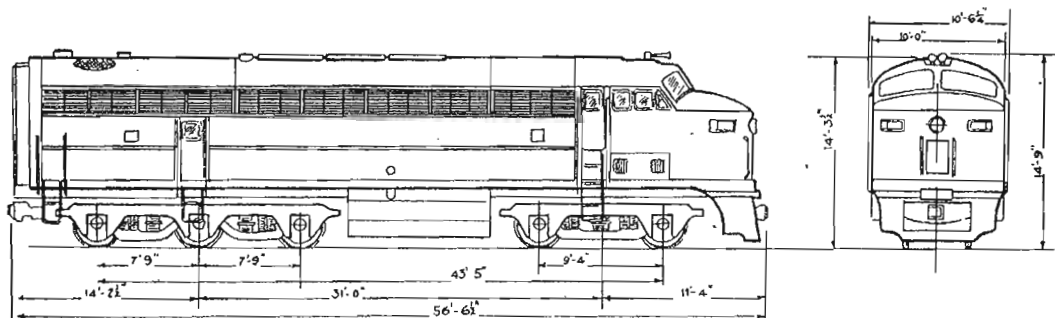
Terminons en rappelant la précieuse collaboration de Fred Angus, éditeur pendant plus de 26 ans, décédé en août 2007.

Une vision vers le futur

Dès le départ, l'Association accepta des dons d'objets en lien avec les chemins de fer canadiens. Entreposés d'abord au Musée du Château Ramezay à Montréal, et offerts par la Société antiquaire et numismatique, ces livres, documents, photos et petits objets sont logés maintenant à la bibliothèque et aux archives de l'ACHF. La bibliothèque porte aujourd'hui le nom de Salle du Canadien Pacifique, tandis que le local des archives porte les noms de Nora et Robert V.V. Nicholls, pour honorer le Dr Robert V.V. Nichols, membre et président de l'ACHF pendant une longue période, et son épouse Nora, qui a toujours soutenu les nombreuses initiatives de son mari.

À suivre

Fairbanks Photo Gallery



Introducing Stan Smail / Les photos de Stan

By Stan Smail, French version Michel Lortie

In this issue, we are pleased to welcome Stan Smail's Photo Gallery to Canadian Rail, we hope that this will become a regular feature of the magazine with varying themes.

Trains and railroading have been a magnificent obsession for Stan J. Smail all his life. Born in 1950, childhood railroad experiences began in Huntingdon, Quebec and CPR's Montreal West station during the transition era from steam to diesel. These convinced the young Smail that a railroad career would probably become his life's work, and it did.

Employed by the CPR and its subsidiaries for over forty years, Stan has held positions in the track, shop and operating departments. He currently is the senior rail traffic controller at CPR's Montreal Operations Centre.

In the nineties, Stan was also involved with the shortline and tourist railroad movement. A licensed locomotive engineer, Stan helped start up three different tourist railroads instructing over fifteen locomotive engineers in the process.

Stan has celebrated the art in railroading using writing, photography and music. Fifty years ago, he made his first railway photo of a CNR H-16-44 at Huntingdon, Qc. In recent years collaborating with noted Canadian videographer Sean Ropchan, he has co-produced two award winning documentary railway videos. Fairbanks Years is the latest production in this series and depicts his years on the railway in southern B.C. back in the late sixties. It also features Smail's original music and that of celebrated Canadian singer – songwriter Ian Tyson.

A member of the C.R.H.A. for over forty years, Smail has served as a volunteer on the excursion committee, the legendary Canadian Rail 'stuffing sessions' and in many capacities at the Canadian Railway Museum now known as Exporail.

C'est avec plaisir que nous vous présentons ci-dessous une galerie de photos de Stan Smail. Nous espérons que cette chronique de photos reviendra régulièrement, en abordant des thèmes différents.

Le rail et les trains furent toujours d'une grande importance dans la vie de Stan Smail. Ce dernier, né en 1950, fit ses premiers pas dans le domaine ferroviaire à Huntingdon, au Québec, puis à la gare du CP à Montréal-Ouest à l'époque de la transition des locomotives à vapeur vers le diesel. Employé du CP et de ses entreprises connexes durant plus de 40 ans, Stan a occupé différents postes à l'entretien des voies ferrées, dans les ateliers de réparation et dans le secteur des opérations. Il est présentement contrôleur en chef de la circulation ferroviaire au centre opérationnel du CP à Montréal.

Au cours de années 1990, il s'est également impliqué dans le domaine des petites lignes de chemin de fer et des lignes touristiques. En tant qu'ingénieur de locomotives licencié, il a aidé au lancement de plusieurs de ces lignes en remplissant le rôle d'instructeur pour plus de 15 nouveaux ingénieurs de locomotives.

Stan est véritablement un artiste du chemin de fer tant dans le domaine de l'écriture que dans celui de la photographie et de la musique. Il y a 50 ans, il a pris sa première photo d'une loco du CN, une H-16-44, à Huntingdon. Récemment, il a collaboré, avec le vidéographe canadien Sean Ropchen, à la production de deux documentaires primés sur les chemins de fer. La vidéocassette Fairbanks Years est sa plus récente production. Il y dépeint les années qu'il a passées au service du chemin de fer du sud de la Colombie-Britannique autour de 1960. Cette vidéocassette met en vedette la musique de Stan Smail ainsi que celle du chanteur et compositeur canadien Ian Tyson.

Membre de l'A.C.H.F. depuis plus de 40 ans, Smail est bénévole au comité des excursions, à l'expédition du magazine Canadian Rail ainsi qu'au Musée Exporail de Saint-Constant, au Québec.

CPR 8917 again, this time with MLW RS2 8407 at Hochelaga yard in Montreal's east end in June 1970. Both 8917 and 8407 were classic diesel power used in the Montreal Terminals in the early seventies. Stan J. Smaill.

Encore la no 8917. Cette fois avec une RS-2 de MLW, la no 8407, dans la cour Hochelaga, secteur est de Montréal, en juin 1970. Toutes deux sont typiques des locomotives diesel les plus en usage dans la région de Montréal au début des années 1970. Stan J. Smaill.



CPR 8905 is on No. 72 eastbound near McGillvray, B.C. on the Crowsnest Sub in September 1972. The use of Trainmasters on the main line was unusual by this time. The 8905 is working east to Calgary's Ogdan Shops for mechanical attention.

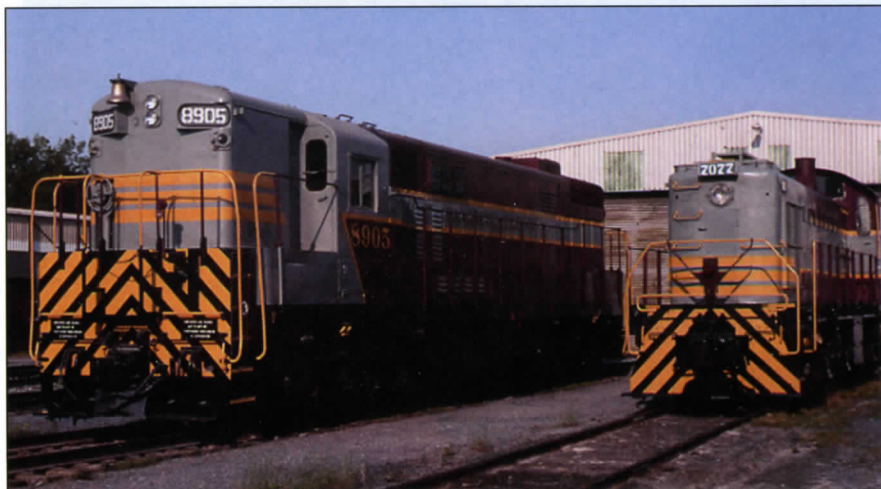
The 8905, now on display at Exporail in St. Constant, Quebec, is the only preserved FM Trainmaster. Stan J. Smaill.

La No 8905 du CP sur le train No 72, direction est près de McGillvray, en Colombie-Britannique, sur la subdivision Crowsnest, en septembre 1972. À cette époque, les Trainmaster étaient rarement utilisées sur la voie principale. Celle-ci se dirigeait vers les ateliers Ogdan, à Calgary, pour subir de l'entretien.

La 8905 est en montre au Musée Exporail de Saint-Constant, Québec. Elle est la seule Trainmaster F.M. ainsi conservée. Stan J. Smaill.

Preserved! CPR Trainmaster 8905 and S2 7077 are at Exporail, the Canadian Railway Museum in this view from fall 1989 soon after the completion of cosmetic restoration of both pieces under the capable supervision of the late Odilon Perrault. Stan J. Smaill.

Conservées! La Trainmaster no 8905 et la S-2 7077 du CP sont en montre au Musée Exporail de Saint-Constant, au Québec. Cette photo fut prise à l'automne 1989 après une restauration externe sous la supervision de feu Odilon Perrault. Stan J. Smaill.





An H-Line in Maine - how perfectly insane! In the fall of 1971, the Speno rail grinding train visited the CPR Moosehead Sub. In this view at Holeb, Maine, a crew member hoses down the smouldering ties which have caught fire from the grinding operation. CPR, H-16-44's 8715 and 8716 were outfitted with hump control to allow slow and uniform operation required when handling the rail grinder. Stan J. Smaill.

