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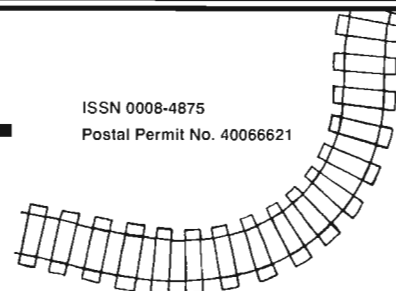


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FRONT COVER: Canadian Pacific Railway's Empress 2816 eastbound was captured on digital by Bill Linley on October 16, 2006. The train has just burst out of the tunnel and onto the Cisco Bridge over the Fraser River in beautiful British Columbia. Bill Linley
BELOW: The CPR bridge at Cisco looking south (railway west) with the tunnel at the west end visible. This photo is dated 1899, but the clean condition of the steel and stonework suggest that it might have been made closer to the opening in 1884. Note the crack in the glass plate negative on the left side of the photo. CPR Archives, Fred Angus collection

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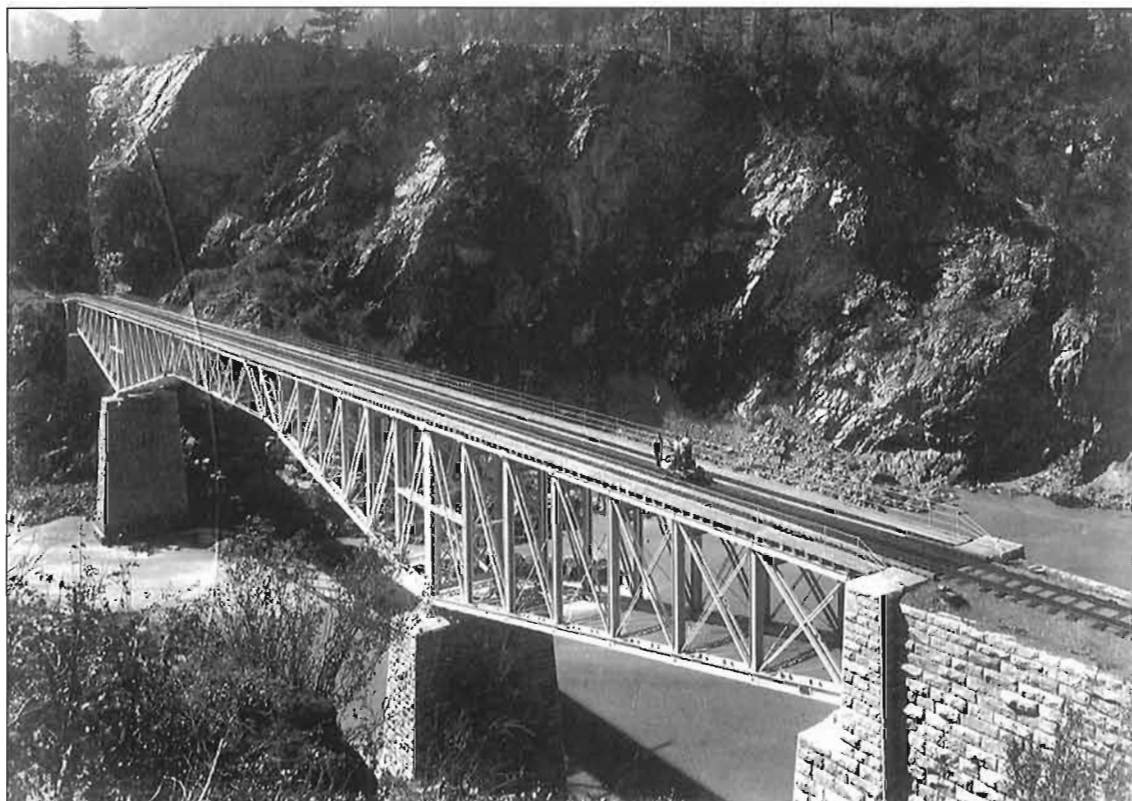
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The Cisco Bridge – A Relic of the Early Days of the CPR in British Columbia

By David J. Meridew

This article first appeared in *The Sandhouse*, the quarterly publication of the Pacific Coast Division of the CRHA. It has been expanded and we are pleased to present it in *Canadian Rail*. We wish to thank Bill Linley; Jo-Ann Colby, Canadian Pacific Archives; Robert Hunter, West Coast Railway Association Archives; Glenn Migneault, E&N Division, CRHA; and Kelly-Ann Turkington, Provincial Archives British Columbia for their help in locating appropriate photos.

Editor’s note: David J. Meridew has constructed this account of the building of the original CPR crossing of the Fraser River at Cisco, B.C. from the pages of the *Inland Sentinel*, a pioneering newspaper then published at Yale, British Columbia. Cisco is the point where trains from Vancouver cross from the west bank to the east bank

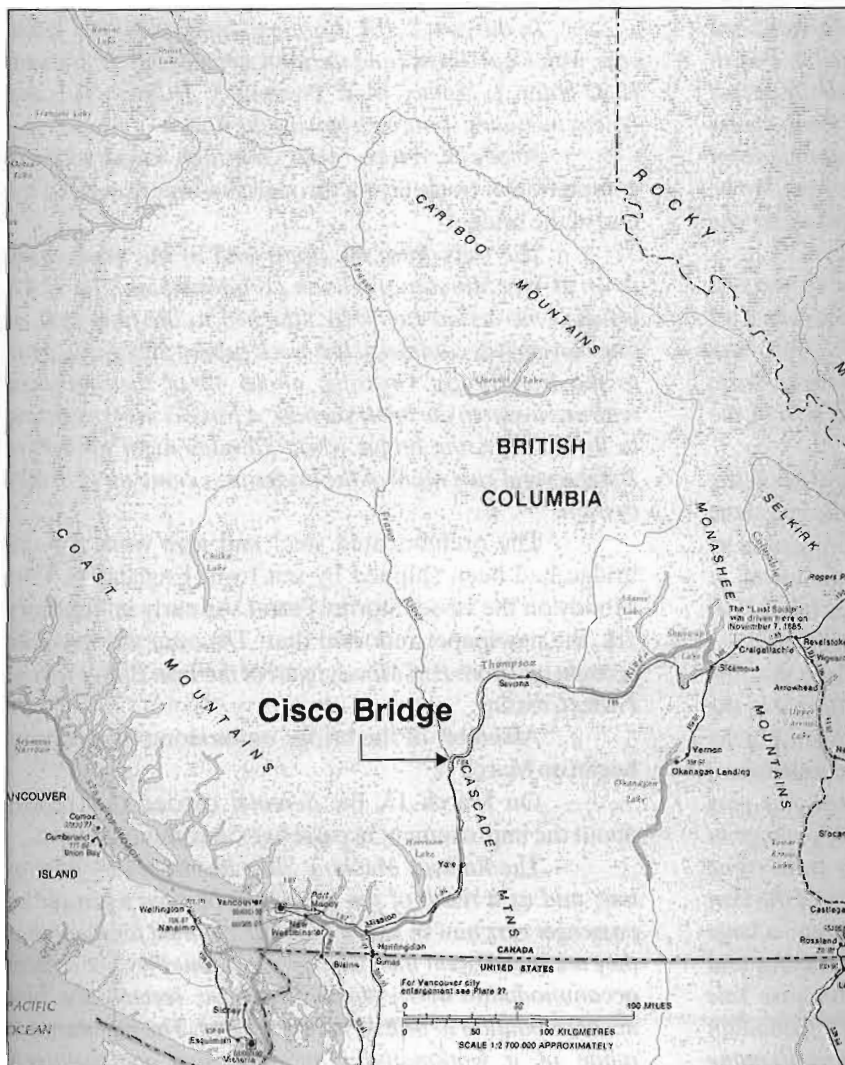
of the river. Completion of the bridge in 1884 marked a major milestone in pushing the western end of the transcontinental railway eastward from tidewater at Port Moody, B.C., on its way to join at Craigellachie with the line built westward across the Canadian heartland.

Construction of the Canadian Pacific Railway Bridge across the Fraser River near Cisco began with the quarrying and facing of stone for the bridge abutments and pillars in November 1882.

The work was soon reported in the *Inland Sentinel*, which was then being published at Yale. The December 7th edition carried the following item under the heading “Notes by the Way”, written by the publisher, Michael Hagan, based on a trip he had taken on November 4th:

Having passed along the grade to be found between Lytton and the place where the Steel Bridge is to cross the Fraser some 5 miles below Lytton and about 50 miles above Yale, we took observation from the east side of the Fraser River from the Cariboo Road, looking across the river to the west about 200 yards, and noticed work progressing in the tunnel under subcontract to McBride & Co. The east heading is well under way on the tunnel.

The bridge is a separate contract with Messrs. Onderdonk & Co. And men are busy near the 50 Mile Post quarrying and facing what is stated to be a good quality of stone for abutments, etc. We learned from Mr. W. H. McCargar, who keeps the boarding house and supply store at that point, that the stone sufficient for the foundation and over ordinary high water mark are ready for use. At the time of our visit, some 30 men were engaged in the quarry and stone cutting, and both the boarding house and sleeping premises appeared to be comfortable.



Location of the Cisco Bridge, map detail from ‘Lines of Country’ by Christopher Andreae, published by Boston Mills Press, now out of print.

The 50 Mile Post bridge site was 47.5 rail miles east of the Yale's 1884 railway station. The 50 Mile Post referred to was actually not on the CPR, but was the milepost on the Cariboo Wagon Road, across the Fraser River on the eastern side.

No iron or steel work was done on the bridge in 1883 as that was the year the stonemasons were busy building (and re-building) the stone piers and abutments. The work was not without problems, as noted in the *Sentinel* on July 5, 1883.

We are credibly informed that the latest case of fancy engineering along the line of Railway has cropped out at the 50 mile post, where the iron bridge is to be constructed; it would appear that a foundation was being built at the east side and after nearly a month's work and using up some 40 barrels of cement, it is now ascertained for a certainty that the 'job' is about fifteen feet out of line and work has been discontinued.

Four months later, on November 1st, the *Sentinel* carried another item in this vein, originally published in *The Globe* at Toronto on October 5th:

Major Corbatt, formerly of Ottawa, who has been for some time employed on Onderdonk's contract in British Columbia, reports that owing to the blundering on the part of the contractor or engineer in charge, the piers for the great iron bridge over the Fraser were found to be too far apart for the iron work. The span was so great that the piers had to be blown up and new ones commenced. This will delay the completion of the bridge for a considerable time.

The east stone pillar (to support one of the two cantilevers) of the Cisco bridge was the last piece of stonework to be completed, in late 1883. This was completed just as the track laying work eastward from Yale was nearing the Cisco tunnel, on the west side of the bridge.

On January 24, 1884, the *Sentinel* reported on the first through train to reach Yale from the western terminus at Port Moody. This had been made possible by the completion of the line between those two towns at Nicomen in the Fraser Valley, some 40 miles from Port Moody and 50 miles from Yale. The newspaper stated:

On Wednesday (January 23) at 8 p.m., the first through train arrived at Yale, having left Port Moody in the morning, and the Mission at 3 p.m. The train consisted of the fine locomotive "Lytton", Ed. Austin engineer; and James Trodden conductor; there were about a dozen flat cars loaded with steel rails. As passengers, who took passage in the cab, were Dr. McLeod, of New Westminster (who came up on Professional business), and Mr. J. T. Scott, of the Port Moody Hotel. Under the direction of Mr. F. Crotty, a large bonfire was soon in a blaze at Albert street crossing and cheers and demonstration of joy rent the air [because Yale was now no longer dependent on John Irving's Canadian Pacific Navigation Company's steamboats. Despite its name this company was not affiliated with the railway]. Supt. Haney, who came up by train, was congratulated, upon the

occasion. Master Mechanic Armstrong was also on the train. Time from Port Moody to Yale (91 miles) with 370 tons of freight was 10 hours including stops.

Because of low water in the Fraser River, the CPN steamboats seldom had been able reach to Yale in January. Thus the driving of the last spike on Contract No. 92 at Nicomen on January 24th ended forever the isolation of the interior of British Columbia. A traveller bound for the coast in February and March 1884, only had to take Barnard's (wheeled or sleigh runner) stage to Cisco and then ride a caboose all the way to Port Hammond dock, where he could board a paddle-wheel steamer for New Westminster and Victoria.

In its February 21, 1884 edition, the *Sentinel* gave the following brief description of the caboose:

The caboose that accompanied the train down to Port Moody has recently been turned out of the Car Shop here at Yale and is an important addition to the running stock of the Railway company, ensuring some degree of comfort to passengers paying their \$5.50 between Yale and Port Moody...

In the new C.P.R. Caboose, attached to the cattle cars, with Capt. Bristol and the mail were Messrs. U. Nelson, K. O'Hara, L. Salter, W. T. Preston, S. P. Tuck, CE and others, including some men leaving the line.

A week later, the *Sentinel* reported on completion of track-laying through the tunnel at the west end of the bridge:

The train from the upper end of the track came down to Yale Monday afternoon [February 25th]; the track laying construction cars were attached to the train and as track laying was completed last week [about February 22nd] to the Iron Bridge Crossing, about 40 of the workmen returned again to the lower section. A force is now preparing to do the Crossing bridge work. Tuesday night [February 26th] several cars more of the bridge iron came up [to Yale] by train.

The prefabricated steel and iron work for the bridge had been shipped by sea from England to Port Moody on the vessel Stormy Petrel. As early as February 7th, the newspaper reported that: *The train this morning brought up [from Port Moody] part of the Iron Bridge for the Fraser Crossing.*

Assembly of the bridge on its stone foundations began on March 1.

On March 13, the *Sentinel* carried this report about the improvement in passenger accommodations:

The Railway Machine Shop has been very busy of late, and as a result of the work may be seen a couple of passenger cars now in use. It is hardly claimed for them that they are made upon the Pullman's text, but they are a great accommodation over even the Caboose, recently the best accommodation to be had for passengers. The new cars are made of a workman-like manner and comparatively comfortable. Thus is added from time to time to the accommodation of the C.P.R. The day that sees the Railway

finished even to Savona and equipped as well and under proper control will be a welcome one. 1885 will add an important page to the history of the Pacific Coast Province.