Une H-Line dans le Maine, mais c'est complètement improbable! À l'automne de 1971, le train de meulage des rails Speno visitait la subdivision Moosehead du CP. Cette photo, prise à Holeb dans l'État du Maine, montre un membre de l'équipe qui éteint un feu dans les dormants, allumé par les étincelles du meulage. Les H-16-44 du CP nos 8715 et 8716 étaient équipées de contrôles pour le travail dans les triages à buttes, ce qui leur permettait d'y aller lentement et uniformément, comme requis pour le meulage des rails. Stan J. Smaill.

A 'We ain't mad at nobody lashup'! CPR Train No. 984 is eastbound at Michel, B.C. with units 4057-8715-4440 and 4092. CLC, GMD and MLW power are all represented in this fine winter scene taken on February 20, 1974. John Sutherland.

Un regroupement très diversifié! Le train du CP No 984 en direction est à Michel, en Colombie-Britannique, avec les locomotives Nos 4057, 8715, 4440 et 4092 en provenance de CLC, GMD et MLW. Photos prises le 20 février 1974. John Sutherland.



A-A of C Lines! In May 1972, photographer Smaill was assigned to the Nelson Auxiliary as a train order operator and sent to the isolated section of the Nelson Sub at Drewry, B.C. In this view, CLC C-Lines 4105 and 4053 leave Drewry for Nelson under the control of Nelson engineer Wally Zoobkoff. Stan J. Smaill.

Le meilleur endroit! En mai 1972, le photographe Smaill fut désigné comme assistant répartiteur et envoyé dans un secteur isolé de la subdivision de Nelson, dans un endroit appelé Drewry, en Colombie-Britannique. Sur cette photo, les C-Line 4105 et 4053 quittent Drewry pour Nelson sous la direction de l'ingénieur Wally Zoobkoff. Stan J. Smaill.

Canadian National C Liner 6703 was photographed outside CN's Pointe Saint Charles Electric shop in March 1967 along with its accompanying B unit. Stan J. Smaill.

La CPA-16-5 no 6703 du CN photographiée à l'atelier électrique du CN de Pointe-Saint-Charles, au Québec, en mars 1967, avec sa compagne de type B. Stan J. Smaill.



The Only One. CNR had a Trainmaster too. The 2900 was used in many different CNR services including a lengthy stint on the Montreal-St. Hyacinthe commuter train. In this circa 1962 view, the 2900 is in the company of an MLW RS possibly at Belleville, Ontario. Smaill collection, photographer unknown.

La seule. Le CN a aussi possédé une Trainmaster, la No 2900, qui fut utilisée à de nombreuses sautes, dont un assez long séjour comme train de banlieue desservant Saint-Hyacinthe depuis Montréal. Sur cette photo non datée, la 2900, en compagnie d'une MLW RS, probablement à Belleville, en Ontario, vers 1962. Collection Smaill. Photographe inconnu.

CPR Trainmaster 8901 and RS3 8453 are at Angus, Quebec in May 1971 about to set off livestock at the East End cattle market siding. They were received in interchange from the CNR. Stan J. Smaill.

La Trainmaster no 8901 et la RS 3 no 8453 du CP à Angus, au Québec, amenant des wagons d'animaux du CN aux abattoirs de l'Est, à Montréal, en mai 1971. Stan J. Smaill.





CPR C-Lines 4065 and 4081 repose on the shop track at Cranbrook, B.C. in June 1969. The octagonal water tank which slaked the thirst of many a steamer can be seen in the background just above the 4081. The level ball is down indicating that there is no water in the tank. Stan J. Smail.

Les C-Liner No 4065 et 4081 du CP au repos sur la voie des ateliers en Juin 1969 à Cranbrooke C.B. Le réservoir d'eau octogonal utilisé par de nombreuses locomotives à vapeur dans le passé peut être aperçu à l'arrière plan de la 4081 ; l'indicateur de niveau montre que le réservoir est maintenant à sec. Photo Stan J. Smail.

"Second west to Nelson!" That's what the crew caller might have said calling the crew for Extra 4065 West about to cross the famous trestle and lift bridge at Kootenay Landing, B.C. in June 1972. Normally in the seventies, one train was operated between Cranbrook and Nelson, but when there was overflow traffic a "second west" was run. Kootenay Landing was where the Nelson Sub extension around the south shore of Kootenay Lake was built in the nineteen thirties finally completing a through rail link across southern B.C. Stan J. Smail.

Un deuxième train pour Nelson ! C'est ce qu'aurait pu dire le répartiteur en formant l'équipe de l'extra 4065 vers l'Ouest qui s'apprête à traverser le fameux pont levés à Kooteney Landing Colombie-Britannique en Juin 1972. Normalement, un seul train faisait le trajet entre Cranbrooke et Nelson dans les années soixante-dix, mais lors de surcroits d'achalandage un deuxième train vers l'Ouest était formé. Kooteney Landing est l'endroit, où au cours des années trente on construisit un rajout a la sous-division Nelson le long de la rive Sud du Lac Kooteney afin de compléter le lien ferroviaire traversant le Sud de la Colombie-Britannique. Photo Stan J. Smail.



Train time at Yahk! Ex demonstrator C-Line 4065 arrives at Yahk on train 984 from Nelson, B.C. back in August 1970. All of the diesel units in 984's engine consist are still in the "block" lettering paint scheme. H-16-44 8554 emitting the black exhaust reminiscent of an Alco is still extant awaiting restoration in Calgary, AB. The level ball on the Yahk water tank shows almost full since this tank was used as a reservoir for the town fire protection water supply. Stan J. Smail.

Arrivée du train à Yahk. Le C-Liner No 4065 arrive à Yahk avec le train No 984 en provenance de Nelson, Colombie-Britannique en Août 1970. Toutes les locomotives au diesel de ce train sont encore peintes avec la livrée en lettre carrées. La H-16-44, qui émet une fumée noire telle une Alco, est toujours existante et attend d'être rénovée à Calgary. A l'arrière-plan, l'indicateur de niveau d'eau du réservoir indique qu'il est plein, car ce lui ci servait à l'approvisionnement en eau du village. Photo Stan J. Smail.

CLC H-16-44 8714 leads a Coleman-Port Moody coal train northward on CPR's Windermere Subdivision in the mid-sixties. These coal trains were the forerunners of the unit coal trains which made their debut in the early seventies running on the Windermere Sub between Fort Steele and Golden, B.C. Nicholas Morant, Smaill collection.

La 8714, une H-16-44 de chez CLC, tractant un train de charbon en direction nord entre Coleman et Port Moody sur la subdivision Windemere, vers le milieu des années 1960. Ces trains de charbon étaient les précurseurs des trains unitaires de charbon qui ont fait leur apparition durant les années 1970 sur la division Windemere entre Fort Steele et Golden, en Colombie-Britannique. Nicolas Morant, collection Smaill.



Train order boards display "STOP" eastward and westward at Castlegar, B.C in June 1972 as CP Extra 8548 East prepares to head east for Nelson, B.C. with the daily Trail turn "hotshot". Today's hotshot is in the charge of an all CLC-FM lashup led by H-16-44 No. 8548 Stan J. Smaill.

Tous les signaux sont à l'arrêt, à l'est comme à l'ouest, à Castlegar, en Colombie-Britannique, en juin 1972, alors que le train extra du CP No 8548 en direction est se prépare à quitter vers Nelson, en Colombie-Britannique. Le train est tracté par un ensemble de locomotives en provenance de CLC-FM, avec en tête la H-16-44 no 8548. Stan J. Smaill.

Dual service H-16-44 8553 reposes with sister unit 8555 at CPR's Drake Street engine facility on July 23, 1963. The two units have recently arrived on the "Dominion", Train No.7, and will return east on No 8. Sister engine 8554 still survives in Calgary, as one of the only H-16-44's extant. Smaill collection, from J.R. Quinn.

Les H-16-44 furent utilisées sur les trains de passagers aussi bien que sur les trains de marchandises. La 8553 et la 8555 se trouvent ici à la base d'entretien du CP de la rue Drake, en juillet 1963. Ces deux locomotives viennent d'arriver avec le train no 7 et retourneront ensuite vers l'est avec le train no 8, le Dominion. La locomotive du même groupe no 8554 est conservée à Calgary; c'est la seule H-16-44 existante de sa catégorie. J.R. Quinn, collection Smaill.