Prior to completion of the bridge, Cisco was the end of track going eastward. Passengers then crossed the Fraser on a cable car to continue their journeys on the Cariboo Road. The trip from Port Moody to Cisco, some 138 miles, took 14 and a half hours, with a fare of \$10.25, after trains started running between those points.

Railway Charges from Port Moody to: -

Port Hammond	12 miles	\$ 0.75
Warnock	20 miles	1.25
Mission	30 miles	2.00
Nicomin	40 miles	2.50
Harrison River	49 miles	3.00
Agassiz	58 miles	3.50
Ruby Creek	68 miles	4.25
Hope	76 miles	4.75
Emory	85 miles	5.25
Yale	90 miles	5.50
Spuzzum	102 miles	6.75
North Bend	117 miles	8.25
Keefers	128 miles	9.25
Cisco	138 miles	10.25

Inland Sentinel, April 3, 1884

On May 1st, the *Sentinel* published the following account by an "Old Pioneer" of a journey from Yale through Nicola to Kamloops, by train as far as Cisco:

Leaving Yale on April 2nd, 1884 at 3 1/2 p.m. by train 'traveling on schedule time' arriving at the 50 Mile Crossing [Cisco] of the Fraser; after a pleasant and interesting trip of three hours and ten minutes ride in the cars, including stoppages, from Yale. This may not be considered very fast traveling by outside folks, when compared with other countries; but in British Columbia where it required scientific engineering for a distance of about 35 miles to accomplish natural difficulties through a precipitous range of mountains...

Arriving at the Crossing of the river we were conveyed over in a kind of a frame basket suspended to a wire cable, some 200 feet high above the turbulent waters of the river, ingeniously contrived for the transport of passengers and freight; I nervously settled down, holding on until safely landed on the other side, when I exclaimed all is well that ends well. So ended my first Railway ride through the canyons of the Fraser.

Completion of the railway from Port Moody to Yale and beyond brought about a surge in traffic, with an addition needed for the station at Yale, described by the *Sentinel* as follows on April 17th:

The Railway depot here is spreading, so far as platform accommodation is concerned, quite an addition

having been recently built. As there is often something of a rush on arrival of trains, especially from the west, caution should be exercised to keep out of the way of danger. It is noticed that boys expose themselves in crossing the track before the engine moving forward and backing up. It is impossible for the officials of the railroad on arrival at the depot in their hurry to attend to business to be always on the lookout, and unless more care is taken, by the boys in particular, we fear it will be our duty to report a sad accident before long. Parents should see to this.

Meanwhile, work continued on Cisco Bridge, as the *Sentinel* reported on April 10th.

Geo. A. Keefer, Esq., C.E., was in town yesterday and reports railway work progressing favourably near the Crossing [at Cisco]. He also says the iron bridge work is going ahead. The false work will soon be out of the way of high water – no matter how soon it rises now, and already the bridge work begins to make a good appearance as it projects out from the tunnel side.

Rather than relying on its own resources to describe the bridge, the *Sentinel* had carried an extensive article from a U.S. trade publication, the *American Engineer*, which it ran on January 31st. Titled "The Railway Bridge for Fraser River", the article described the project in considerable detail.

The bridge, which was designed by Mr. C. C. Schneider, C.E., of New York City, crosses the Fraser River near Lytton, in British Columbia, on the line of the Canadian Pacific Railway. The Fraser River at this place has a deep and rapid current, which makes it impossible to erect temporary supports of false works that would stand the force of the current. The distance from ordinary high water to base of rails is 125 feet and the river rises occasionally in floods to the extent of 60 feet. To meet these conditions the designer adopted the cantilever type for this bridge, which would be self-sustaining during erection.

The structure consists of two cantilever trusses of 210 feet each and an intermediate span of 105 feet, making the total length of the bridge 525 feet between centers of end pins.

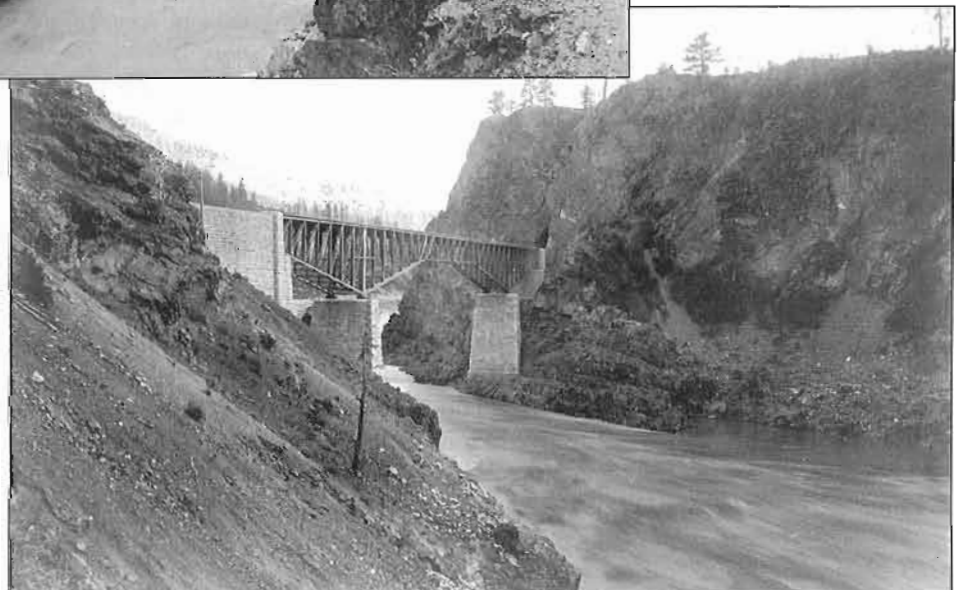
The cantilever trusses are supported at their center by stone piers about 72 feet high, 315 feet apart between centers, built on the [east and west] banks of the rivers.

The trusses are 17 feet apart between centers divided into panels of 15 feet. The depth of the cantilever trusses over the piers is 35 feet and at the ends 14 feet.

The shore ends of the cantilevers are attached to short links revolving on pins anchored to the masonry. These links, besides forming the anchorage, serve as rockers, and allow for the expansion and contraction of the shore ends of the cantilevers. Expansion joints are also provided for at the connection of the intermediate span with the river ends of the two cantilevers, in the intermediate span being suspended from the extreme ends of the river arms.

The method of erection is as follows: The shore arms of the cantilevers will be erected on false works in the

First Timetable – Issued April 1, 1884 – Passenger Train			
Lv. Cisco	12:05 noon	Lv. Port Moody	5:00 Wed. & Sat.
Arr. Keefers	13:10	Arr. Hammonds	6:00
Arr. North Bend	14:00	Lv. Hammonds	7:00
Arr. Spuzzum	15:10	Arr. Warnock	7:30
Arr. Yale	16:00	Arr. Mission	8:05
Lv. Yale	19:00 Tues. & Fri.	Arr. Nicomin	8:40
Lv. Emory	19:15	Arr. Harrison River	10:10
Lv. Hope	20:00	Arr. Agassiz	11:10
Lv. Ruby Creek	21:25	Arr. Ruby Creek	12:10 Noon
Lv. Agassiz	22:26	Arr. Hope	13:00
Lv. Harrison River	23:20 Tues. & Fri.	Arr. Emory	13:45
Lv. Nicomin	0:25 Midnight	Arr. Yale	14:00
Lv. Mission	1:20 Wed. & Sat.	Lv. Yale	15:00
Lv. Warnock	1:50	Arr. Spuzzum	16:00
Arr. Hammonds	2:15	Arr. North Bend	17:10
Lv. Hammonds	3:10	Arr. Keefers	18:10
Arr. Port Moody	4:00	Arr. Cisco	19:30 Wed. & Sat.



Two views of the Cisco Cantilever Bridge taken in the late 1800's shortly after completion by S. J. Thompson Photo, New Westminster, BC. CPR Archives # a332 and a11503

usual manner. After the shore arms are in position and anchored to the abutments, the river arms will be built out panel by panel by means of traveling derricks, which advance as each panel is in place and its bracing adjusted. Thus the work progresses section by section, until the ends of the cantilevers are reached. Then the intermediate span of 105 feet will be erected on a staging built on wire ropes swung across the gap between the two ends of the cantilevers.

The structure has been proportioned to carry, in addition to its own weight and weight of woodwork and rails, a train load of 2,500 lbs. per lineal foot, with two locomotives having an additional driver load of 55,000 lbs., on 14 foot wheel bases about 50 feet apart, over and above the 2,500 lbs. per lineal foot. The floor system has been proportioned for the maximum strain produced by the train and locomotive loads specified, supposing the whole load to be carried by the central stringers.

The wind bracing has been proportioned for a pressure of 40 lbs. per square foot on a surface of twice the area of the trusses, plus the area of floor system, plus the area of face of train taken as 10 feet vertical height; the pressure on train area being considered as a moving load, and the remaining pressure as a uniform load.

The material used for the superstructure is steel made by the open hearth of Siemens Martin process and wrought iron. The lower chords and centre-posts of

cantilevers are made of steel; so are all the pins. The rest of the work is of wrought iron, with the exception of the pedestals on the masonry and filling rings, which are of cast iron.

The total weight of steel and iron in the bridge is 1,224,000 lbs., of which 243,000 lbs. are steel, 941,000 lbs. wrought iron and 40,000 lbs. cast iron.

Andrew Onderdonk is contractor for the entire work, including foundations and masonry. The steel and iron work has been manufactured by Messrs. Hawks, Crawshaw & Sons., Gateshead on Tyne, England. Mr. J. Tomlinson, bridge engineer of the Canadian Pacific Railway, has been inspecting the work at the shops and has now charge of the erection.

With the railway soon to reach Cisco in April 1884, measures were taken to prevent its cargoes from circumventing the toll charges imposed on freight using the Cariboo Road through the Fraser Canyon. The *Sentinel* reported on February 7th on a bill introduced in the B.C. legislature to achieve that objective.

A Bill was recently introduced by Hon. Mr. Robson to remove the Toll House from the Suspension Bridge [at Spuzzum] to the Fraser Crossing at the 50 Mile Post. This is to head off the Railway Company from carrying freight to upper part of the Cariboo Road [to Lytton, Spences Bridge, and onward]. Half a cent per pound will continue to be



This photo appropriately titled 'Cantilever Bridge nr Cisco', the view is looking railway west (geographic south) with the tunnel portal in view. Canadian pacific railway has posed the train with what looks like the workmen and their tools, date unknown. CPR Archives # a11416

collected upon all property subject to the toll. Agricultural implements, machinery, etc., pass free.

As the spring wore on, the *Sentinel* announced the pending completion of the bridge, in its May 29th edition.

We understand that the Iron Bridge is expected to be so far done as to permit rail cars to pass over by Saturday week, when track laying will be pushed with energy [the six miles into Lytton]. Some delay may be had above Lytton until a few bridges are finished, then on to Spences's Bridge, etc.

But the paper was a little premature with its forecast, as the completion did not occur until June 12th, when the first train crossed over the river.

Ironically, the *Sentinel* did not cover the spanning of the Fraser, as it suspended publication for some two months after that edition on May 29th. In its last edition from Yale, the *Sentinel* commented on the changes that the railway was bringing to B.C.'s interior.

The removal of the principal [Yale] office of the B.C. Express Company to Lytton, where by far the greater part of the Company's business is now done, causes a noted change in Yale. It is 20 years since the Express Company opened their office at Yale, B.C. and a very large business has been in charge of the B.C. Express... As the Railway extends inland the 'iron horse' will cause the stage coach to find new

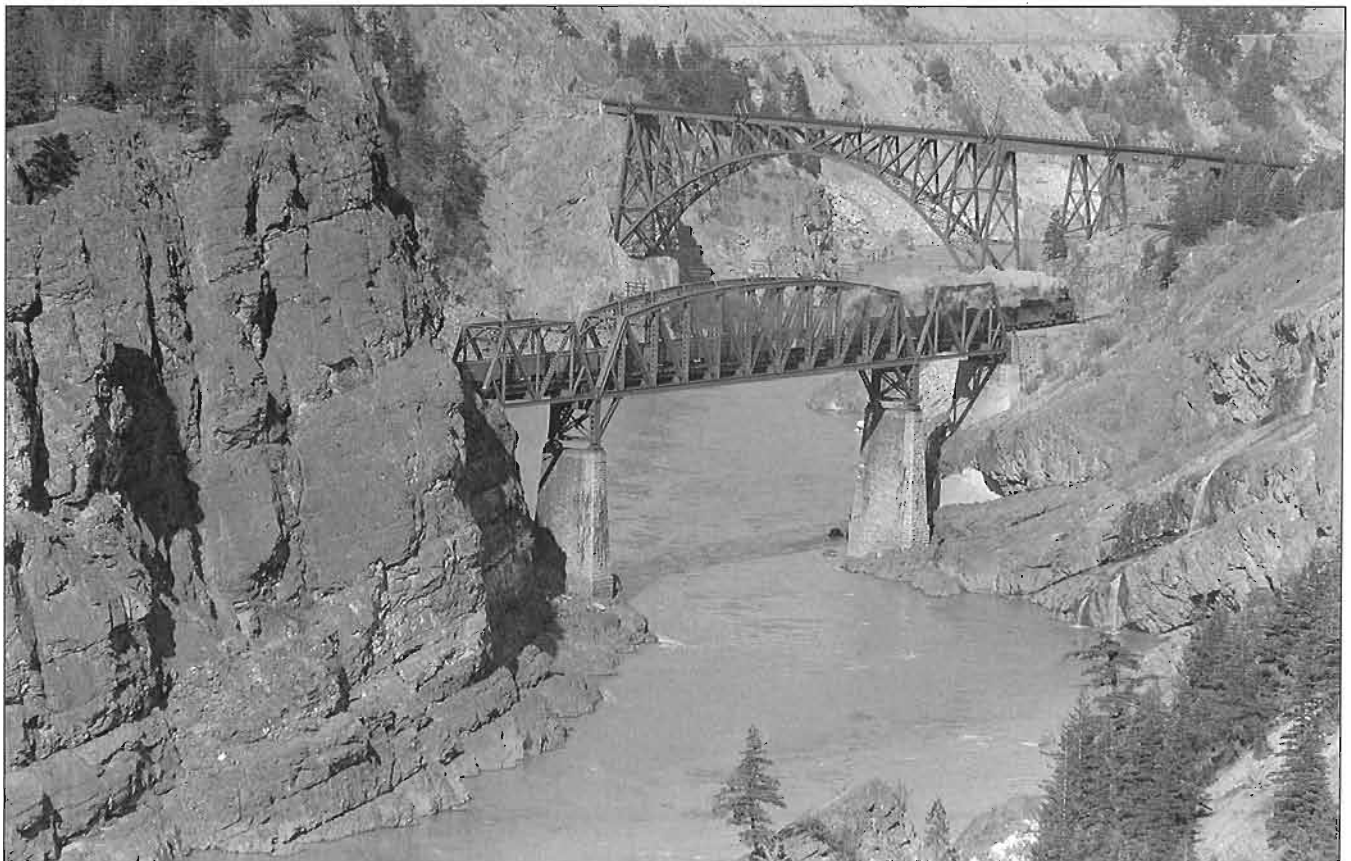
routes, which will be the case when new settlements take place or old localities increase in population. Our whole inland country is undergoing a change.

At this point, the *Sentinel* moved to Kamloops, where it would be published until its demise 103 years later in 1987. After leaving Yale, it resumed publication there on July 31, 1884, some six weeks after the Cisco Bridge opened, the great event going unrecorded in its pages.

We must rely, therefore, on the accounts of another B.C. newspaper to describe the opening of the new span. From the provincial capital, the *Daily Colonist* carried this report on June 15th, under the headline "Opening of the CPR Cantilever Bridge".

The cantilever bridge on the line of the C.P. Railway near Lytton was opened on Thursday [June 12th]. A large party of excursionists went up from Yale and other points and crossed the bridge in a long train of cars, amid great enthusiasm. The inaugural speech was made by Judge Walkem. It was able and felicitous.

Track was completed to Lytton, some six miles east of the bridge, on June 17th, and the *Colonist* ran this editorial the following day, noting that the completion of the transcontinental railway was close to becoming a reality.

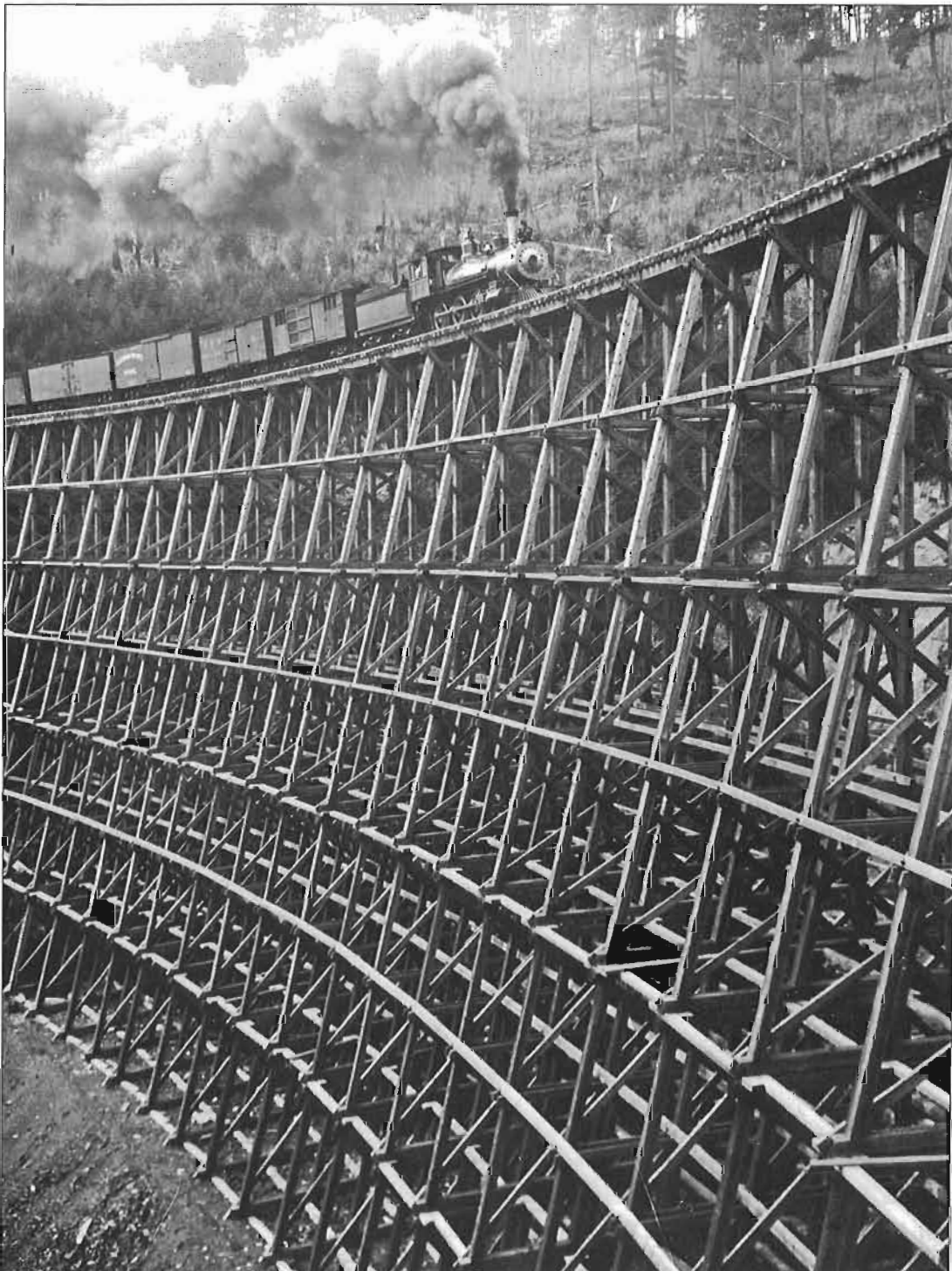


In this undated photograph a CPR steam hauled freight train rubbles across the 'new' Cisco Bridge. This spot on the Fraser is a beehive of railway activity, that's the CNR bridge crossing the Fraser in the background. CPR Archives # m4611

Through to Lytton! The cry used to be "Through to Yale!" But now it's changed to "Through to Lytton!" Messrs. Robert Ward & Co. Agents for Mr. Onderdonk notify the public that from and after this date freight will be carried through to Lytton via the Canadian Pacific Railway. This is moving eastward with a vengeance. It seems scarcely possible that only a railway link less than 300 miles remains to be completed before the west will shake hands with the east over a continuous line of rail through British territory.

Completion of the bridge at Cisco was thus a harbinger of what was to come just 17 months later, when the western and eastern sections of CPR's transcontinental mainline were joined at Craigellachie, B.C. on November 7, 1885.

But the bridge was of light construction and would not remain part of the transcontinental line for long. In 1909, it was replaced by the present-day Cisco Bridge, consisting of three through-truss spans supported by the original masonry piers.



This spectacular wooden trestle bridged the Niagara Canyon on the Esquimalt and Nanaimo Railway on Vancouver Island prior to the installation of the relocated Cisco Bridge. Royal BC Museum, BC Archives, Image 15420-20C

The Cisco Bridge Recycled

President T.G. Shaughnessy lorded over what author and historian J. Lorne McDougall described as ‘the golden years’ for the Canadian Pacific Railway. Between 1900 and the outbreak of World War I, the CPR experienced tremendous growth. And so did Canada. In the first decade of the twentieth century, Canada’s population grew by one third. In 1901 there were 5,371,315 people in Canada, while in 1911 there were 7,206,643.

Before the Great War, as immigrants flooded the prairies, the CPR expanded its hotel and resort chain and its fleet of Pacific ships. The CPR acquired a fleet of steamships on the Atlantic and ferries on both coasts. CPR doubled its track mileage and double-tracked most of its western main line. And the CPR created some tremendous engineering marvels – the spiral tunnels and the Lethbridge Viaduct, and started work on the Bassano Dam, the Brooks Aqueduct and the yet-to-be-named Connaught Tunnel.

Before ‘the golden years’ the CPR had 562 locomotives, 709 passenger cars, and 15,459 freight cars. In 1915 the CPR had four times the number of locomotives and passenger cars, and six times the number of freight cars. In 1896 annual revenues were just over twenty million dollars, in 1913 revenues were seven times that being just shy of \$ 140 million.

Although the company was flush with cash, it was not all ...spend, ... spend, ... spend! True to its Scottish heritage, the CPR had a frugal side! One of the ways the CPR saved money was pretty ingenious, it recycled bridges!

On Vancouver Island construction of the Esquimalt and Nanaimo Railway commenced in 1884, through some of the most challenging terrain outside of the Canadian Rockies. Numerous ravines, canyons and rivers had to be crossed. Wood was cheap and available resulting in the construction of a spectacular array of wooden trestles on the E&N Railway.

Impressive as they were, the wooden trestles were susceptible to natural disasters such as flash floods and fire, let alone the maintenance issue. One such washout occurred on the E&N when the center section of the 260 foot high Niagara Canyon Trestle was carried away by a flash flood. Rail service was interrupted from November 12, 1896 through January 28, 1897.

On February 2, 1905, James Dunsmuir (sole owner of the E&N), entered into negotiations with the Canadian Pacific Railway for the sale of the railway. An agreement was reached and on June 8, 1905 the CPR acquired all the assets of the E&N.

With the railway under CPR control capital became available to begin a number of desired improvements to the line. These included grading



The Cisco Bridge has been dismantled and moved to the Esquimalt and Nanaimo Railway where it is being reassembled (and lengthened) over the Niagara canyon. CPR Archives # a26246

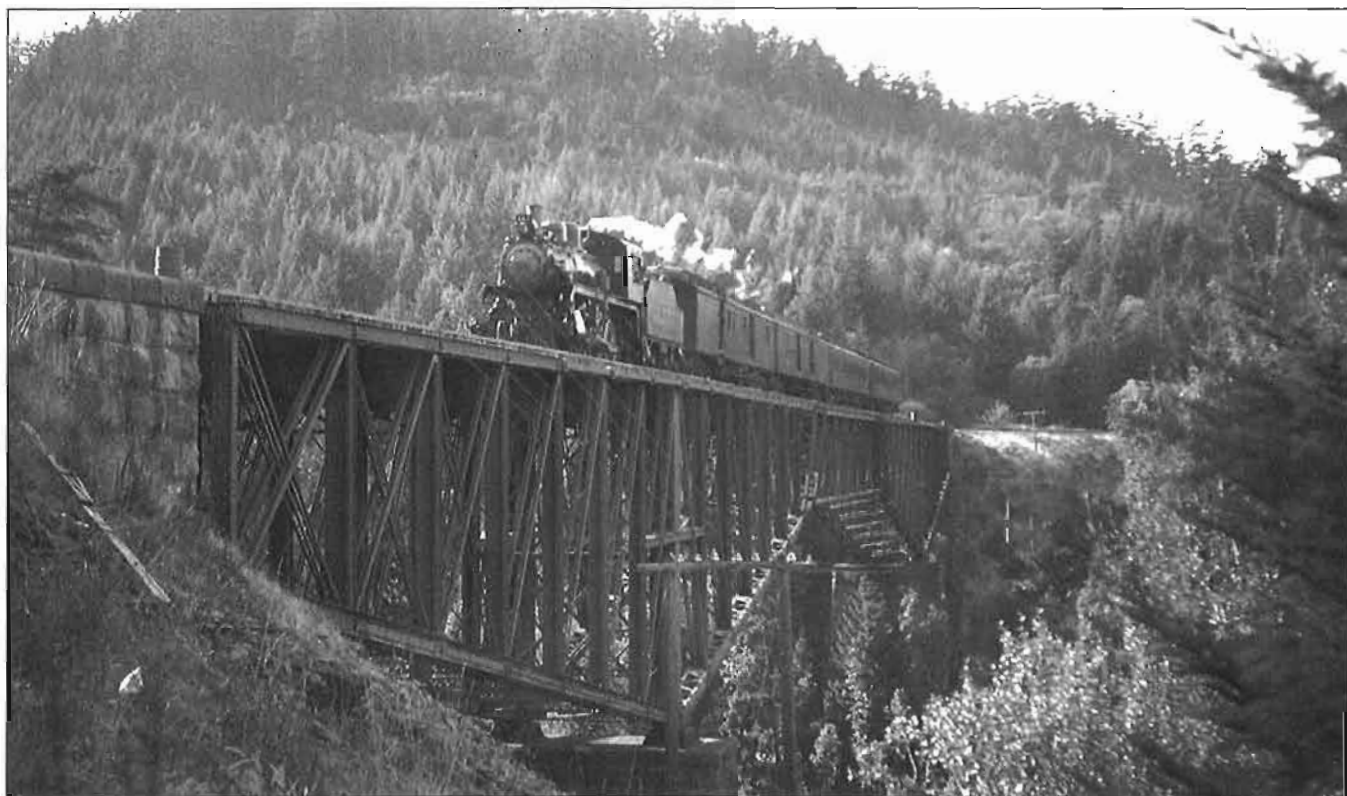
improvements, upgrading rail from 50 or 54 to 60 pound, filling in of trestles where possible, and replacement of wooden trestles with steel bridges in some cases.

The steel and ironwork of the cantilever structure of the Cisco Bridge was dismantled and relocated to Vancouver Island in 1911 replacing the wooden trestle over the Niagara Canyon. It remains there to this day supporting VIA Rail Canada's Malahat on its daily spectacular journey between Victoria and Courtenay.