Headed by dual service C-Line 4054, CPR Train No 12, the "Kootenay Express" pauses at Cranbrook, B.C. in the early fifties. After the completion of station work, locomotive servicing and a crew change, No 12 will be off for Crownest and points east. C-Line 4054 was retired after hitting a rockslide in the sixties. *Smaill collection.*

Le train No 12 du CP, le Kootenay Express, s'arrête à Cranbrook, en Colombie-Britannique, au début des années 1950, avec la locomotive C-Line no 4054. Après l'arrêt en gare, le ravitaillement de la locomotive et un changement d'équipe, le No 12 repartira vers l'est et la passe du Nid de corbeaux. *Collection Smaill.*

Once again, CPR No 12, once again C-Line 4054! This time the old mountain railroad division point of Crowsnest is the location of this fine photo of the "Kootenay Express". Crowsnest is a border town that straddles the Alberta-B.C. boundary. Today, about all that remains at Crowsnest is the old Misurelli family company dwelling and the famous Summit Inn, which survives under the capable direction of Verlee and Curtis Hagley. *Smaill collection.*

Une fois de plus, le train No 12 du CP avec la même No 4054. Cette belle photo fut prise à Crowsnest, un très ancien point divisionnaire situé à la frontière entre la Colombie-Britannique et l'Alberta. Aujourd'hui, tout ce qui reste de Crowsnest est la vieille maison Misurelli et l'illustre auberge Summit Inn, toujours en activité sous la direction de Verlee et Curtis Hagley. *Collection Smaill.*

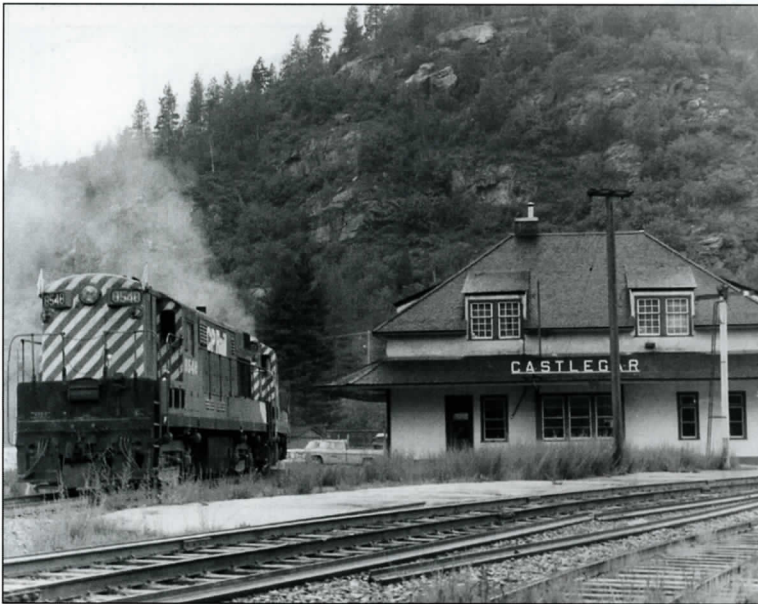


Former C-Line demonstrator 4065 leads H-16-44 8716 and F7B 4445 on CPR train 984 at mile 64 of the Cranbrook subdivision near Galloway, B.C. The Fairbanks Years on CP were waning by the time Bill Hooper took this photo in February 1974. Number 4065 survives at the Canada Museum of Science and Technology in Ottawa and is awaiting restoration. *W.R.Hooper.*

L'ancien démonstrateur C-Line, maintenant le No 4065 du CP avec une H-16-44 et une F7b sur le train No 984 au mille 64 de la subdivision de Cranbrooke près de Galloway, en Colombie-Britannique. Les années des Fairbank au CP tiraient à leur fin lorsque Bill Hooper prit cette photo en 1974 : la no 4065 attendant d'être restaurée au Musée canadien de la technologie, à Ottawa. *W.R.Hooper.*

CLC H-16-44 8714 leads a Coleman-Port Moody coal train northward on CPR's Windermere Subdivision in the mid-sixties. These coal trains were the forerunners of the unit coal trains which made their debut in the early seventies running on the Windermere Sub between Fort Steele and Golden, B.C. Nicholas Morant, Smaill collection.

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Brand new CLC freight C-Lines 8702 and 8700 are seen here on the shop track at CNR's Turcot Yard in Montreal, Quebec in January 1952. Later in their careers, these engines would be renumbered 9300 and 9302. CNR 9302 was the second to last freight C-Line to run on CNR and was retired in October 1967. CNR, Smaill collection.

Les nouvelles C-Line pour trains de marchandises du CN, les Nos 8702 et 8700, photographiées sur la voie des ateliers de la cour Turcot à Montréal, en janvier 1952. Plus tard au cours de leur carrière, ces locomotives porteront les numéros 9300 et 9302. La No 9302 fut l'avant-dernière C-Line de marchandises utilisée par le CN et fut retirée du service en octobre 1967. CNR, collection Smaill.

CNR CFA-16-4 8714 is running extra in this early fifties view which might be on the CNR Cornwall Sub near Dominion in Lachine, Quebec. The 8714 was renumbered 9314 and was the last CNR freight C-Line to run. She was retired in November 1967. CNR, Smaill collection.

La CFA-16-4 no 8714 du CN circulant en « extra ». Photo prise au début des années 1950 probablement sur la subdivision Cornwall du CN près de l'usine Dominion à Lachine, au Québec. La No 8714 a été renumérotée 9314 et fut la dernière des C-Line de marchandises utilisées par le CN. Elle a été retirée du service en novembre 1967. CNR, collection Smaill.



Stopping at St. Hyacinthe, Quebec in May 1967, CNR CPA-16-5 6704 is nearing the end of her working life as a passenger engine. Serving as the third unit on the "Scotian", 6704 will do her part to bring CNR No 11 over the last lap of her long journey from Halifax. Stan J. Smaill.

La CPA-16-5 no 6704 du CN à Saint-Hyacinthe, au Québec, en mai 1967, vers la fin de sa carrière comme locomotive de train de passagers. Troisième unité sur le Scotian, la 6704 fera sa part pour amener le train No 11 jusqu'à la fin de son long voyage vers Halifax. Stan J. Smaill.

A Movie Called Iron Road

A Construction Saga of 1880s in BC

by David L.I. Davies

Canadian Rail readers will probably be familiar with the story of the construction of the Canadian Pacific Railway through the Rockies in the first half of the 1880s. The most westerly segment between the tidewater terminus at Port Moody and Savona in British Columbia [and subsequently a further 125 miles eastwards] was built under the instructions of the owner, the Dominion Government, unlike the rest of the transcontinental line which was a private commercial venture. The Government's agent and contractor was Andrew Onderdonk. He energetically constructed two-thirds of the trackage within BC to Craigellachie, a point in the middle of nowhere just west of Revelstoke, where the rails from east and west were join to complete the transcontinental line in November 1885.

Onderdonk, an American, had problems recruiting labour, simply because in his time mainland British Columbia was a wilderness with very few inhabitants. Part of his solution was to employ Chinese labourers starting in 1880/81 with laid-off railway labourers from California, and then in 1881/82 recruiting two thousand from their homeland, followed later by

more additions. Imprecise estimates suggest that Onderdonk eventually employed about 6,000 Chinese and 3,500 Caucasians, but not all at the same time. Because of restrictions on their movements, the Chinese had nowhere else to go and so were permanent workers. On account of the harsh working conditions, there was much turnover amongst the 'whites' workers. This implies that at any one moment in time, the Chinese were very much in the majority in creating the road-bed.

The construction of the CPR has been well told in the epic movie 'The National Dream' which the Canadian Broadcasting Corporation premiered in 1974 in eight installments. The script faithfully followed a book of the same title written by the distinguished author, Pierre Berton. Many of the scenes depicting work in the mountainous areas of BC and Alberta were filmed on the Carmi Subdivision of the Kettle Valley Railway [CPR] between Beaverdell and Penticton in mid 1973, just after freight traffic had ceased. The track was dismantled several years later.

Now another movie is appearing, telling the story of Onderdonk's labour force battling through BC, but this



One of the two open cars belonging to Kamloops Heritage Railway being fitted with panels to convert it into an 1880s coach, the conversion being made only on its north side. View taken at KHR private yard in Kamloops, BC, at end of May 2007. All photos by the author.

time the perspective is from the Chinese point of view. The story originally started out as a Chinese opera with a romantic twist; it is a window into the dark and neglected history of how Chinese workers helped to forge a railway that created our modern Canada that extends from 'sea to sea'.

Its title is 'Iron Road' and it will appear on a CBC mini-series in two installments in February 2008 and will be subsequently distributed worldwide. In China it will be released as a shortened movie. It has a \$10-million budget and is a co-production of Chinese and Canadian film companies, the first to be made under a commercial treaty signed by the two countries 32 years ago. The movie director is David Wu and he is supported by equal numbers of Chinese and Canadian executive producers. All interior shots were filmed in China in the spring of 2007 and the exterior shots were made in BC a couple of months later.

The purpose of this article is to explain the interaction between the Kamloops Heritage Railway Society [KHRS] and the film-makers, stressing the railway modification aspects. As for describing the movie plot, that will be left to readers to watch the end result on their own TV screens. The Canadian side of the movie co-production was shouldered by Iron Road Productions and Mainland Productions of Vancouver. The former was responsible for the script, acting and filming whilst the latter took care of creating all the effects and backgrounds and the administrative needs of transport, electrical supply, catering, washrooms - the list of tasks seems endless.