Sources:

The Sandhouse, Pacific Coast Division, CRHA Vol.32, No.1, Issue 125 (Spring 2007)

Great Moments in CPR Ingenuity, Jonathan Hanna, CPR Vancouver Island Railroads by Robert D. Turner, 1973 Golden West Books



Esquimalt and Nanaimo passenger train crossing the Niagara Canyon bridge on August 12, 1940. Locomotive 463 was built by MLW, builders number 50455, in January 1912 as CPR 2463, class D4g. At that time the series II numbering system was in effect. In June 1914 it was renumbered 463 in the new series III numbering system. It was transferred to the E&N in 1930 and in March 1937 it was again renumbered 63. The locomotive was scrapped in 1953. Thanks to Ronald Ritchie for the pedigree, Addison A. Lake, Tucon AZ photo via Glenn Migneault, E&N Division CRHA

Trains on Bridges Photo Gallery

By Stan J. Smaill
French Version, Denis Vallieres

With the lead article in this issue of Canadian Rail focusing on the Cisco Bridge relocation story in British Columbia, we seize this opportunity and are pleased to present a selection of images that show Canadian trains on bridges. The engineering challenges that geography presented to Canada's railway builders included the many rivers, canyons and coulees which all required bridging of some sort. Thousands of board feet of timber trestles initially met the bridging challenges to be replaced by fill, cut stone, iron and steel bridges of varying types. Many of these structures still survive today many basically as they were constructed many years ago. Our thanks to Ron Bryant, Ronald Ritchie and Robert Hunter of WCRA Archives for helping us pull these magnificent photos together.



Splendide photo du deuxième pont tournant du CPR sur le canal Lachine en position ouvert, laissant passer un vapeur qui remonte vers les écluses. On peut voir la tour de contrôle du pont, qui fut en service au-delà des années 1970, bien après l'inauguration en 1959 de la Voie maritime du Saint-Laurent. Canadien Pacifique B2248-7, collection Ron Bryant.

A swing bridge of another type. The Montreal and Southern Counties interurbans had to contend with two swing bridges on its system. One was over the Lachine Canal in Montreal, and in this view we see car 104 in excursion service on the swing bridge over the Chambly Canal at Chambly. That's Omer Lavallee on the back platform. Note the complicated trolley wire suspension, the wire turned with the bridge. Ronald Ritchie



La Montreal & Southern Counties devait composer avec deux ponts tournants dans son réseau. L'un était situé au-dessus du canal Lachine à Montréal et l'autre traversait le canal Chambly à Chambly. C'est ce dernier que l'on voit ici, avec le tramway 104 qui faisait une excursion. Omer Lavallée se tient sur la plateforme arrière. Notons la complexité de la suspension du câble de trolley, qui pivotait avec le pont. Collection Ronald Ritchie.

Galerie de photos Des trains sur des ponts

Par Stan J. Smaill
Traduction française : Denis Vallieres

À l'occasion de la parution de l'article principal de cette édition du Canadian Rail, traitant de l'histoire de la relocalisation du pont Cisco en Colombie-Britannique, il nous fait plaisir de vous présenter une sélection de photos de trains canadiens sur des ponts. Les constructeurs de chemins de fer durent traverser un grand nombre de rivières, de canyons et de coulées, si caractéristiques du relief canadien, pour bâtir de tels ouvrages. Des digues, des constructions en pierre taillée et des ponts de toutes sortes en fer ou en acier remplacèrent peu à peu les milliers de mètres linéaires de ponts à chevalets de bois d'origine. Plusieurs de ces structures existent encore, dont certaines sont intactes. Nous remercions Ron Bryant, Ronald Ritchie et Robert Hunter, des Archives WRCA, qui nous ont aidés à rassembler ces photos.

A magnificent photo of the second CPR Lachine Canal Swing Bridge shows the bridge in the "open" position presumably to allow the passage of the "canaller" steaming upstream toward the Lachine locks. The bridge control tower is visible in this view. It lasted well into the nineteen-seventies long after the St. Lawrence Seaway superseded the Lachine Canal after 1959. Canadian Pacific B2248-7, Ron Bryant collection

The CPR crossing of Montreal's Lachine Canal was bridged by two different swing bridges. The first swing bridge was a single track structure which remained in service until CPR's Adirondack Subdivision was double-tracked circa 1908. In this 1951 view, a CPR N2 2-8-0 crosses the second Lachine Canal Swing Bridge with the LaSalle Transfer northbound for St. Luc yard. Omer Lavallee # 1030, Ronald Ritchie collection



Deux ponts tournants du CPR traversaient le canal Lachine à Montréal. Le premier, une structure ne comportant qu'une seule voie, fut utilisé jusqu'à ce que la voie de la subdivision Adirondack soit doublée, vers 1908. Sur ce cliché de 1951, nous voyons la locomotive CPR N2 2-8-0 traverser le deuxième pont tournant du canal Lachine, en route vers la correspondance de LaSalle en direction nord vers le triage Saint-Luc. Omer Lavallée no 1030, collection Ronald Ritchie.



In this March 1981 view, CPR M636 4729 is southbound for Farnham and Saint John, New Brunswick with an "Extra 4" grain train. By this time, the swing bridge control tower has been demolished. The Lachine Canal Swing Bridge is purportedly the longest railway swing bridge in the world. Stan J. Smaill

En ce mois de mars 1981, la locomotive M636 no 4729 roule en direction sud vers Farnham, Québec, puis Saint-Jean, Nouveau-Brunswick, avec le train céréalier Extra 4. À cette époque, la tour de contrôle du pont tournant n'existait déjà plus. Ce pont tournant du canal Lachine serait le plus long du genre au monde. Stan J. Smaill.



When the Cisco Bridge was built, the CPR's Directors never imagined that its competitors double stacked container trains would be using it. Because of directional operation here we see CN 5613, 5406 and 5615 at Cisco, milepost 100.6 on the Thompson Subdivision on August 26, 2006. Mark Forseille

Lorsque le pont Cisco fut construit, les dirigeants de CPR ne pouvaient s'imaginer que des trains de conteneurs à double niveau, appartenant à des compétiteurs, l'utiliseraient. Ici, nous voyons les locomotives CN 5613, 5406 et 5615 à Cisco, à la borne 100,6 de la subdivision Thompson, le 26 août 2006. Mark Forseille

This almost looks like a scene from a model railway layout! Canadian Pacific Railway 8682 with three cars and a caboose are heading southbound on the E&N at milepost 14.0, the Niagara Canyon Bridge on June 25, 1979. WCRA Archives, David Wilkie collection #WENR00075SRJ1



Voici qui ressemble à une scène d'un réseau de chemin de fer à échelle réduite! La locomotive du Chemin de fer Canadien Pacifique no 8682 et trois wagons, en plus d'un fourgon de queue, roulent en direction sud sur le E & N à la borne 14,0, sur le pont Niagara Canyon, le 25 juin 1979. Archives WCRA, collection David Wilkie no WENR00075SRJ1.

If you take the train away, this scene hasn't changed much since 1911 when the Cisco Bridge was relocated to Vancouver Island. Here CPR Extra 8838 with one car and a caboose again southbound at the same location on June 29, 1985. WCRA Archives, David Wilkie collection # WENR00943SJ

Si l'on fait abstraction du train, le décor n'a pas changé depuis 1911, année où le pont Cisco fut relocalisé sur l'île de Vancouver. Ici, la locomotive Extra 8838 avec un wagon à minerai et un fourgon de queue se dirige aussi en direction sud, le 29 juin 1985. Archives WCRA, collection David Wilkie no WENR00943SJ.



CPR Train # 559 the Ottawa to Toronto Pool Train has left Ottawa's Union Station and is about to cross the Interprovincial Bridge between Ottawa and Hull, Quebec. A CPR G5 leads in this view taken in April 1954. Note the almost new streamlined CNR baggage car first out in the otherwise CPR consist. The famous Chateau Laurier Hotel figures prominently in the background. Omer Lavallee # 2099, Ronald Ritchie collection

Le train numéro 559 du CPR, exploité en commun (Pool Train) et reliant Ottawa et Toronto, vient de quitter la gare Union d'Ottawa et se prépare à traverser le pont interprovincial entre cette ville et Hull (maintenant Gatineau), Québec. Ce cliché de la locomotive CPR G5 en tête du convoi a été pris en avril 1954. À noter, le fourgon à bagages profilé, presque neuf, du CNR, précédant les voitures du CPR. En arrière-plan, le profil en surplomb de l'hôtel Château Laurier. Omer Lavallée no 2099, collection Ronald Ritchie.



Exiting the Interprovincial Bridge in Ottawa back in March 1953 a CPR G3 4-6-2 handling train # 427 the classic Tuscan red Montreal to Ottawa passenger consist will soon arrive at Ottawa Union Station. The mills of Hull, Quebec and the Gatineau Hills are seen in the rear of this marvellous fifties scene of the 'old' Ottawa Terminals. Omer Lavallee # 1522, Ronald Ritchie collection

Le train no 427 de Montréal vers Ottawa, dans sa livrée rouge toscan et tiré par la locomotive CPR G3 4-6-2, s'appête à quitter le pont interprovincial en direction de la gare Union d'Ottawa, en mars 1953. Les moulins de Hull, Québec, et les collines de Gatineau composent l'arrière-plan de cette splendide scène des années 1950 du « vieux » complexe ferroviaire d'Ottawa. Omer Lavallée no 1522, collection Ronald Richie.

Crossing the Rideau. A CNR FP9 is about to cross the Rideau River at Smiths Falls in May 1974 with a Brockville – Ottawa passenger train. The CNR train is operating on the CPR's Brockville subdivision between Brockville and Smiths Falls. From Smiths Falls, CNR metals are used to reach the capital. Stan J. Smaill



Une locomotive CNR FP9, à la tête d'un train passager reliant Brockville à Ottawa, se prépare à traverser la rivière Rideau à Smiths Falls. Ce train du CNR roule sur une voie de la subdivision Brockville du CPR entre Brockville et Smith Falls, puis sur les rails du CNR pour enfin atteindre la capitale. Stan J. Smaill.

Another crossing of the Rideau, this time with steam! Restored CPR G5 4-6-2 1201 steps on to the CPR's Prescott Sub crossing of the Rideau back in August 1976 with an NMST - NCC excursion train bound for Wakefield, Quebec. Many fine steam excursions were operated and staffed by members of the Bytown Railway Society allowing a whole new generation of Canadians to savour the steam era. Stan J. Smaill



Une autre traversée de la Rideau, cette fois-ci avec une locomotive à vapeur! La CPR G5 4-6-2 no 1201 avance sur le pont de la subdivision Prescott du CPR qui enjambe la Rideau en direction de Wakefield, Québec, lors d'une excursion NMST-NCC en août 1976. Plusieurs excursions à vapeur fort intéressantes furent organisées par les membres de la Bytown Railway Society, permettant ainsi à une nouvelle génération de Canadiens de revivre l'ère de la vapeur. Stan J. Smaill.



This Budd's for you! In spring 1974, the Bytown Railway Society operated an RDC excursion from Ottawa to Kingston, Ontario including a ride on the remnants of the famous Kingston and Pembroke segment between Tichborne and Kingston. Seen here executing a runpast over the famous Mud lake trestle on the CPR's Belleville Sub near Bolingbroke, Ontario. Stan J. Smaill

Ce « Budd » est pour vous! Au printemps 1974, la Bytown Railway Society organisa une excursion en RDC d'Ottawa à Kingston, Ontario, comprenant une randonnée sur ce qui restait de la section Kingston et Pembroke, entre Tichborne et Kingston. On voit ici un runpast (arrêt-photo) au-dessus du pont à chevalets du lac Mud de la subdivision Belleville du CPR près de Bolingbroke, Ontario. Stan J. Smaill.



Power for the Pontiac! This intriguing view taken from the pedestrian walkway of the Interprovincial Bridge features CPR D4 4-6-0 425 on her way to Ottawa West roundhouse after piloting the passenger train from Waltham, Quebec to Ottawa Union Station. CPR D4 4-6-0's were the heaviest steam locomotives allowed on the Waltham Sub because of a restricted bridge at Davidson, Quebec. Ronald Ritchie # 2775

Du pouvoir pour la Pontiac! Cette étrange photo, prise du passage piétonnier du pont interprovincial, illustre la locomotive CPR D4 4-6-0 no 425 se dirigeant vers la rotonde d'Ottawa Ouest après avoir amené le train en provenance de Waltham, Québec, vers la gare Union d'Ottawa. Les locomotives CPR de la série D4 4-6-0 furent les plus lourdes admises sur la subdivision Waltham en raison des restrictions du pont à Davidson, Québec. Ronald Ritchie no 2775.

Leaving the western extremity of the island of Montreal, both the CNR and CPR have impressive and lengthy bridges that cross the Ottawa River at Vaudreuil / Dorion, Quebec. Westbound for Smiths Falls CPR Extra 2803 West, the H1 4-6-4 powers a westbound freight over the CPR's Vaudreuil bridge on March 19, 1955 on a beautiful winter afternoon. Hudsons and Pacifics were common as freight and transfer power on the Winchester Sub and around the CPR Montreal Terminals in the 1950's. Ronald Ritchie # 1838



Pour traverser la rivière des Outaouais de l'extrémité de l'île de Montréal à Vaudreuil/Dorion, Québec, le CNR et le CPR utilisent chacun un pont d'une longueur impressionnante. En route vers Smiths Falls, la locomotive du CPR no 2803, une H1 4-6-4, tire un train en direction ouest au-dessus du pont du CPR à Vaudreuil, le 19 mars 1955, lors d'un magnifique après-midi d'hiver. Les locomotives de types Hudson et Pacific étaient fréquemment utilisées pour les trains de marchandises de la subdivision Winchester et autour du complexe ferroviaire du CPR à Montréal dans les années 1950. Ronald Ritchie no 1838.

On another beautiful winter afternoon, same bridge, different time, it's December 1969, at the west end of the CPR Vaudreuil Bridge. Here we see FA1 4016 leading an eclectic mix of CP and Chicago Great Western power on train 903. A business car is seen coupled behind the trailing unit. Stan J. Smaill



Autre après-midi d'hiver, sur le même pont, en décembre 1969, à l'extrémité ouest du pont Vaudreuil du CPR. Ici, nous voyons la locomotive FA1 no 4016 à la tête du convoi mixte, d'allure éclectique, du CP et du Chicago Great Western du train no 903. Une voiture de fonction est attelée derrière la locomotive. Stan J. Smaill.



The other crossing of the Ottawa between Ste. Anne de Bellevue and Ile Perrot required substantial bridge structures on both the CPR and the CNR. The CNR bridge was rebuilt in recent times to a deck bridge but the CPR structure still retains its combination through truss-deck arrangement. On a beautiful summer evening, in July 1971, maroon and grey CPR C424 4249 and an FB2 hustle empty auto racks across the Ste. Annes Bridge, westbound on train 905. Stan J. Smaill

La traversée de la rivière des Outaouais entre Sainte-Anne-de-Bellevue et l'île Perrot exige des structures imposantes pour les deux ponts, celui du CPR et celui du CNR. Le pont du CNR a été rebâti récemment en structure à tablier, mais celui du CPR demeure un pont combinant des chevalets et un tablier. Lors d'un splendide après-midi ensoleillé, en juillet 1971, les locomotives gris et marron du CPR, la C 424 no 4249 et une FB2, tirent des wagons porte-automobiles vides du train no 905 sur le pont Sainte-Anne en direction ouest. Stan J. Smaill.



CPR 492 heads up train 271 between Farnham and St. Guillaume. This image was captured by Ronald Ritchie as the train rumbled over the Yamaska River Bridge in 1952. The 492 has been preserved and is on display at Exporail. Ronald Ritchie slide # 565

La locomotive CPR no 492 est en tête du train 271 reliant Farnham et Saint-Guillaume. Ce cliché fut réalisé en 1952 par Ronald Ritchie au moment où le train franchissait le pont de la rivière Yamaska. La 492 a été préservée et est présentement exposée au musée Exporail. Ronald Ritchie, diapositive no 565.

The Canadian Pacific Railway crossing of the St. Lawrence River between Lasalle, Quebec and Adirondack Junction has used two different bridges. The first crossing used a single track structure which was a combination of truss and box span construction. When the Adirondack Subdivision was double-tracked in circa 1908, a new bridge was built. CRHA excursions out of Montreal are no strangers to the CPR's St. Lawrence River Bridge. Reprising a 1959 "Round the Terminals" excursion with CPR 4-4-0 144, RS3 8444 is seen here northbound on May 30, 1970 with an all heavyweight passenger consist nearing LaSalle, Quebec. Stan J. Smaill



Le Chemin de fer du Canadien Pacifique a utilisé deux différents ponts pour traverser le fleuve Saint-Laurent entre LaSalle, Québec et la jonction Adirondack. Le premier ouvrage était constitué d'une structure de fermes et de poutres et ne comportait qu'une seule voie. Lorsque la voie de la subdivision Adirondack fut doublée autour de 1908, on construisit un nouveau pont. Le pont Saint-Laurent du CPR est familier aux excursionnistes de l'ACHF. L'excursion Round the Terminals (Autour du complexe ferroviaire) de 1959, avec la locomotive CPR 4-4-0 no 144, fut reprise avec la RS3 no 8444, le 30 mai 1970. On aperçoit celle-ci en direction nord, à la tête de voitures de passagers lourdes (bogies à trois essieux), près de LaSalle, Québec. Stan J. Smaill.

Once again the CPR St. Lawrence River Bridge, this time featuring FP7 4068 on train 41 the "Atlantic Limited" northbound at Lasalle, Quebec, in April 1971. In the background the St. Lawrence Seaway lift bridge can be seen. The lift bridge is still controlled by the CPR interlocking RTC to this day. Stan J. Smaill



Autre photo du pont du CPR au-dessus du fleuve Saint-Laurent, cette fois-ci avec la locomotive FP7 no 4068 du train 41, l'Atlantic Limited, en direction nord vers LaSalle, Québec, en avril 1971. En arrière-plan, on peut voir le pont levant. Ce dernier est encore contrôlé par le système d'enclenchement automatique RTC du CPR. Stan J. Smaill.



This view, taken from the parallel Mercier Bridge captures the Atlantic Limited (train No. 41) near the end of its overnight journey from St. John, New Brunswick to Montreal. On September 1, 1975, the train was headed up by colourful E8 1800. Ronald Ritchie # 8816

Cette vue, prise du pont routier parallèle, le pont Mercier, nous montre l'Atlantic Limited (train no 41) à la fin de son parcours de nuit de Saint-Jean, Nouveau-Brunswick, vers Montréal. En ce 1er septembre 1975, le train était tiré par la splendide locomotive E8 no 1800. Ronald Ritchie no 8816.



One of the longest wooden pile trestles in the `CNR` Maritimes is seen here near Tracadie, New Brunswick on the CNR Caraquet Subdivision. In early May 1975, three MLW RSC13`s handle the Caraquet job which will tie up in Shippegan, returning to the home terminal of Bathurst, NB on the morrow. Stan J. Smaill

Illustration d'un des plus longs ponts à chevalets de bois du CNR dans les Maritimes près de Tracadie, Nouveau-Brunswick, dans la subdivision Caraquet. Au début de mai 1975, trois locomotives RSC 13 sont à Caraquet en direction de Shippegan, pour retourner un peu plus tard à Bathurst, N.-B., leur point d'attache. Stan J. Smaill.

Where else! CPR's Norton - Chipman, New Brunswick branch line with 4-4-0 29 and wooden combine making up train No. 560 about to cross the trestle at mile 90.1 of the Minto Subdivision (speed limit 4 MPH) on November 7, 1957. The 29 was one of a trio (29 - 144 - 136) of 4-4-0's that were retained because of a weight restriction on the swing bridge over the Washademoak River (mile 69.5). Thanks to this weight restriction, all three locomotives survived and are preserved today.



Évidemment! C'est à l'embranchement Norton-Chipman, Nouveau-Brunswick, du CPR que la locomotive 4-4-0 no 29 et la voiture mixte en bois constituant le train no 560 se préparent à traverser le pont à chevalets à la borne 90,1 de la subdivision Minto à une vitesse limitée à 4 mp/h (6,4 km/h), le 7 novembre 1957. La no 29 était l'une des trois (29-144-136) retenues des 4-4-0 à la suite des restrictions de poids sur le pont tournant de la rivière Washademoak (borne 69,5). C'est grâce à ces restrictions que les trois locomotives ont survécu et sont maintenant préservées.

CPR C-Line 4104 leads an extra west to Nelson, B.C. back in July 1972 over the big bridge near Erickson, B.C. on the Nelson sub. The steel bridge in this view is the second structure to cross this canyon. C-Line 4104 is preserved and is one, of only two, Fairbanks Morse A units to survive. Stan J. Smaill



La locomotive CPR C-Liner no 4104 tire un convoi « extra » vers l'ouest en direction de Nelson, C.-B., en juillet 1972 au-dessus du grand pont près de Erickson, C.-B. dans la subdivision Nelson. Le pont en acier sur cette photo est le deuxième à traverser ce canyon. La C-Liner 4104 est l'une des deux seules locomotives Fairbanks Morse A préservées. Stan J. Smaill.



On the E&N. The lead article of this issue of Canadian Rail recounts the story of the original steel CPR Cisco Bridge which subsequently would span the Niagara Canyon in the Malahat country north of Victoria, B.C. on the Esquimalt and Nanaimo Railway. Crossing a bridge of much lesser proportions in this July 1972 scene at Stockett, B.C. is E&N train 51 lead by Baldwin DRS4-4-1000 No 8008. Stan J. Smaill

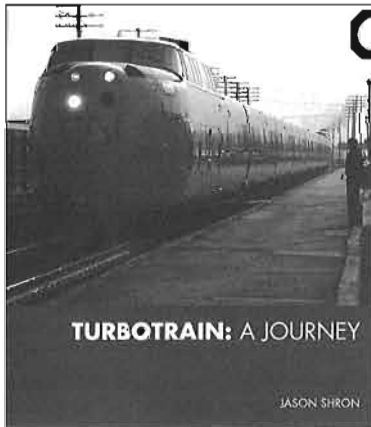
À propos de l'E&N... Le principal article de cette édition du Canadian Rail raconte l'histoire du pont Cisco du CPR d'origine qui, plus tard, traversera le canyon Niagara dans la région de Malahat au nord de Victoria, C.-B., pour le Chemin de fer Esquimalt & Nanaimo. Le train 51 du E&N, tiré par une locomotive Baldwin DRS4-4-1000, no 8008, traverse un pont de plus faible proportion, en ce juillet 1972 à Stockett, C.-B. Stan J. Smaill.

Book Reviews

TURBOTRAIN: A journey

Jason Shron

Reviewed by Lorne Perry



The author is a self-acknowledged railway enthusiast who has Turbo at the top of his list. Besides, his company, Rapido Trains, is in the middle of launching an HO gauge operating model of the Turbo. It might be argued that the book is a blatant promotion piece, but that doesn't detract from its merit as a

thorough examination of the US and Canadian experience with Turbo from the mid-sixties until final withdrawal in 1982.

I will say that Jason's bias shows in his enthusiastic writing, and justification of Turbo as an experiment that wasn't really given a chance to mature. Having been deeply involved with CN's Turbo project from its inception, I have a slightly more jaded view. I believe it

really required better track than it was ever given in either the US or Canada, and suffered from the developer's point of view that their expertise in aeronautics was such that application of some of the same principles to trains would be a cinch. It wasn't.

But please put my view on hold, and read Jason's book to capture the thinking of the day, the excitement of the launch, and the dedication of the patrons. Furthermore you'll learn more about this pioneering mode of transportation than you ever knew before.

The only mistake I discovered is a trivial one. Doug Gonder, one of a number of committed CN officials, is identified as V. D. Gonder. His initials are the other way round. (Page 67)

On page 21 are two pictures of an inspection of the prototype CN Turbo by a CN official in 1967. He is the unidentified man wearing the brown suit, but I recognize him as Jean Richer, head of Passenger Sales and Services at the time.

The book is soft cover 136 pages, 201 photos, mostly colour, plus several maps and diagrams, 8 ¼ by 9 ½ inches, vertical format.

TURBOTRAIN: a journey

By Jason Shron

Rapido Trains Inc., Concord ON

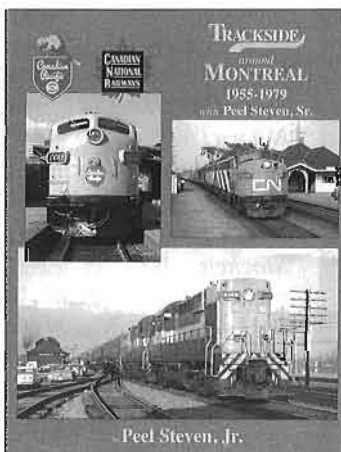
ISBN 978-0-9783611-0-5

Price \$24.95 softcover

TRACKSIDE AROUND MONTREAL 1955 - 1979

By Peel Steven, Jr.

Reviewed by Kenneth Goslett



Montreal was Canada's railway capital. Quebec's largest city was home to the headquarters of both Canadian National and Canadian Pacific, their back shops, Montreal Locomotive Works and countless other railway equipment suppliers. It was also a hub of activity for Canada's rail enthusiast community.

The Canadian Railroad Historical Association was founded there in 1932 and the Canadian Railway Museum sprang from the earth of a south shore suburb in 1961. With the addition of

American carriers New York Central and Delaware & Hudson operating into the city from the south, Montreal was fertile ground for railway enthusiasts.

Among the enthusiasts from 1950's Montreal were Omer Lavallee, Robert Nicholls, Fred Angus and Sandy Worthen. They would go on to become well known through their writings on Canadian railways. But the rail enthusiast community was not limited to these big names. Many others were at trackside with their cameras pointed at the passing parade of locomotives, freight cars, passenger and commuter trains, and steam excursions. One of these individuals was Peel Steven, resident of Beaconsfield, a western suburb of Montreal where the double track mainlines of both CPR and CNR passed in parallel daily carrying tons of freight and thousands of passengers from Toronto and Ottawa to and from points east. With four tracks of non-stop action, Peel's camera, loaded with colour slide film, was ever active.

Fortunately, Peel Steven Jr. has chosen to share his late father's colour images with us in the Morning Sun volume "Trackside around Montreal 1955-1979". The book opens with steam in regular service and closes with images of first generation diesels. Along the way some 200+ photos carry the reader to trackside along the Lakeshore (as the

parallel mainlines are known) during the steam to diesel transition era. And what a time it was!

In today's era of downsizing and obsessive shareholder value it is easy to forget how clean the 1960's railways kept their motive power. Diesel locomotives were washed and their undercarriages steamed before leaving the shop. Nowhere is this more evident than on the book's p. 91 image of CPR E8A #1801. The locomotive's nose positively shines and the trucks and pilot have barely a trace of dirt. Likewise, Canadian National's passenger fleet, from the green, yellow and black FPA-4's to the white Turbo-Train, glisten as they race through Beaconsfield.

Alco, Montreal Locomotive Works, Canadian Locomotive Company and General Motors Diesel units pull freight trains in fine style across the book's pages, their consists of 40' boxcars trailing off to the horizon. Leased power in the form of Union Pacific FA-1's on CPR and DM&IR SD9's on CNR are also on display.

For the steam fan there are action shots of steam locomotives on CPR's Lakeshore commuter trains and a stunningly crisp, springtime view of four steam locomotives awaiting evening departure from Montreal's Windsor Station. Lest the CNR fans feel outdone, there is a winter image of CNR 6200 storming east through Beaconsfield on a passenger train with its exhaust curling back through the frigid air. Several excursion train photos from after the end of regular steam locomotive service depict the popular weekend outings pulled by CNR Pacific 5107 and Northerns 6153, 6167 and 6218.

Three additional sections supplement the book's Montreal coverage. One captures images from a ride to Banff, Alberta on CPR's "Canadian". Another highlights passenger diesels in Toronto with some excellent down-on photos taken from the Spadina Ave overpass. But the

reviewer's favorite extra section is the shots from the Maritimes provinces, particularly those from Halfmoon, New Brunswick. Seven beautiful photos depict freight and passenger trains passing through Halfmoon – a fishing camp in the middle of CNR's isolated Napadogan Subdivision. It is unbelievable that such good photos exist of a CNR's green and yellow MLW cab units roaring through a "community" that didn't even achieve hamlet status.