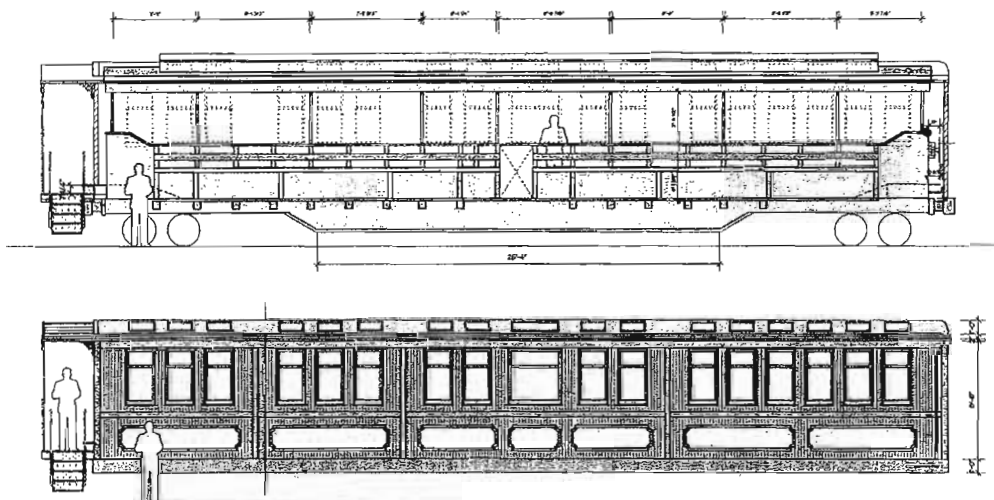
The film-makers decided to do at least half of the required outdoor filming on the former CNR Okanagan branch that runs from Kamloops to Armstrong and Kelowna. The filming site chosen was a remote and inaccessible spot about 20 km east of Kamloops. This line is operated by Kelowna Pacific Railway [KPR] which runs a daily Monday through Friday freight train on an evening/night time schedule. This left the movie crews

with occupation of the track at the selected location for most daylight hours. This location choice was made on the assumption that a deal could be made with KHRS in Kamloops which possesses a live steam locomotive and rolling stock. More filming was subsequently undertaken in the Okanagan, mainly on the former trackbed of the KVR to highlight trestles and a tunnel.

A financial and operating deal was finalized in February 2007 between the two parties. KHRS would supply and run the loco and two open-sided but roofed cars for a week in early summer. To back date its ex-Canadian National 2-8-0 steam locomotive, the film-makers paid the KHRS to fabricate a funnel-type stack, a steel cowcatcher, and imitation oil lamps. The film-makers converted the two open passenger cars to represent two period coaches of the 1880s period, one as a day coach and the other a business-cum-engineering car. The film-makers also rented two flat cars from CN which were fitted with waist high railings, one to hold construction materials and the other the Chinese work gangs. The 'film' train when eventually made up consisted of loco, two coaches and two flat cars but it seems through the magic of the electronic age and careful filming that one flat car carrying Chinese labourers can be made to appear as if there were three of them.

Kamloops Heritage Railway runs 3-mile weekend trips in the summer, 70-mile special Saturday excursion trips on the KPR line to Armstrong in the shoulder months on either side of high summer plus special bookings, Halloween and Christmas specials, so is quite at home running on local CN, CP, and KP trackage. It so happened that one of the Armstrong trips took place during the week's filming, just to add to the complications! KHRS loco crews, who are all federally certified, are familiar with the filming site and its approaches and so provided technical assurance for the film producers.

The steam loco involved was No 2141, an ex CNR 2-8-0 [now with oil-fuel tender] built for Canadian



Part of a drawing produced by the film company. The 'Before' elevation shows the addition of a balcony at the left end, which is not a reality on KHR's open, but roofed, cars.

Northern Railway in 1912 by the Canadian Locomotive Company in Ontario. Its profile cannot replicate an 1880s machine, but it can claim to be vintage, being 95 years old. It was donated by the CNR to the City of Kamloops and stood in the city's riverside park from 1961 to 1994. In the latter year, it was rescued by a group of volunteers who restored it to working order over an eight-year period. It entered passenger carrying service in 2002. The volunteers became formalized as the KHRS which now operates the loco and its train and continues to restore more rolling stock. The two open cars, mentioned earlier, were the first two cars to be built by the Society upon flat cars kindly donated by CP.

At this point, it is important to stress that any member of KHR Society who came in contact with pre-production or on-location crews was struck by their professionalism, unflappability and cheerfulness. The industry itself has produced a characterisation of an irascible cigar-chomping producer shouting 'Quiet' all the time, with his ill-temper affecting all in sight and filming lurching forward with a minimum of forethought and co-ordination. KHRS' experience showed such an impression to be completely false; everything advanced smoothly as planned in a relaxed atmosphere.

About a month before filming commenced, two lady film-set designers from Vancouver came to Kamloops and measured the two identical open cars in meticulous detail. They then designed the exterior cladding for the two period closed coaches that would be attached to the ends and to the north sides of the open cars. The south sides of the cars were not to be covered as filming would not take place on that side. Six drawings were then prepared, one example being shown here as an illustration, and from these the Vancouver film craft shop built all the required lightweight wooden panels. These were then sent to Kamloops, assembled and attached to the cars by the film carpenters. Such was the quality of draughting, design, and joinery, that very few adjustments had to be made when the cladding was installed.

Filming commenced at the beginning of June 2007 and occupied one week. Before the 'vintage' train left its Kamloops yard, one final job had to be completed. This was to mask all lettering and numerals on the various vehicles and was neatly accomplished by film trade tricks. The sides of the locomotive's tender were covered by a thin vaseline and on top of this was stretched thin clear plastic, the type used by housewives to cover food, which in turn was roller-painted with the desired colour. At the



A modified open car viewed from its unchanged south side, together with rented flatcar carrying construction materials as seen in Kamloops interchange yard in early June 2007.

end of filming, the plastic was peeled off and the adhesive removed with solvent, so returning the surface to its original state in a painless way. The covering of the markings on the flatcars were handled in a differently. These were blotted out with stout coloured adhesive paper, somewhat akin to household shelf paper, which was easily removed after filming.

The train was stabled for the week on a spur at Campbell Creek Junction, where the CPR and KPR meet. All the filming took place in daylight except for two night scenes. The train proceeded daily up the grade from the Junction for 7 miles to the filming site, which lay close to Mile 21 on the Okanagan Sub. Here under direction it would make run-pasts, stops, and back-ups as a complete train. Other times, the loco - now numbered 238 - would propel the two coaches to the site, uncouple and retreat downgrade out of sight. The brakes on the cars would be screwed down tight and as a further precaution one of them was chained to the track. Now

came an interesting manoeuvre. These two cars were designed to have 1880s style open platforms, resembling a balcony, on their outer ends when coupled together but these were not put in place until the coaches arrived at the film site. Each day the balcony on the coach facing the downgrade was fitted for filming and then at day's end was removed; each step taking about 20 minutes. The reason for doing this was that the balcony overhung the coupler and this was needed to couple onto the locomotive, so as to move the coaches to and from the site. All this work was foreseen at the planning stage. One of the illustrations shows their construction sitting over the car's coupler; the wrought ironwork is for real and is not fake plastic.

This article will conclude with the writer's own impressions of the film set, for he was kindly given permission to visit the site for one half day, when the two coaches sat on the track all by themselves. He gained access to the right-of-way at a grade-crossing serving a dirt lane in the middle of nowhere and walked down the grade for about a third of a mile. The surrounding land lay in a mostly wooded ravine. Beside the track was a fat temporary cable carrying juice from a mobile generator positioned near the grade-crossing. After crossing over a deep embankment on a curve, he suddenly came upon a scene that took his breath away. In a most natural setting was a railway construction camp that would have existed 120 years ago. On one side were small shacks and tents of all descriptions, on the other side were horses which had been rented from local ranchers, blacksmith's shop, carts, scrapers, whilst tools of all kinds were scattered about. The scene was enhanced by smell of wispy wood smoke from cooking fires.

Humans completed the scene, with Chinese men everywhere dressed in assorted clothing so that no two men looked alike. These extras had been recruited in Vancouver and were either students from China or residents. The make-up looked very authentic; another illustration shows three of them as they obligingly posed for a photo. One piece of attention-to-detail is worth mentioning. The creosoted ties that lay between the coaches and the furthest cameras some 100ft away were covered in thin plywood, three pieces to a tie, so as to give the appearance of fresh wood.



KHR loco 2141 fitted with balloon stack and cowcatcher; so as to become CPR #238.

A look at the whole scene showed that the site had been selected with great care. It was situated in a cut that had traversed a small hill spur, but was unnaturally wide for a railway cut. This was because the adjacent embankment, already mentioned, consumed large quantities of fill. This could only be obtained by the steam shovel widening the cut on both sides to get the extra material. The grade was built in 1919 as a work project for returning WWI veterans, but the newly created Canadian National Railways did not have the money to lay track until 1925. Over time the widened cut assumed a mantle

of trees and scrub and this provided an excellent site and backdrop for the film-making.