Printing of "Trackside around Montreal 1955-1979" is up to the usual Morning Sun standard of high quality reproduction. In common with other books from the same series, publisher Yanosey was warned the colour balance of many of the photos and this has caused some of the CNR red colours to shift away from orange toward scarlet. Knowing this, railway modelers will use caution when mixing colours for their models. In a few cases this reviewer would have preferred less cropping of some of the images but this is a minor criticism of a book that gets high marks otherwise.

Congratulations to the memory of Peel Steven for his photography and to his son for bringing the images back to life. Through their efforts C-Liners, GMD-1's, and RSC-13's still ride the CNR rails of Montreal's Lakeshore. CPR Hudsons still steam in front of Beaconsfield Station. Time seems to stand still through the pages of "Trackside around Montreal 1955-1979". It's a winner.

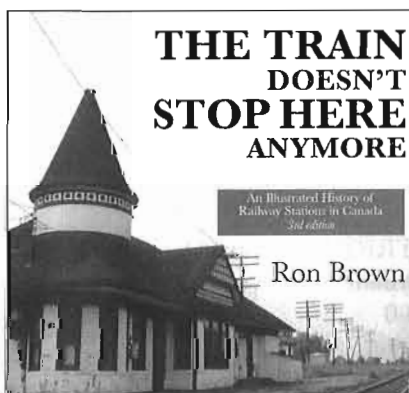
TRACKSIDE AROUND MONTREAL 1955-1979

By Peel Steven, Jr.,
ISBN 1-58248-213-6
Morning Sun Books, Inc.
Scotch Plains, NJ,
Price \$69.95 hardcover

THE TRAIN DOESN'T STOP HERE ANYMORE - An illustrated history of railway stations in Canada

By Ron Brown

Reviewed by Lorne Perry



This book is now into its third, and updated, edition, indicating it has been a good seller. Colour photos appear for the first time in the latest version.

Canadian railway stations where passenger

trains actually make regular stops these days are few and far between. Their numbers have shrunk from almost 7,000 in the peak years. Thankfully many have been preserved and converted to other uses.

The author takes us through the whole process from the early eighteen hundreds onward, combining some elements of the social history of Canada, with community and railway development. The blend certainly serves to broaden the market for the book, but can become a bit tedious to the real railway enthusiast. For example, the chapter entitled "What is a station?" is kindergarten stuff.

On the other hand, Ron Brown's evident absorption in his subject, and his diligent research, improves one's knowledge base immensely on this subject. Narrow though the focus may be, the scope within it is very broad, dealing with all the functions of the typical station, its place in the community, the plays acted out with station as stage, the staff and their families who often lived and worked in the same building, and so on.

Inevitably there are gaps. CPR comes through with many more references than CN, although CN possessed a great many more stations. There is no reference to CN's line from Montreal into the Laurentian Mountains to the north, but CPR's route into the same area is prominently featured. Model railroaders will be disappointed there are not more plan and elevation drawings of typical stations, but such a book can never fully satisfy all interest groups. One sector well served is the preservationist audience. The last two chapters are something of a lament for vanished heritage, but are also an encouragement to anyone who wants to pick up the baton and run with it.

How could I help but point out one typo? Ron acknowledges my small contribution in answering some of his questions when I worked at CN more than 16 years ago, but in the list of credits misspells my name. But I am consoled by an accurate spelling when he quotes me on page 104!

This is a soft cover book with 180 pages, 139 photos (including 29 in colour) plus bibliography and index.

THE TRAIN DOESN'T STOP HERE ANYMORE

By Ron Brown

ISBN 978-1-55002 794-5

The Dundurn Group, Toronto

Price \$29.99 softcover

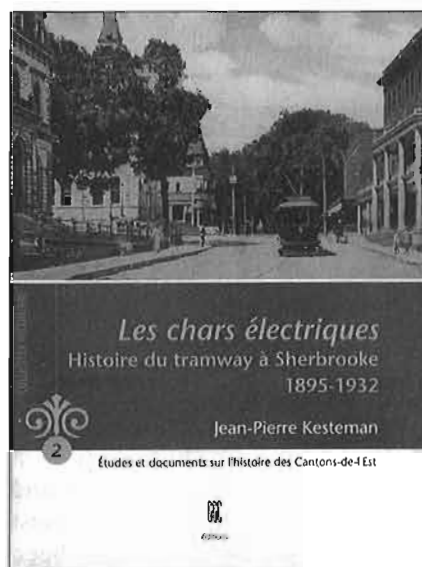
LES CHARS ÉLECTRIQUES

Histoire du tramway à Sherbrooke 1895-1932

(available in French only)

By Jean-Pierre Kesterman

Reviewed by Derek Booth



Jean-Pierre Kesterman has produced a comprehensive overview of the history of Sherbrooke's streetcars in which he has elaborated the major phases in the inception, the growth and the ultimate abandonment of the city's streetcar system. Through much of their

history under the Sherbrooke Street Railway and its successor, the Sherbrooke Railway and Power Company, the streetcars were, to a large degree, the unwanted step-children of the hydro-electricity generating industry in Sherbrooke. They were loss-leaders in the game of developing and selling hydro-electricity from the city's bountiful supplies of hydraulic power on the Magog River. Consequently, the history of the operation of street railways in Sherbrooke, which extended from 1897 to 1931, was marked by political wrangling between the companies and their parent entities, on the one hand, and the City of Sherbrooke on the other.

Kesterman has couched the book largely in terms of these disputes, seen through the prism of rising local French Canadian political power (as epitomized by the

municipalization of the Sherbrooke Power, Light & Heat Company in 1908) and the waning influence of the English-speaking "bourgeoisie" in the Eastern Townships. Certain local politicians in this struggle are given broad coverage, while others on the operational side of the street railway system are scarcely mentioned.

There are 65 photos in the text. They illustrate not only aspects of the operation of Sherbrooke streetcars, and some of the individuals involved in the thirty-five year history of the system, but also the broader context of streetcars in urban areas around the turn of the twentieth century.

Due, in part, to Kesterman's inability to access original documents in the City of Sherbrooke's archives, a point about which he rightly castigates municipal officials, he relies primarily on secondary newspaper sources. The history of the streetcar system in Sherbrooke is made all the more complex because of the interplay between French and English-speaking factions, making it doubly important to explore sources on both sides of the linguistic divide.

The book contains three route maps from 1898, 1914 and 1928 of the streetcar system. These are diagrammatic and omit a certain amount of pertinent information. Regrettably, the book has no index.

The author has presented a very readable narrative of the turbulent events that punctuated the history of streetcar operations in Sherbrooke and he has clearly shown that local geographical, demographic and political factors must all be considered whenever analyzing the success or lack of it of Canadian urban streetcar systems.

The book is soft cover, 170 pages, 7½" X 10" vertical format, all the photos are black and white and is in the French language.

LES CHARS ELECTRIQUES (French language)

By Jean-Pierre Kesterman

ISBN 10 2-89444-230-0

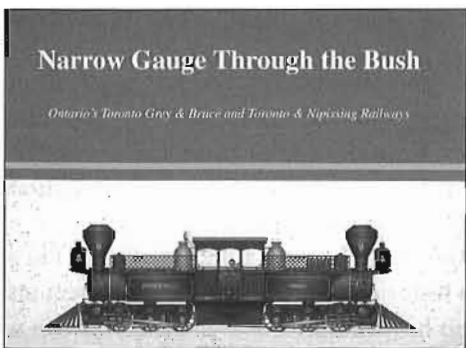
Productions G.G.C. ltee.

Price \$ 18.95 softcover

NARROW GAUGE THROUGH THE BUSH
 Ontario's Toronto Grey & Bruce and Toronto
 & Nipissing Railways

By Rod Clarke

Reviewed by Lorne Perry



B o o k s
 come in all
 shapes and
 sizes, and in
 many levels of
 quality and
 excellence.
 This one falls
 i n t o t h e
 categories of
 “large and
 heavy” and

“superior in quality and excellence”. But none of these factors ensures a wide audience. Subject matter counts for a lot, and this one focuses on an obscure pair of railways serving what were obscure parts of Ontario at the time of their construction. I heartily commend it to anyone who wants to enlarge their knowledge about the detailed process leading up to actually building Canada’s early railways, how they developed and how they operated. The particular railways involved were only of interest to me as the platform they provide for telling a larger story.

What impresses me is the wealth of detail the author has amassed and imparts on a subject of such narrow focus. The research task must have been enormously time-consuming. Furthermore, the superb and colourful

renderings of locomotives, rolling stock and stations – mostly prepared by the author – are nothing short of beautiful. In the hands of most writers the corporate history and construction of such railway lines would be tedious, if not boring; but not so in this case. The book is eminently readable and packed with information that can be easily assimilated. The photo coverage is broad, deep and thorough.

The railways, the Toronto, Grey & Bruce and the Toronto & Nipissing, were built in the 1870’s to connect Toronto to wilderness settlements northwest, and northeast respectively. The decision to build narrow gauge lines was based on lower cost and ease of construction. Parts of these lines were much later converted to standard gauge under subsequent managements, and have mostly been abandoned in recent years. The book can be used as a guide by anyone desiring to explore the stations and other buildings still extant in 2007.

To sum up, it is a voluminous footnote to Ontario history, a fascinating if microscopic look at railway development in Canada, and an exploration of Canadian narrow gauge the like of which hasn’t been seen before. Enjoy.

The book is hardcover 11” X 12” horizontal format and 1¼” thick! It has 392 pages, including 35 pages of appendices. More than 375 photos, drawings, maps, charts, reproductions of ads, timetables, documents.

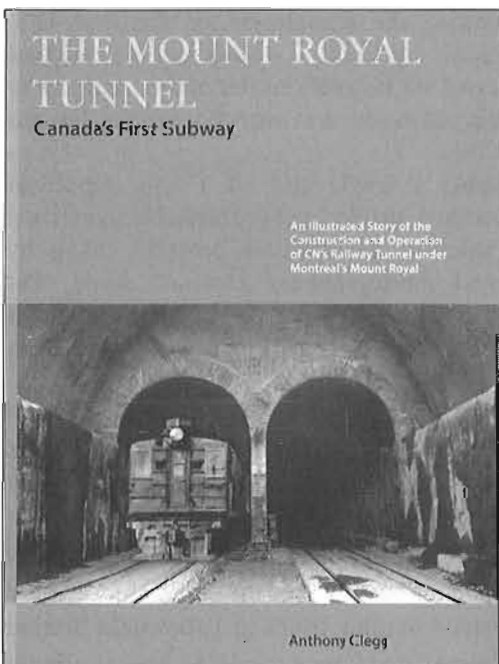
NARROW GAUGE THROUGH THE BUSH

By Rod Clarke

ISBN 978-0-9784406-0-2

Published by Rod Clarke and Ralph Beaumont

Price \$ 65.00 hardcover



THE MOUNT ROYAL TUNNEL

Canada's First Subway

By Anthony Clegg

Reviewed by J.R. Thomas Grumley

If you didn’t purchase the original Mount Royal Tunnel book written by Tony Clegg and published in 1963 by Trains & Trolleys, or even if you did, don’t worry, this book has all the photos from the original plus a “ton” of new information and photos!

His latest book, well designed and easy to read, contains 100 glossy pages and some 140 photos (many never published before) in Black & White and color in an 8½ X 11 inch format (sold in both hardcover and soft cover). This book is another release from Railfare DC Books. To further assist the reader, the author has provided a comprehensive and easy to read roster of motive power and rolling stock used on the lines. He also has provided equipment diagrams, maps, tables, illustrations and a number of exhibits which detail the geological conditions of the tunnel, excavation and construction and the plant

used to build the tunnel. The two page color map illustrating the commuter and interurban service provided by the CNR, CPR, Harbour Commission Railway and the M&SC between 1946 and 1996 is superb and packed with detail.

The first three chapters address in detail the plan of building a tunnel envisaged by Henry Wicksteed and subsequently financed by Sir William Mackenzie and Sir Donald Mann and the building of the model city in what was to become the Town of Mount Royal. Chapters four and five provide details on the boring of the tunnel and construction of the Tunnel Terminal station at the Montreal end of the line and the trials and tribulations from completion of the tunnel and acquisition of equipment to introduction of service on October 21, 1918.

In subsequent chapters, the author elaborates on the grandiose plans by Sir Henry Thornton announced in late 1927 to replace the “temporary” Tunnel Terminal station with a new and modern station with a concourse directly under Dorchester Street. This would centralize CNR operations which at the time were dispersed at three different stations. Lastly, the scheme included a new viaduct from the south side of the complex connecting the terminal with the Victoria Bridge and the Harbour Commissioners of Montreal Railway on the waterfront.

The author provides a beautiful and extensive collage of construction photos detailing the building of Central Station which eventually opened in 1943 and the subsequent construction of the CNR and Place Ville Marie towers, Queen Elizabeth Hotel and the International Civil Air Organization buildings. This construction all but hid the architecture of Central Station.

Chapters seven and eight address the exit of CN from commuter service and its takeover by Agence Metropolitaine de Transport (AMT) and the subsequent announcement in 2007 of the sale of the Central Station complex to a Halifax based investment company.

In summary, this book is a must for every “juice” fan’s library or for the historian interested in a salient element of Montreal’s rail history. The book is 10½“ X 8”, in a vertical format, with softcover comprising 100 pages and includes numerous photos – of which 11 are in colour, diagrams, map, etc.

THE MOUNT ROYAL TUNNEL

By: Anthony Clegg

ISBN 978-1-897190-42-5 (H);

ISBN 978-1-897190-41-8 (S)

Published by Railfare DC Books

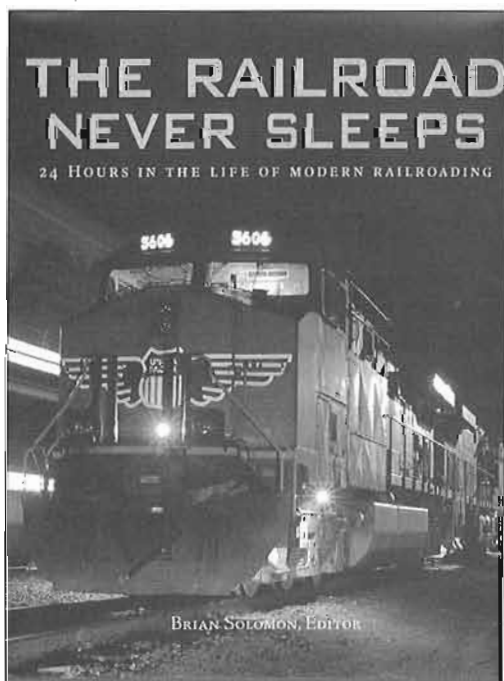
Price \$ 29.95 softcover

THE RAILROAD NEVER SLEEPS

24 Hours in the life of modern railroading

Brian Solomon, Editor

Reviewed by Peter Murphy



You will recall in the early 1980’s there was a rash of books titled ‘A Day in the Life of Canada, United States, Ireland... or whatever’. This book picks up that theme and it portrays 24 hours in the life of modern railroading.

The promotional flyer explains how on the May 10, 2007 – the 100th anniversary of the Golden Spike ceremony marking the completion of the first U.S. transcontinental railroad – today’s top railroad photographers set out for every corner of the continent to capture the railroad in action at every hour of the day and night.

In this book, a single day of North American railroading has been distilled and portrayed in an exciting and unique manner. Magnificent portraits taken by world-renowned photographers Howard Ande, Pat Yough, Blair Kooistra, Chris Guss and Mike Danneman bring together the vast canvas of North American railroading.

Unfortunately these photographers didn’t wander too far north of the 49th Parallel. Out of 220 colour photographs, I counted 5 Canadian subjects, but maybe I missed one! The VIA spread on pages 38 and 39 is of extremely high quality – quite fitting as they’re Bill Linley photos. The problem is why would the editor choose three photos of people boarding trains at Fallowfield Station near Ottawa over all that Canada and VIA have to offer in

terms of scenic settings?

The photography in the book is excellent, and it's not all trains. There are station scenes, workers, dispatching centres, hardware close ups and mood shots. One thing this book is colourful. The stock and printing is first class and the different paint schemes across North America ring through loud and clear.

The book is 9" X 11" vertical format, hardcover, 176 pages, 220 photos all in crisp colour. Your coffee table

should not be without it if you appreciate good railroad photography.

THE RAILROAD NEVER SLEEPS

Brian Solomon, Editor

ISBN-13 978-0-7603-3119-4

Published by Voyageur Press

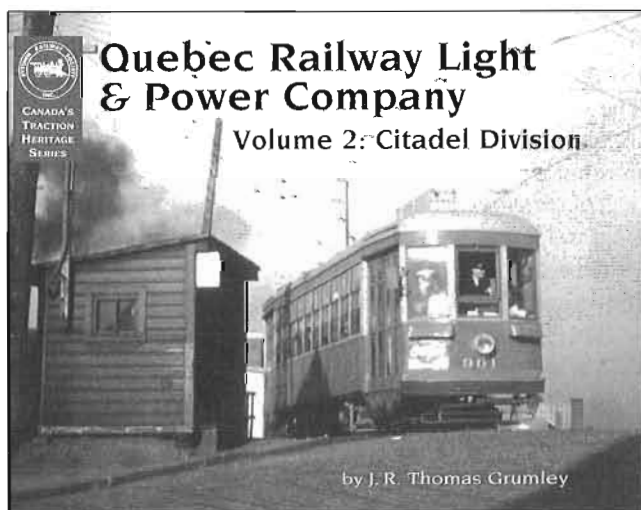
Price \$35.00 hardcover

QUEBEC LIGHT & POWER COMPANY

Volume 2: Citadel Division

By J.R. Thomas Grumley

Reviewed by Peter Murphy



The Bytown Railway Society of Ottawa have a winner in their Canada's Traction Heritage series of soft cover books, most of them authored by J. R. Thomas Grumley. The author gave Canadian Rail readers a sneak preview of his latest book in the March – April issue of Canadian Rail, the Quebec City 400th Anniversary issue.

In Volume 2: Citadel Division, Tom tackles the Quebec City division of the QRL&P (as opposed to the interurban division already covered). Quebec City had an impressive streetcar system and little has been written about it until now. Luckily more early photographs exist of the Quebec system than most others, especially of horse drawn cars. It's hard to understand why there is such a rich photographic coverage, but perhaps it's because Quebec City has always been a tourist destination more photos

were taken of what was then a new mode of urban transport.

In this 67 page book, Tom's years of detailed research are evident as he lays out the history of the Citadel Division including the competing horse car lines and the early years of electric operation. The CRHA Archives were pleased to cooperate with Tom in supplying a significant number of the 113 photographs represented. Another bonus is that the author availed himself of the Andrew Merrillees collection of photographs at Library and Archives Canada. After an exhaustive search, the author was able to come up with 16 colour photographs for a system whose last car ran in 1948! Because of Quebec's status as a tourist destination there are an abundance of post cards (some hand coloured) depicting streetcars and many have been included in this book.

Perhaps the greatest challenge was to come up with an accurate roster as the system that had as many second hand cars as new ones. Fortunately the late Ray Corley had done the groundwork; yet cross-checking and corrections were necessary based on recent information and additional sources.

The book is the usual 8½" X 11" horizontal format, soft cover, 68 pages. The book has two track plans from 1915 and 1936, an excellent selection of crisp photos of both passenger and work cars, reproductions of tickets and transfers, a list of streetcar routes, a complete roster, several period postcards and a bibliography.

We can now say that the QRL&P's Citadel Division has been covered!

QUEBEC RAILWAY LIGHT & POWER COMPANY

Volume 2: Citadel Division

ISBN-13 978-0-921871-12-5

Published by the Bytown Railway Society

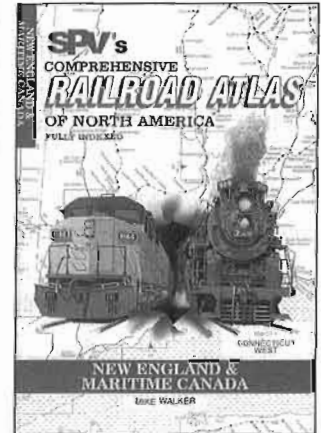
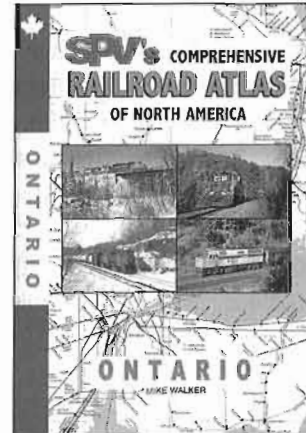
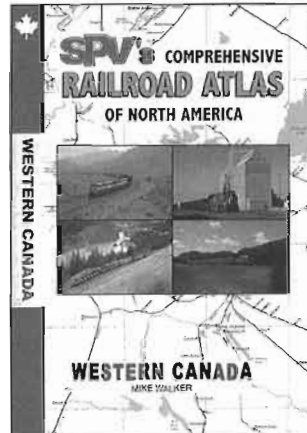
Price \$25.95 softcover

**SPV'S
COMPREHENSIVE
ATLAS**

**Western Canada
Ontario
New England and
Maritime Canada**

By Mike Walker

Reviewed by Peter Murphy



We first became aware of the SPV Atlas on a CPR 2816 trip in 2006 which was heavily patronized by rail enthusiasts from Great Britain. Almost all were busy following the route in their SPV Atlas, some even had an operating GPS system as a back up!

Published in England and of the highest quality, there are three Atlases of interest to Canadians: Western Canada, Ontario, New England and the Maritimes. Others are supposedly coming, but only these three are available at this time.

The Atlas shows all currently operated common carrier, tourist and major industrial railroads along with abandoned routes. Lines shown as electrified or narrow gauge are shown only as such when they are currently so equipped or were at abandonment. Lines built as narrow or broad gauge and subsequently regauged are shown as standard gauge. It should be noted that some lines shown as 'in service' may see very infrequent use whilst some 'abandoned' lines may, if the tracks remain in place, be reactivated for a special movement.

Every effort has been made to show all current operating locations as defined in railroad operating timetables. Letter and symbol codes adjacent to locations give an indication of what facilities may be found there. The location of 'talking defect detectors' along with their identification, together with 'control points' which may be heard over the radio. Major bridges and tunnels are also identified.

The Atlas does not show roads, as this would be confusing, it does show major lakes and rivers. It is recommended that you use the Atlas in conjunction with Bytown's Canadian Trackside Guide.

General locations can be found on page 5 which contains a map grid of the subject area. Page 4 has an easy to read cross reference between the grid map number and page number. The scale is approximately 13 kilometers (8 miles) to the inch making it very easy to read and follow. The Atlas has an index for RR reporting marks, a general index for place names by province / map number / page number.

The price reflects the cost of bringing these in from England. This is a useable tool and won't sit on your bookshelf or coffee table, it is a most valuable companion for the serious rail enthusiast.

The Atlases are approximately 96 pages each, soft colour cover, interior pages are two colour, black with water shown in blue (Maritimes volume is black only), 8 1/4" X 11 1/2" vertical format, coated paper for durability.

SPV'S COMPREHENSIVE ATLAS

Western Canada, ISBN 1 874745 19 6

Ontario, ISBN 1 874745 21 8

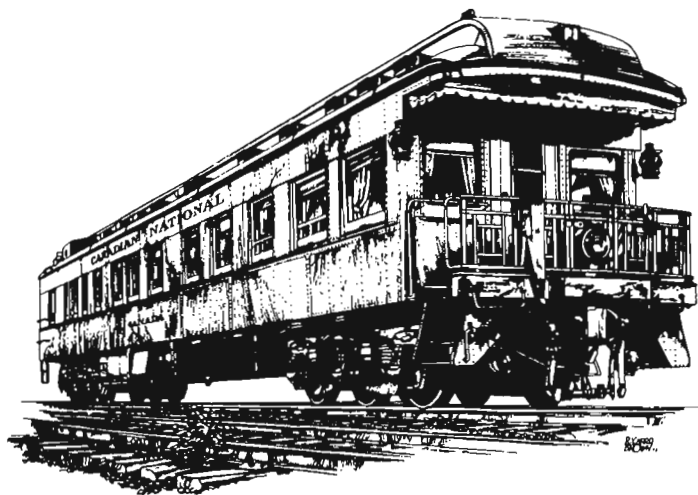
New England and Maritime Canada, ISBN 1 874745 12 9

Published by S P V (Steam Powered Video) Canterbury, Kent, UK,

Price \$ 49.95 per Atlas

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BUSINESS CAR

September - October, 2008

By John Godfrey



HERITAGE

Heritage Park revamp on track in Calgary

As ambitious expansion plans for Heritage Park in Calgary close in on a fall unveiling, a city committee will be asked to release \$10 million in promised funds. The community and protective services committee will consider freeing up the pledged cash for the \$60M project transforming the popular attraction into a year-round park with a business and retail centre, a transportation museum and revamped train station.

Park spokeswoman Jennifer Dawson said the plan is on schedule for a fall 2008 opening for most facilities and the project has secured \$54M of the needed funding to redevelop 20 hectares of the site in southwest Calgary. "We are aiming for the fall to start being a year-round operation and we are on track for that," she said.

In addition to the contribution from the city, the project has been pledged \$18.6M from the province and \$3M from the federal government, with the rest of the money coming from private donations and corporate sponsorship. The "It's About Time" campaign began in 2006 and calls for the construction of three new buildings including the two-storey Gasoline Alley Transportation Museum featuring 25-30 historic vehicles, a rebuilt 1893 CP station, and the Heritage Mercantile Block housing park administration and retail shops accessible without a park ticket. The Canmore Opera House will be moved in the park and a plaza, promenade and wetland area are also planned for 2009. (Calgary Sun)

Roundhouse project a step closer to green light on former E&N

The billion-dollar redevelopment of the historic Roundhouse lands edged closer to reality after Victoria council agreed to send the application to a public hearing.

An independent consultant is evaluating whether the community amenities offered by the developer balance the request for 21, 20, 16 and 12-storey buildings on the site.

Meanwhile, time is ticking for the project, which could revitalize a 9.25-acre area described as the last significant parcel of brownfield left in Victoria. Roundhouse Properties Limited Partnership's option to purchase the land from CP will expire this fall and it has already been extended once. Architect Norman Hotson said the Roundhouse and associated buildings are considered one of the best assemblies of railway buildings still in existence in Canada, and the redevelopment will retain and interpret the railway history of the site while preserving several national historic buildings, some of which are in desperate need of repair if they are to be saved.

Developer Ken Mariash started working on plans for the lands as early as 2002 and Hotson has been involved for more than two-and-a-half years. It has been the subject of at least 15 studies and numerous community meetings. The developer estimates it will cost \$8 million to \$11.25M to rehabilitate the decaying railway buildings. While councillors approved a public hearing for the project, Councillor Pam Madoff said she felt she was being rushed into making a decision on a significant project that is of citywide interest. In particular, she wants reassurances that the 98,000 square feet of retail proposed for the area will be enough to sustain a viable shopping area, and that the city is getting good value in return for giving the developer permission to build 500 residential units on the parcel.

Mayor Alan Lowe said the city has asked more of the Roundhouse developer than any other and he cautioned against cutting density from the current proposal. (Victoria Times-Colonist)



E&N's Victoria Roundhouse in 1937. Addison Lake via Glenn Migneault

E&N Rail corridor foundation gets \$300,000

The Great Canadian Gaming Corp. will be giving the Island Corridor Foundation a \$300,000 gift. The donation was to have been made at a special ceremony recently at the View Royal casino. The donation will be used for corridor operations, said View Royal mayor Graham Hill. The foundation estimates it will cost more than \$103 million to bring the rail corridor up to North American standards. The investment is largely needed to replace ties, rails, bridges and improve the railbed. (Victoria Times-Colonist)

Arson destroys Glenboro landmark railway water tower from steam era

RCMP have launched an arson investigation following a series of fires in Glenboro, MB, one of which razed the village's historic 104-year-old wooden railroad water tower. Glenboro firefighter Robert Gudnason said he and his colleagues arrived to discover the building's siding burned and flames shooting out of its timber frame. "The whole structure was fully engulfed," Gudnason said and was too far gone to be saved.