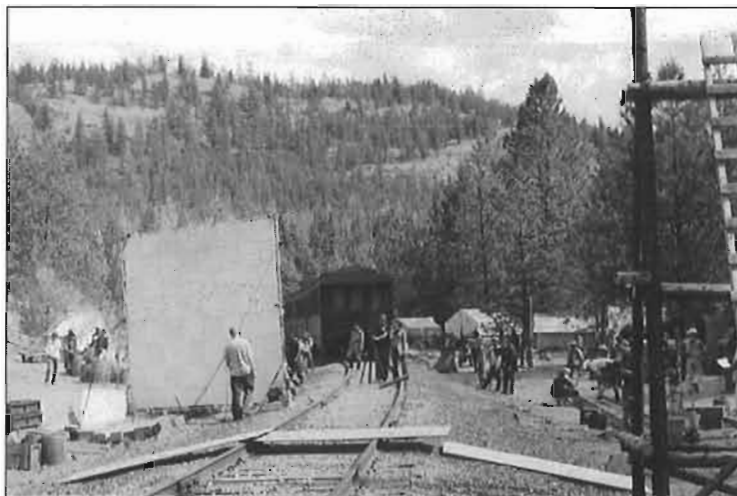
All in all the involvement in this project by members of the KHR Society proved novel and stimulating. Everyone is looking forward to seeing the finished product, of which they only saw a few fragments. In conclusion, the writer wishes to thank the film-making companies for permission to visit the on-location site, to publicity officer Prudence Emery for acting as guide, and to KHRS members for contributing details and the illustrations here displayed.



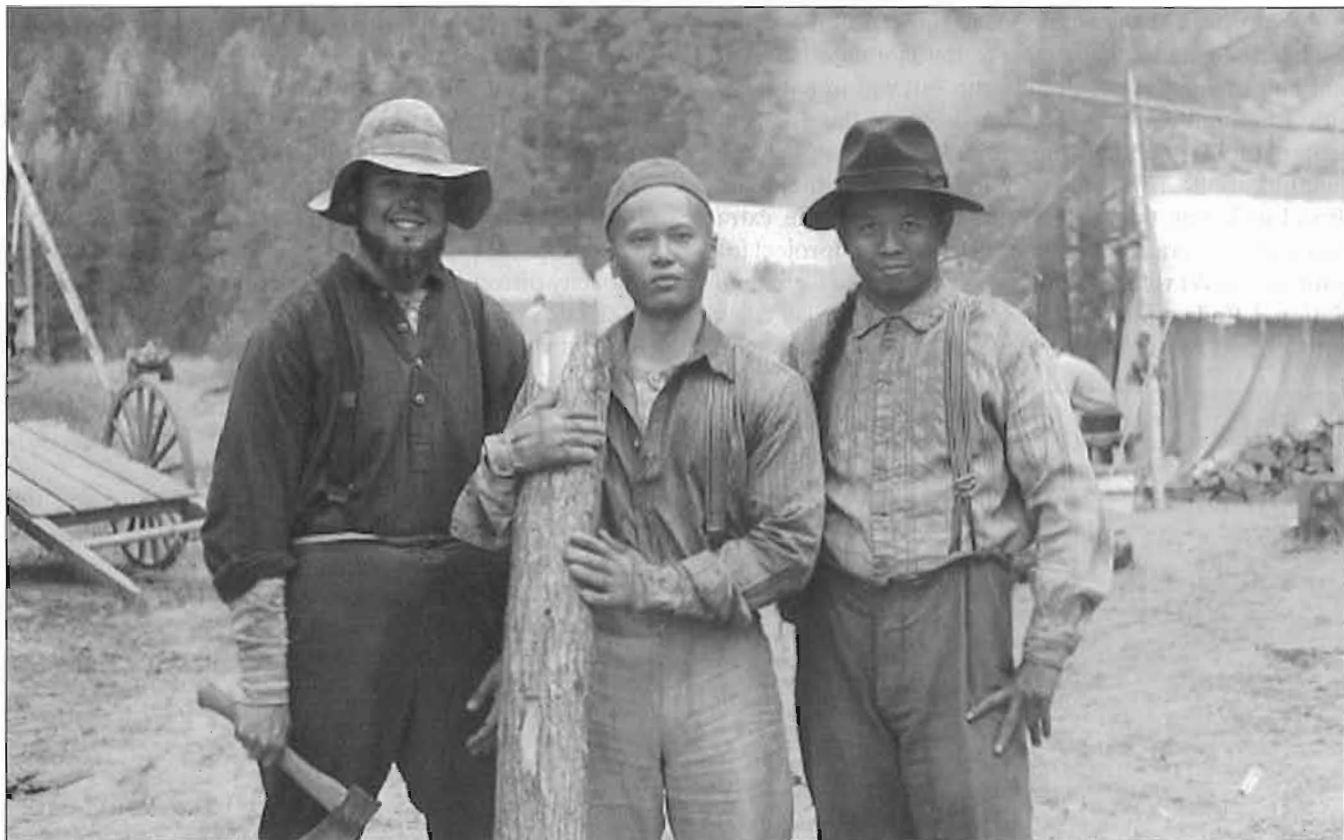
The two 1880s coaches, the nearest being the business-cum-engineering car and the other the passenger coach, both fitted with balconies at their outer ends. Taken at the filming site east of Kamloops on 8th June 2007. A 'take' is about to begin but not until an electrician gets off the roof of the first car.



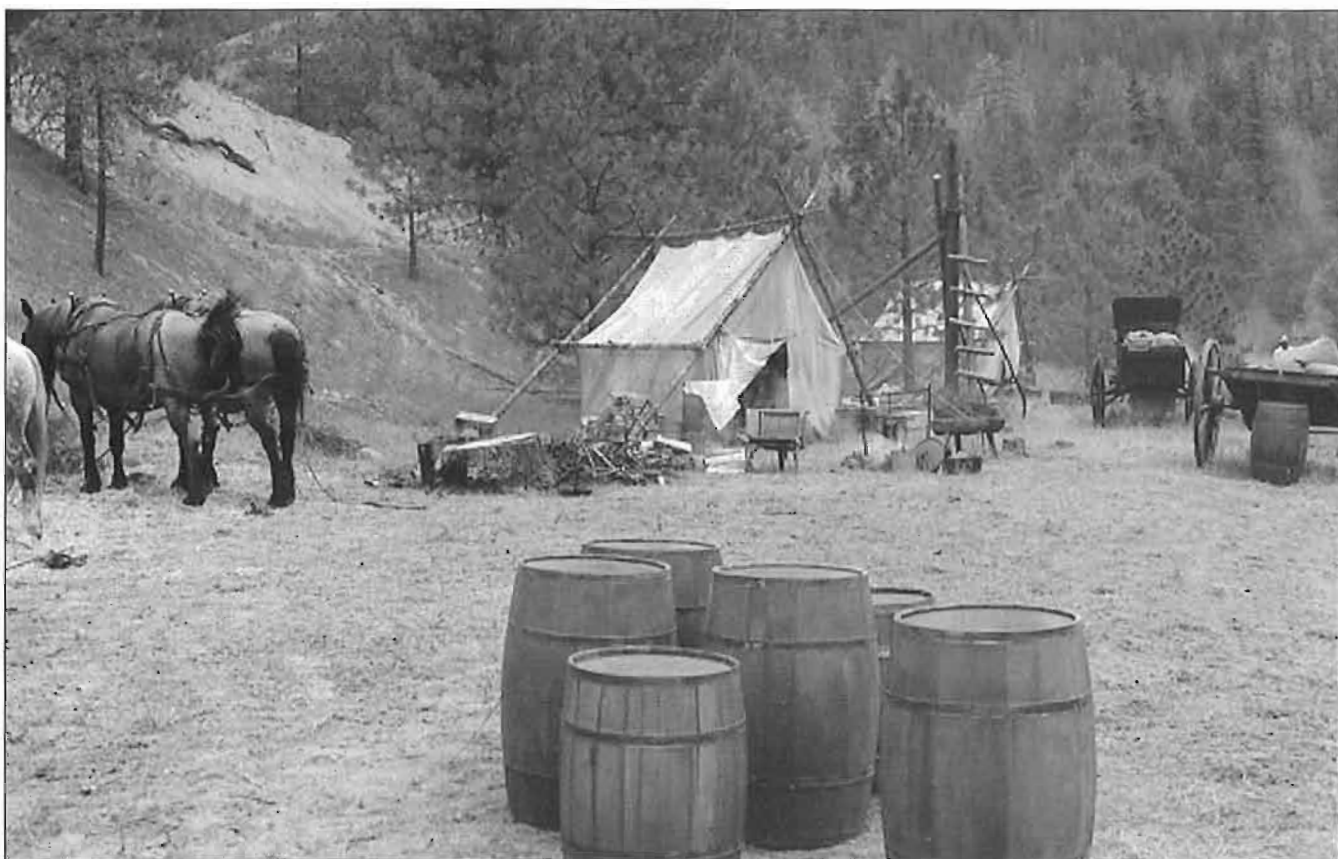
Details of a balcony end showing how it covers the coach's coupler. In real life this is KHR's open car, #301.