The heat of the blaze warped the nearby CP track. Brandon, Carberry and Souris RCMP, including the Brandon Major Crimes Unit, and the Office of the Fire Commissioner are investigating. Glenboro mayor William Shackel's said the village won't be the same without the structure. Built by CP in 1904, the octagonal tower was one of 75 constructed by the company between 1902 and 1925. It was declared a provincial heritage site in 1997 and at the time was said to be the oldest of three remaining railroad water towers in the province. It was described as the best example of an intact, fully-equipped water tower in Manitoba. It had its original cedar water tank. (Brandon Sun)

St. Thomas moving ahead on rail salvage report on CASO line segment

St. Thomas plans to move ahead on determining the net salvage value of the Canada Southern Railway lands that bisect the city. And in a unanimous vote, the city will advise the Canadian Transportation Agency of its intent to do so. The move is another step in a multi-year discontinuance process for a 6.5-kilometre stretch of downtown railway tracks, from just west of the Fairview Avenue bridge to the bridge over Kettle Creek and Sunset Drive. CN, which co-owns the line with CP, is looking to sell 32 hectares (80 acres) of land in the downtown corridor to pave the way for residential development and has previously estimated the salvage value at \$2.1 million.

The South Ontario Locomotive Restoration Society is seeking an independent appraised value as it negotiates the purchase price of the remaining CASO trackage in the city. Last February, St. Thomas threw its financial support behind the move. According to a report presented by city clerk Wendell Graves, St. Thomas has sent a letter to the CTA asking for clarification on three points: whether a net salvage value determination will include an environmental assessment; whether the CTA will include the costs associated with bridge removal in the net salvage value and; confirmation that the city's rights under the Canadian Transportation Act would not be forfeit should it choose to accept CN's offer for the line. Total cost to determine the net salvage value is estimated at \$130,000. (St. Thomas Times-Journal)

CPR Station preservation project in Portage la Prairie

Portage la Prairie Heritage held its 16th annual general meeting, and the main focus this year was the CP Heritage Park project. The Save the CP Rail Station Committee, a group under the umbrella of Portage la Prairie Heritage, is working to restore the 115-year-old CP station on Third Street NE, and convert the structure into a museum. "It's going to be recognizing the railway maintenance people from over the last 130 years," explained Vic Edwards, chairman of Portage la Prairie Heritage. Roughly 30 members met at the Herman Prior 55-plus Centre on May 27th to discuss the progress made so far, and what they will do in the following year. Edwards said the organization has more big plans for the upcoming year, providing the project receives the funding it needs. (Portage la Prairie Daily Graphic)

Trestles finally restored in BC

Call it an Okanagan redux of the Canadian Pacific Railway's historic "last spike" moment. It took longer and cost more than the original construction almost 100 years ago, but the Myra Canyon trestles have

been fully restored and have been unveiled in a recent ceremony. The 18 wooden trestle bridges, completed in 1916 as part of the Kettle Valley Railway, span the steep Myra Canyon and have provided a picturesque path for hikers, cyclists and tourists.

The National Heritage Site burned down in a 2003 fire that ripped through the Kelowna area. A local group has been working to restore the trestles to their historic glory every since. "It's been a long road, and a tough one at times, and now ... we have them complete and we're looking forward to the reopening," said Ken Campbell, head of the Myra Canyon Trestle Reconstruction Committee.

Volunteers from the society built guardrails and boardwalks on the trestles in the early 1990s to make it safer for pedestrians and cyclists to cross. The volunteers came to the rescue 10 years later, after the bridges burned down, now intent on reconstructing them to the same specifications as the originals: Contractors even used the original 1916 designs, provided by CPR.

The provincial and federal governments kicked in \$17.5-million for the trestles' restoration, which took a little more than four years - longer than it took to build the bridges in the early 20th century. The contractors had to learn how to build wooden trestles, which doesn't happen very often these days. Oh, I think there are some places [with trestles], probably logging operations, mostly, but most of the trestles now are steel and concrete," Campbell said, adding that it wasn't as difficult as they had thought to find contractors in the middle of the region's massive construction boom. (Globe and Mail)

Train set tracks locomotive history

Fans of the Canadian television show *The Friendly Giant* can relive memories through an exhibit at the Kingston, Ontario's Pump House Steam Museum. The train set used on the show is part of the museum's "All Aboard" exhibit, which showcases information about different types of trains and locomotives used throughout Canada's history.

George Dillon, a member of the Kingston chapter of the Canadian Railroad Historical Association and former volunteer at the museum, said the *Friendly Giant* train set came to Kingston purely by chance. Dillon said a technician from the show took the train set home, only to discover it was far too large to fit inside his house. "He must have had a friend somewhere in the Picton area," Dillon said. "It was brought down to Picton and stored in his friend's barn." Dillon said a member of the local railroad historical association learned it was being stored in the barn, and asked if the train set could be donated to the association.

One of the association's members also worked at the Pump House Steam Museum and offered the train set as a display. The association donated the train set to the City of Kingston in 2005. (Kingston Whig-Standard)

Canada commemorates the national historic significance of the construction of the Lethbridge Viaduct

Mr. Rick Casson, Member of Parliament for Lethbridge, has unveiled a Historic Sites and Monuments Board of Canada plaque commemorating the national historic significance of the Construction of the Lethbridge Viaduct.

"This Government is proud to commemorate the magnificent engineering achieved in the construction of this high-level railway crossing," said Mr. Casson. "We are proud to acknowledge this as Canada's largest steel viaduct and to recognize that it was built under very challenging conditions."

In contrast to other high level viaducts of its era, the Lethbridge Viaduct has not required any additional strengthening or reconstruction to meet modern live load demands. The ongoing service of the Lethbridge Viaduct in spite of increasingly heavy moving loads, the impact of severe wind forces and dramatic temperature changes, is a testament to the excellence of its design and construction.

Today, the Lethbridge Viaduct remains the largest steel tower bridge in the world in its overall length, weight and uncommon height. It is far longer than any other high-level viaduct of its type and is the only North American viaduct over 90 m (300 feet) in height to remain in service.

"This commemoration will help Canadians appreciate and understand the importance of the construction of the bridge and its contribution to the transportation of goods across the entire country," said Mr. Casson.

The Historic Sites and Monuments Board of Canada, created in 1919, advises the Minister of the Environment about the national historic significance of places, people and events that have marked Canada's history. The placement of a commemorative plaque represents the official recognition of historic value. It is one means of educating the public about the richness of our culture and heritage, which must be preserved for future generations. (News release)

West's first railway marked by plaque in Dominion City, Manitoba

A plaque marking Western Canada's first railway was unveiled in Dominion City, Manitoba, by Provencher MP Vic Toews. The Pembina Branch, completed 130 years ago, connected St. Boniface to St. Paul, Minnesota via Emerson and Pembina, ND, giving Western Canada its first rail route to eastern Canada, via American lines. The route brought immigrants and manufactured goods west, while providing a cost-effective way to get western grain and other farm produce to the east.

"The completion of this important rail line in 1878

heralded the era of railways in the Canadian West and represented Canada's commitment to connecting the West and East," Toews said in a news release. New Brunswick, Nova Scotia and British Columbia joined Canada on the promise of a transcontinental railway. "It is my hope that the plaque will educate Canadians on the monumental importance that the construction of this railway had for the development of Canada," Toews said in the release.

The Countess of Dufferin steam locomotive, named after the wife of then governor general Lord Dufferin, is on permanent display at Via Rail's Union Station in Winnipeg. (Winnipeg Free Press)

Approval pending for ballast removal on abandoned CP line in BC

The Trans Canada Trail on the old railbed between Kimberley and Cranbrook, BC, is funded and planned and ready to go -- as soon as CP receives the go-ahead from the Ministry of Environment. "CPR is still waiting for MOE approval," said Kimberley Mayor Jim Ogilvie.

"The project had to go through an environmental review process. They had to hire an environmental consultant and prepare a plan to deal with the ballast on the railbed." The ballast is made up of waste rock from the now-closed Sullivan Mine in Kimberley. Because of its higher than acceptable lead and zinc content, the MOE has ordered it removed before the rail bed can be used as a public trail. The plan, which has been in place for some time, is to remove the ballast to the Teck Cominco Kimberley Operations tailings ponds. But real work on the trail cannot begin without the MOE permit. Once the ballast is removed the trail will be paved. Ogilvie says that right now, he can't see the trail being paved until next year. (Kimberley Daily Bulletin)

New entrance open at Railway Museum in BC

The Canadian Museum of Rail Travel, located in Cranbrook, BC, recently opened a new entrance to its historic collection including a new ticket area, orientation audio visual theatre, gift shop and the railcar restoration interpretive area. The new 2,500 sq.ft area greatly enhances the tours of the historic railcars, which is the primary function of the Museum.

Many of the displays trace their history back to CP, including a beautifully decorated CPR safe; a restored upper berth from a 1913 Pullman- constructed sleeping car for the CPR and; an upper berth from the 1926 CPR sleeping car "Farron", to name just a few. (Cranbrook Daily Townsman)

PASSENGER HEADING

Government continues funding for Northern QC passenger rail

The Government of Canada is providing Tshiuetin Rail Transportation with up to \$12 million in

operating funding to continue passenger rail service between Sept-Îles and Schefferville, QC, until December 30, 2009. Rail is the only surface transportation mode available to Schefferville and is used by First Nations people in the area to travel to their traditional hunting, fishing and trapping territories on a year-round basis, and for community re-supply.

Tshiuetin Rail Transportation is owned jointly by the communities of Matimekush/Lac John and Takuaiakan Uashat Mak Mani-Utenam, as well as the Naskapi Nation of Kawawachikamach. Tshiuetin was the first First Nations company to own and operate a railway in Canada when it acquired the Menihek subdivision from the Quebec North Shore and Labrador Railway in December 2005 through an asset purchase agreement with the Iron Ore Company of Canada in 2007. (Transport Canada)

Agawa Canyon Tour train on track for \$10M revival

It was the golden age of local tourism nearly three decades ago, when a record 106,000 passengers rode the Algoma Central Railway tracks into remote Agawa Canyon, 185 kilometres north of Sault Ste. Marie. Fleets of tour buses and out-of-province recreational vehicles crowded the ACR's southern Sault terminal during the peak fall color season, injecting millions of dollars into the local economy. But ridership, for assorted reasons, has steadily declined through the years, from the high of 106,000 in 1981 to 82,000 in 1996 to 38,000 passengers in 2007.

A revival plan, more than three years in the making, and valued at a minimum \$10 million, is chugging towards the terminal. Tourism officials, with \$5M contributions from both the Northern Ontario Heritage Fund and CN, which acquired the ACR in 2001, are poised to modernize the tour train's rolling stock, its passenger coaches and dining cars, and the rider experience itself. As well, consultants have been hired to develop business cases for potential technological upgrades for the new coaches and a canyon visitors centre. "Visitors have been complaining that the age of the coaches, and the lack of onboard technology, has made the excursion a less than first class excursion," said Ian McMillan, director of Tourism Sault Ste. Marie.

The first phase of the modernization campaign will be increasing tour train capacity to 1,000 passengers, from its current 700 riders, through the purchase and refurbishing of an unspecified number of coaches and dining cars. The entire \$10M will be devoted to refurbishment with expectations of delivery by the launch of the 2009 tourism season. The vision is that the funding will create a combination of 60-passenger single-level coaches, 120-passenger bi-level dome cars, and dining coaches, McMillan said.

Meanwhile, consultants, with the assistance of the Sault Ste. Marie Innovation Centre, are reviewing

technological and audio upgrade options for the refurbished coaches, to make for a more informative passenger experience, as well as developing a business case for an interactive canyon visitors centre. The consultants expect to table a final report on both matters by early summer and then the search will begin for funding sources, he said. (Sault Star)

Via plans major overhaul of Winnipeg Union Station

Via Rail's historic Main Street station is getting an overhaul as part of a national, \$692-million railway refurbishing program that was announced last fall. "Here in Winnipeg, we are improving Union Station, including a major upgrade to the station's heating plant," Paul Côté, VIA's President and CEO, told a Winnipeg Chamber of Commerce luncheon. Côté didn't provide any further details on how much will be spent on the Winnipeg station, or what other improvements would be made.

He said in an interview that Union Station is one of a number of key train stations the company will be modernizing, and that the major projects will include improvements to the platform area, lounges and lighting, as well as general interior and exterior renovations. He said the plan is to complete the Winnipeg upgrades before

next winter. He noted the Hudson Bay Railway is undertaking major infrastructure improvements to its rail line that runs between The Pas and Churchill, which will ensure improved reliability and better on-time performance for VIA's passenger trains on the route. "I know that this has been a serious issue and I want to assure you that we are determined to provide better, consistent service to these communities," he said. (Winnipeg Free Press)

VIA's Gaspé train is back on track

Late on the night of August 3, 2008 a storm washed out the trestle at milepost 41 on VIA's line to Gaspé, Quebec. On August 4, VIA train 616 got to Pointe A La Croix before finding a tree over the tracks. They backed up to Matapedia where the passengers were forwarded on by bus. Lucky thing as the washed out trestle is on a curve and the train crew might not have seen the damage in time to stop the train.

The trestle was repaired and the first train through was train 616 on September 22, 2008. Consist of the train was: 6412, 6420, 8618, 8140, 8503, Cadillac, Denonville, Acadian, Rouville, Bienville, Lauzon. (Story and photos David Morris)



BACK COVER TOP: Canadian Pacific Railway's Empress 2816 was photographed on the famous Lethbridge Viaduct by Stephen Low as he was filming from a helicopter for his upcoming IMAX movie on October 18, 2006.

BACK COVER BOTTOM: Western Canada has its magnificent Rocky Mountains, Eastern Canada has its picturesque Atlantic Shores. Here VIA Rail's Gaspé train 617 provides its passengers with a spectacular seaside view, the date is September 22, 2008. David Morris

Canadian Rail

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