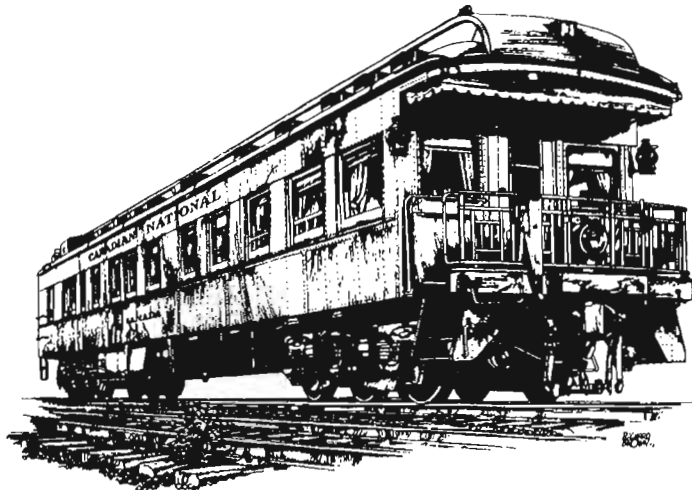
The 2007 filming set intended to imitate an 1880s construction camp, looking upgrade. A light reflecting panel has been positioned in the foreground.



Three cheerful film extras pose unofficially for this article.



This view should be titled 'Authenticity and attention to detail'.



CN spends \$15m to improve autoport

A vital arm of CN in the Port of Halifax has received a multimillion-dollar investment from its parent company. CN, better known for its rail connections from the port to central Canada and the American Midwest and beyond, has spent \$15 million at Autoport in Eastern Passage.

Kevin Doucet, CN's assistant vice-president of automotive, said the company completed a new dock earlier this year that handles some of the world's largest car carriers.

Mr. Doucet said CN has been spending money at Autoport for the past few years and "the major investment piece has been a new dock structure" that cost about \$13 million.

The new structure replaces a floating dock made of barges fabricated together.

CN has also spent about \$2 million on paving its large parking lots. In 2006, Autoport handled about 154,000 vehicles. About 80,000 were imports from Europe, with the major car lines being Volkswagen, Volvo, BMW and Mercedes-Benz. The vehicles are distributed by truck or rail to retailers across Canada. The approximately 74,000 remaining vehicles come to Autoport by rail from North American manufacturers. Those vehicles are distributed to retailers in Nova Scotia and Newfoundland and Labrador.

Autoport, which employs about 100 people full time, not only receives the vehicles, but also carries out any preparation work on the units requested by manufacturers prior to distribution to retailers. That work includes the addition of vehicle accessories, such as jump seats, ground-effects kits, trunk spoilers, mobile phone kits, CD players and other items. The facility also has a body shop. Mr. Doucet said business at Autoport has been showing a steady increase.

BUSINESS CAR

November – December, 2007

Compiled by John Godfrey

"On import traffic from a rail perspective, it (business) will likely be up about three per cent over last year and 2006 was over 10 per cent above 2005," which offers some reflection as to the growing market for European imports, Mr. Doucet said. Autoport handles about 125 vessels a year. The majority of those calls are by the Wallenius Wilhelmsen line. Earlier this year, the line's MV Toronto, one of the world's largest carriers with the capacity of about 6,000 vehicles, made its inaugural call at Autoport as part of its round-the-world service.

(The Chronicle-Herald)

CN sells Central Station

Halifax-based Homburg Invest Inc. has agreed to purchase Montreal's Central Station complex from CN for \$355 million. The deal, which is expected to close by year's end, will see Homburg take over management of the railway passenger terminal, parts of the sub-track levels, the Grand Hall and 17-storey office tower. CN will lease its corporate headquarters and train facilities back under a long-term agreement. Via Rail, Amtrak and the Metropolitan Transport Agency will also continue to operate without interruption.

The acquisition gives Homburg a prime downtown location, a stable, quality tenant and the potentially valuable air rights over the station's parking garage, where as much as one million square feet of office space could be built "I'm not thinking it is going to happen tomorrow, but the site has tremendous growth potential," said Richard Homburg, the real-estate company's chairman and chief executive officer. Homburg is a publicly traded holding company involved in real-estate management and development. Its \$2-billion portfolio includes holdings in Canada, the U.S. and Europe. Homburg himself holds a 73-per-cent stake in the business.

The Halifax firm is getting to know Montreal quite well. Last year, it scooped up the Alexis Nihon REIT. It also is behind a \$350-million redevelopment plan for the former Viger station, in partnership with the

de Gaspé Beaubien family and Europe's SNS Property Finance.

"We know that other people have looked at developing Central Station, but the timing hasn't been right. The vacancy rate is still too high to justify new construction, but that will change. In the meantime, we've got a very good tenant," Homburg said. Montreal's other vintage rail terminal, Windsor Station, has been put on the auction block by Canadian Pacific. Asked whether he has made a bid for the station or might in the future, Homburg demurred. "I can't tell you that. I won't say yes and I won't say no."

Heritage activists have urged that Central Station's art deco interior, including the frieze that ornaments the station's concourse, be preserved and protected.

(The Gazette)

CN to acquire 'major portion' of Elgin, Joliet & Eastern from U.S. Steel

Three weeks after Canadian Pacific Railway announced plans to acquire the Dakota, Minnesota & Eastern Railroad Corp., CN has revealed an acquisition deal involving another major U.S. regional.

Canadian National Railway Co. announced it reached an agreement with United States Steel Corp. to acquire a major portion of the Elgin, Joliet and Eastern Railway Co. (EJ&E) for \$300 million. Known as "Chicago's Outer Belt," the 198-mile regional operates a mainline encircling the Windy City, reaching Waukegan, Joliet and South Chicago, Ill., and Gary, Ind.

The deal calls for U.S. Steel's Transtar subsidiary to retain ownership of railroad assets and equipment, and continue employing workers at a Gary Works site in northwest Indiana, which will become the Gary Railway. CN would acquire the remainder of EJ&E's operations. The transaction is subject to Surface Transportation Board approval. Pending regulatory review, the deal could close in mid-2008.

"This acquisition is good news for railroading in Chicago ... [which] is essential to CN's rail operations, yet presents us with major operational challenges," said CN President and Chief Executive Officer E. Hunter Harrison in a prepared statement. "This transaction will improve rail operations on the CN system and the rest of the Chicago rail network by moving CN trains out of the urban core to EJ&E lines on the outskirts of the Chicago metropolitan area."

The deal also will provide CN what had been a missing link to connect the eastern, western and southern regions of its network, said CN Senior Vice President-Southern Region Gordon Trafton. The acquisition wouldn't cause any shippers to lose direct rail competition or adversely effect rail competition, CN said. It would keep gateways open and honor trackage rights

agreements with all connecting carriers, which include CPR, BNSF Railway Co., CSX Transportation, Norfolk Southern Corp. and Union Pacific Railroad.

CN plans to invest about \$100 million to integrate the regional, build connections, improve infrastructure and expand capacity on the EJ&E, which moves steel, petroleum and chemical products, coal, and other bulk commodities and finished goods. The regional employs 700 people.

(Progressive Railroading On-line)

CN expands rail presence in Hay River, NT

CN has purchased land in Hay River, NT, in the hopes of expanding its presence in northern Canada. The town council in Hay River agreed to sell CN 156 acres of land on the southern edge of town for about \$390,000. CN spokesman Kevin Franchuk said that the new site will be significantly larger than the company's current downtown location. "We're going to begin work as soon as possible on this land to expand our operational base in the region," Franchuk said.

"Our plans haven't been finalized, but we expect to build a trans-load yard and a staging area for handling inbound and outbound material." In January 2006, CN bought back the 1,000-kilometre Mackenzie Northern Railway, which runs from Smith, AB., to Hay River. At the time, CN paid RailAmerica \$26 million for the routes it had sold nine years earlier. Last year's purchase was part of a \$51M deal that included two other rail lines in northern Alberta.

(CBC)



CHEMIN DE FER
CANADIEN
PACIFIQUE

CANADIAN
PACIFIC
RAILWAY

Former CPR employees gather in McAdam



Last year's reunion of former CPR employees in Woodstock was supposed to be the last one. "Many of us are getting along in age and numbers seemed to be dwindling," said John Smith of McAdam, a former terminal supervisor at the McAdam Railway Station. However, it was suggested that one last reunion take place in McAdam where the newly renovated train station

was capable of hosting functions of all sizes, said Smith who, along with Hollis (Holly) Grant of Saint John, helped organize the event.

"For many years we (Smith and Grant) spoke on the phone every night at midnight, setting up the plan for the next eight hours, getting our train orders coordinated, so this was just a kind of extension of what we used to do." More than 200 employees and their spouses attended the event. A large, diesel locomotive, 4563, (provided by the CRHA/Exporail) sat outside the station during the reunion, a reminder of the days when passenger trains passed by the station.

Tammy Little, chairwoman of the McAdam Historical Restoration Commission, said she was thrilled to help with the event. "It is so appropriate having this reunion here," she said. Jim McCracken, 84, of McAdam was a telegraph operator who began his 45-year career on the railroad in 1942. He came to McAdam in 1946. He said he was happy to take part in the day and renew old acquaintances. "It's sometimes a little hard to hang a name on everyone," laughed McCracken. "We hope that we can keep the reunion going next year here in McAdam. This was a junction for many trains travelling north/south and east/west."

(The Daily Gleaner)

CPR unveils Olympic Games branded locomotives

CPR, the Official Rail Freight Services Provider for the Vancouver 2010 Olympic and Paralympic Winter Games, today unveiled the first two of its new GE Evolution Series locomotives sporting the Vancouver 2010 Winter Games Olympic Emblem. Praised for their ability to conserve fuel and reduce air pollutants, the locomotives are a welcome addition to CPR's fleet. "These new 2010 Winter Games 'ambassadors' offer the latest in green locomotive technology and align VANOC's and Canadian Pacific's environmental sustainability initiatives," said CPR President and CEO Fred Green. "Rail is already the most environmentally preferable mode of transportation. These Evolution Series locomotives replace the last generation and produce 60 per cent fewer smog pollutants and are 20 per cent more fuel efficient."

CPR's role as the Official Rail Freight Services Provider provides monetary and in-kind logistics, freight rail and truck service, as well as support of special community events across the country. In the coming weeks, CPR will release more Evolution Series locomotives with the new logo, moving Canada's commerce across CPR's network. "Expect to see the newest additions to our fleet move Games-related equipment, sponsor materials, and supplies to British Columbia for 2010," Green said. "We will also soon announce our plans for a leading role in connecting communities to the 2010 Winter Games."

(CPR news release)

CN, CPR forge routing protocol pact to speed interline traffic

Canadian National Railway Co. and Canadian Pacific Railway have reached an agreement on a routing protocol to expedite interline traffic along key gateways. The railroads plan to direct traffic flows through the most efficient interchange locations. Under the routing protocol, 14 gateways, including Montreal, Milwaukee and Winnipeg, Manitoba, will handle higher traffic volumes; and 15 gateways, including Chicago, Minneapolis, Superior, Wis., and Calgary, Alberta, will handle lower volumes.

"This routing protocol will deliver faster, more dependable service to our customers while generating better utilization of railway assets," said CN President and Chief Executive Officer E. Hunter Harrison in a prepared statement. Adds CPR President and CEO Fred Green: "This protocol will focus the flow of interline traffic at the most fluid, efficient interchanges, in some cases removing traffic from congested locations."

During the past few years, CN and CPR have reached several asset-sharing and co-production agreements. CN now has landed routing protocol pacts with six Class Is; CPR has similar agreements with three Class Is.

(Progressive Railroading On-line)

HERITAGE

Terra Transport Locomotive No. 900 gets new home

Former CNR Locomotive No. 900 has a new home. On May 19, 2007 the residents of Clarendville, Newfoundland celebrated its arrival in the former railway town after nearly 20 years on display at Pippy Park in St. John's. No. 900 is part of the NF-110 series built by GM Diesel for CN at its London Ontario plant in 1952. The locomotive has the distinction of being the first road diesel to cross the island in the early 1950's. It is also equipped with a steam locomotive style headlight a trademark of the NF-110 series 900-908. When the Clarendville Heritage Society learnt last year it would head to the scrap heap if a new home could not be found, efforts to raise the relocation funds immediately began.

Also up for grabs was CN Diner 176, the last of its kind built in 1958 for CN Narrow gauge operations for Newfoundland. Both 900 and 176 were donated to Clarendville Heritage Society by the Railway Coastal Museum in St. John's provided of course the local Heritage Society can come up with the required \$27,000.00 to move both units to Clarendville. "Given the fact we don't have a railway in Newfoundland anymore, the only way we could transport them to Clarendville," said Steve Bonnell, VP of Clarendville Heritage Society, "was by tractor trailer and heavy cranes." That explains the high cost of moving the units from St. John's to Clarendville, a distance of 178Km.

By late November, the needed funds for the move were allocated due to the great support from the community, businesses, provincial and municipal government, the Johnson Family Foundation and many donations from rail enthusiasts across Canada and the USA. It was a busy period for us, last September to November 2006, and many times we wondered if this could be done - moving some 120 tones of rail equipment back to Clarenville. But in the end we did it and the support for such an initiative has been overwhelming. Many Newfoundlanders still miss their railway and the debate still continues - should the railway have been allowed to die? It explains the strong connections many have to the trains and their willingness to help out in preserving what railway items remain today in Newfoundland.

There are only 3 remaining of the original 8 NF-110 series. No. 902 is on display at Lewisporte, Newfoundland and No. 906 in St. John's just recently moved to the Railway Coastal Museum on Water Street. Finally, No. 900 now at her new home in Clarenville and under restoration is part of the Clarenville Heritage Society's rail car display which also includes two 40 foot flat cars and a 1942 Plymouth Switcher.

CN Rail in Newfoundland also had the NF-210 series road switchers, numbers 909 – 946. Those were built in the late 1950's and had the newer style headlamp. There are only six of the NF-210 remaining on the island today which are No. 924, 925, 931, 932, 934 and 940. Of special interest is 931 at Corner Brook still having all her original traction motors and generators. The rest of the NF-210 were either sold to Chile, Nicaragua or scrapped.

Moving day for No. 900 and the Dining car was a big event. It began at 4.30am in St. John's, with No. 900 entering Clarenville 4 hours later. Many turned out to see the lifting operations of the bogies and 900 back on the track. "We had to make sure we had enough track in the first place," said Steve Bonnell. Since April 2007, Heritage members of the Railway Club spent weekends laying the 130 feet of 70 lbs rail and ties in place. All had a

turn at driving spikes and reviving the work of section men who worked on the Newfoundland Railway. It's a nice feeling to see a section of rail come alive once again in Newfoundland.

One of the main goals of the Clarenville Heritage Society since its formation in 2003 was preservation of the railway, and its members felt our town should have more to show for in its proud railway past. Clarenville's earlier economic prosperity was linked to the saw milling industry but the railway made it a service area for the region and it was one of the four subdivisions on the island. In December 2005, the Heritage Society acquired from Newfoundland Hardwoods Limited, a Plymouth Switcher and 40 foot flat car. Newfoundland Hardwoods operated a railway in Clarenville up to 2004, the only remaining industrial rail operation at that time in Newfoundland. We were quite proud in saving that piece of rail equipment in our community for all to see and enjoy. Newfoundland Hardwoods Plymouth No. 30 once belonged to the US Navy at Argentia prior to its transfer to Newfoundland Hardwoods in the 1960's. Bob Tilley, Manager of the Hardwoods plant donated the required rail and ties for our display and without their support; it would have been very difficult to lay the new track.

Restoration has begun on No. 900 and to date we are in the process of replacing the cab windows. 900 will be painted in the original CNR # 11 green and yellow which was the standard colour scheme for these locomotives back in the 1950's. Unfortunately, No. 900 no longer has her original D-19 traction motors and 12 cylinder V-Type diesel motor. Those were removed by the railway when it wound down operations in 1988 and were probably sold or used for parts. The NF-110s were taken out of service a few years prior to the railway closure and were parked at Clarenville for awhile back in the late 80's. In 1988 it was transferred to St. John's and then donated to the former Newfoundland Transport Museum in Pippy Park. That museum ceased operations in 1997 and since that time, 900 became the victim of vandalism having all of her original glass smashed and some damage inside the cab. But, we were able to repair most of it and the focus right now is the outside. Of course, corrosion also took its toll in 900 over the years so some welding work and steel replacement had to be carried out. We hope to preserve this fine piece of Newfoundland Railway history for many years to come.

(Stephen Bonnell, CRHA member in Newfoundland)

Biggar rallies to save historic Grand Trunk Pacific rail roundhouse

Petition seeks national historic site status for 1909 building. A rare locomotive



Photo Stephen Bonnell

roundhouse that helped establish the town of Biggar nearly 100 years ago is facing demolition, touching off a protest that has reached Parliament Hill.

The circular building, used for servicing and storing locomotives, was constructed by the Grand Trunk Pacific Railway in 1909 and is the last remaining GTPR roundhouse in the world, according to history buffs. It is so well-preserved "it's like the railroad just pulled out," said Biggar resident Tom Cholowski, a conductor with CP Rail and a railway preservationist. "This is one heck of a rare gem. It's a slice of life, a time capsule of what railroad life was like back then."

He moved to Biggar a little over a year ago and when he saw the roundhouse, "I nearly had a heart attack because these things just don't exist anymore," he said. Cholowski and Biggar Mayor Ray Sadler have collected in excess of 2,500 signatures -- more than the town's population -- on a petition demanding federal protection for the building. Support has also come from railroad societies across the country.

"This means a lot to us and when people get together for something they are passionate about, it becomes an unstoppable force," said Sadler. Recently, Conservative MP Carol Skelton tabled a petition in the House of Commons calling on the government to designate the 46,000-square-foot structure a national historic site. "I wholeheartedly support their campaign," Skelton told fellow MPs. The government has a timeline of 45 calendar days to respond.

The roundhouse is capable of holding 21 locomotives, has 40-foot fir beams, more than one million bricks, 18 stalls and recently discovered tunnels, which presumably lead to the rail station. Rumours are the roundhouse is also haunted, Cholowski said. Some who worked at the roundhouse in the early 1900s have carved their names into the bricks and there are two places where a perfect outline of runaway locomotives that plowed through the wall can be seen. "You can picture the steam engines pulling in here on their way across the country, carrying Eaton's houses," Sadler said. "It's still so vivid."

The Biggar settlement owes much to the GTPR, including its name, which comes from William Hodgins Biggar, general counsel for the rail company when the site was chosen for the Grand Trunk station in Western Canada. The town was then made a divisional point, which necessitated the roundhouse and prompted a construction and population boom that solidified Biggar's place on the Saskatchewan map. While the town thrived, the GTPR was beset by financial troubles and absorbed by CN Rail in 1920.

With the emergence of diesels, most roundhouses fell into disuse and were torn down. Some have been restored for other uses but Biggar's may be the last in original condition in North America. It was slated for demolition in the 1970s but saved in 1974, when Kevin

Kurulak's family leased it from CN as a turkey barn. "Their lease runs out in 2009 and now because of a clause in the lease, it is once again slated for demolition," explained Skelton.

(The Star Phoenix)

Would city sell its 'heart and soul,' Toronto's Union Station?

It's the busiest commuter hub in the country, and GO Transit wants to own it. The idea to acquire Union Station from the city of Toronto was part of a strategic plan delivered recently to the board of the transit authority, which also suggests creating a GO terminal at Summerhill. GO already owns the Union Station train shed where passengers board, but the station proper needs refurbishing to handle heavier traffic and stem its physical wear.

About 200,000 people use the station each day, a number expected to double in the coming decade. "It's like a jewel where the diamonds are starting to drop off," said GO managing director Gary McNeil. "Somebody needs to take control of this asset and do something with it ... put money on the table." The city has restored two of Union Station's features at a cost of \$2.75 million: a skylight in the terminal's west end and the west window in the main hall. It is also working on entryways. But Toronto's cash crunch might persuade it to part with the asset, McNeil said.

Councillor Joe Mihevc, who called the site "the heart and soul" of Toronto said, "It is a property that will be forever (belong to) the city." Mihevc was supportive, however, of creating a midtown terminal at Summerhill on Yonge St., where GO trains on the Milton line already pass using CP tracks. "When you're coming in from Milton, Summerhill looks wonderful as an alternative routing," he said, adding that much of the terminal development might have to go underground. The idea is "not a slam dunk," said McNeil.

CP would have to agree and there would be concerns from residents. Meantime, the pressure GO has put on CN to help improve service on its busy Lakeshore line has made some progress, McNeil said. CN has agreed to post extra workers at Mimico and Oakville to address signal and switch problems that caused 41% of delays on the line in June - when on-time performance fell to 80%. (Toronto Star)

Repairing Fredericton Station

Fredericton Mayor Brad Woodside issued a public plea to the Irving family to do something about the crumbling York Street Train Station in downtown Fredericton.

"It has been very frustrating for a lot of people, including myself," he said. "The public has been talking about this and asking questions for a long, long time."

The train station property is owned by J.D. Irving Ltd. It hasn't been used in years, and it's fallen into a state of disrepair. It is on a list of Canada's 10 most threatened heritage sites. Mary Keith, vice-president of communications for J.D. Irving Ltd., said the company plans to restore the train station. "Our company has committed in writing its promise to refurbish the train station including a schedule of repairs to be initiated and completed after review and approval by the City of Fredericton Heritage Preservation Review Board and the Historic Sites and Monuments Board of Canada," she said recently.

"However, restoring the train station could cost up to \$2 million and requires a viable commercial development to underwrite the repairs. Our efforts to find a viable commercial development still continue." In the meantime, Keith said, the company is reviewing the present condition of the railway station to determine what winterization can occur safely and efficiently.

"It looks bad," said Woodside. "It is unacceptable in this community or in any other community. We are really hoping that the landowners will address it. That would please a lot of people. That is all we are asking." An online petition calling for action by government on the train station was recently posted by the group Fredericton Friends of the Railway.

The mayor said the train station doesn't fall under the city's jurisdiction, and council cannot order the Irvings to clean it up. The property is registered under the name Fredericton Railway Company, he said. According to a recent legal opinion received by council, technically the property is treated like a Crown corporation, he said. "If the city was of a mind to enforce its unsightly premises bylaw, in this particular case we have no jurisdiction."

The mayor said the situation is complex. "I can tell you that if the city did have jurisdictional rights, if the city could do something, the city would do something," he said. "I just wanted to make sure that we made that clear to the public." Woodside said city representatives spoke to Irving staff, and there may be some kind of deal in the works for the property. "We have not been able to get confirmation," he said. "We are crossing our fingers. We still want some movement on the property." It's Woodside's understanding that except for the roof, the building is still structurally sound. But he said the roof is deteriorating and should be looked after quickly.

"What we would like to have happen is that the rightful owners of the property at the very least inform the people of Fredericton exactly what is the status of the negotiations and if indeed there is some light at the end of the tunnel," said Woodside.
(Saint John Telegraph-Journal)

Railway hall of fame inducts 2007 nominees

The Confederation Train, a rolling exhibit with its distinctive O Canada horn that crossed Canada during Centennial year in 1967, is among this year's inductees into the Canadian Railway Hall of Fame. The selection helps honour the heroes, technologies, leaders and communities of the Canadian railway industry. Others include Calgary author Donald Bain and CP photographer Nicholas Morant. Railway civil engineers, represented by the late J.E. Schwitzer of CP and CN retiree Ron Bailey of Edmonton, are being recognized for their engineering feats in harsh weather and terrain. The Town of Mount Royal, QC, is being recognized in the community category. The town was created as a model community by the Canadian Northern Railway, a predecessor of CN, to finance construction of the tunnel that still carries commuters into downtown Montreal through Central Station.

"This year's inductions illustrate the important role that people and their initiatives have played in helping the Canadian railway industry grow and Canada to prosper," said Les Kozma, director and chairman of the Canadian Railway Hall of Fame. "Without people like these, our industry would never have made it to where we are today." For more information, go to (Canada NewsWire)

New use for old railway station in Prescott

A new tenant has given the old CN railway station in Prescott, ON, another lease on life. Members of the Grenville County Historical Society have been busy in recent days packing and unpacking records, equipment and furniture being moved from their former headquarters in the Knights of Columbus Crane Building on Edward Street to the historic railway station built in 1856. It's a move the society has dreamed of since 2001 when VIA discontinued the practice of picking up and dropping off passengers almost 30 years after ceasing full-service operations at the Prescott station.

"We've been wanting a heritage building for our home for a long time," Valerie Schulz, Vice President of the historical society, said Monday while taking a short break from helping to arrange the incoming material at the train station. The dream came partially true during a town council meeting recently that authorized a two-year lease on the property from CN for \$1 annually.

The town and CN are working on a longer-term deal - the society is hoping for a 50-year term - but hurdles remain to be jumped with the Ontario Heritage Trust and federal transport regulators before that is secured. Schulz hopes it happens in relatively short order. She said the society has put \$30,000 worth of repairs into the building since last spring and is grateful a temporary arrangement has been struck to allow them to operate at the new site immediately. (Brockville Recorder & Times)

CPR Portage la Prairie station preservation project

Restoration efforts on the historic Portage la Prairie, Manitoba CPR station are to get a boost with new construction and a new fundraising effort. Plans are in place to have new windows installed on the heritage building, including the main entrance. To maintain the historical integrity of the building, the frames for the windows will be made of wood. "(Crews will) be out there soon installing windows on the front entrance way," Vic Edwards, chairman of the Save the CPR Station Committee in Portage, said.

Since purchasing the building from CP for \$10 almost five years ago, the committee has been gradually restoring the station, which was damaged by fire in 2002. Nov. 1 will mark the fifth anniversary of that fire, which forced community members to form the Save the CPR Station Committee to spare it from the wrecking ball.

Already, work has been done to fix the roof and restore the limestone on the building. The new windows should be the end of the exterior repairs. Edwards said the next step will then be to restore the inside of the station with working plumbing, running water and heat.

The committee wants to install a geothermal heating system and to restore the baggage and waiting areas to what they used to be. Once the project is completed, the historic site, which is more than 100 years old, will operate as an interpretive centre, a meeting place and as a museum of railroad artifacts. The plan is for the fully-restored station to have a gift shop and be a tourist attraction for the area. The cost of restoring the station itself runs at about \$150,000. Additional expenses for the development of exhibits and displays and landscape design, among other things, will boost the total estimated cost to well over \$1 million.

(Daily Graphic)



CPR Archives

BACK COVER TOP: Facing off across a "sea of wheels" at CPR's Ogden Shops are ex CLC demonstrator 4064 and CNR freight C-Line 9344. CNR 9344 was bought by CPR in 1967 to repair the carbody of CPR C-line 4054 badly damaged in a rock slide. Apparently the repairs were not worth the effort and both 4054 and 9344 were scrapped in 1969 and 1970 respectively. Stan J. Smaill.

Aux ateliers Ogden du CP à Calgary, l'ancien démonstrateur de la CLC, devenu le 4054 du CP et le C- liner; ex du CN No 9344, s'affrontent devant un champ de roues. La 9344 fut achetée du CN en 1967 afin de servir à la réparation de la 4054 du CP qui avait été endommagée sérieusement lors d'une chute de pierres. Après avoir constaté qu'il ne valait pas le coût de procéder à la réparation, les deux locomotives furent mises à la ferraille en 1969 et 1970. Stan J. Smaill

BACK COVER BOTTOM : CN NF-110 series (900 – 908) locomotive No. 900 cosmetically restored and on display at its new home in Clarenville, Newfoundland. The 900 was built by GM in London, Ontario in 1952 for Canadian National's 3'6" gauge operation on 'The Rock'. (Stephen Bonnell, CRHA member in Newfoundland)

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