



Canadian Rail

THE MAGAZINE OF CANADA'S RAILWAY HISTORY

No. 530 • MAY - JUNE • 2009

Railway Gardens – Les jardins de gare



Published bi-monthly by the Canadian Railroad Historical Association
Publié tous les deux mois par l'Association canadienne d'histoire ferroviaire



CANADIAN RAIL

ISSN 0008-4875

Postal Permit No. 4006621

PUBLISHED BI-MONTHLY

BY THE CANADIAN RAILROAD HISTORICAL ASSOCIATION

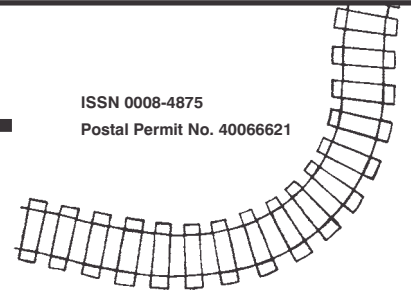


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FRONT COVER: Floral gardens are in full bloom at CPR's Montreal West Station as Delaware and Hudson (D&H) No. 9, the overnight "Montreal Limited" from New York prepares to depart eastbound for Montreal's Windsor Station. Even as late as August 1962, when Bob Sandusky took this lovely photograph, station gardens were still proudly maintained by station staff and sectionmen, often at their own expense. Robert Sandusky.

BELOW: Port Arthur Station circa 1884. This photo illustrates the 'rustic environment' albeit with an imposing station structure. All that is needed to complete the scene is a station garden! Extract from the book *Van Horne's Road* by Omer Lavallée.

PAGE COUVERTURE AVANT : *Les fleurs du jardin de la gare du CP de Montréal-Ouest sont éclatantes de couleur en cette journée du mois d'août 1962. Cette photo de Bob Sandusky a été prise au passage du train no 9 du Delaware & Hudson, le 'Montreal Limited', en direction de la gare Windsor. Ces jardins étaient entretenus avec fierté par les employés du chemin de fer et ce, bien souvent à leurs propres frais. Photo : Robert Sandusky.*

CI-DESSOUS: *Cette photo de la gare de Port Arthur prise vers 1884 nous révèle la rusticité de l'environnement de l'époque malgré l'imposante architecture du bâtiment. Il manque là... un jardin! Extrait de livre Van Horne's Road par Omer Lavallée.*

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PRINTING: Impression Paragraph

DISTRIBUTION: Joncas Postexperts Inc.

The CRHA may be reached at its web site: www.exporail.org or by telephone at (450) 638-1522



Railway Gardens

By: Josee Vallerand and Douglas N. W. Smith

English Translation: Patricia Standish

French Translation: Denis Vallieres

Josee Vallerand has been CRHA's Archivist since 1996. She is an avid gardener and while researching railway station gardens for a specific project, became interested in the subject beyond the call of duty. She has located over 50 historic black and white photos of station gardens and proceeded to write about this little known aspect of Canadian railroad history.

Douglas N. W. Smith, historian, author and Co-Editor of Canadian Rail lives in Brockville, Ontario, in a period Victorian house with a large back yard where he tends to his own version of an English Garden. Doug's knowledge, research and additional photos have rounded out this interesting history of Canadian Railway Gardens.

Our thanks to Patricia Standish for the translation of the original article into English. We also thank Denis Vallieres for his translation of Douglas Smith's portion into French. English newspaper and other accounts have been left in their published language. We hope you enjoy this glimpse into the cross Canada beautification effort by Canada's railways. M. Peter Murphy, Co-Editor

Les jardins de gare

par: Josée Vallerand et Douglas N.W. Smith

Traduction anglaise : Patricia Standish

Traduction française : Denis Vallières

Josée Vallerand, archiviste pour l'ACHF depuis 1996, est une passionnée de jardinage. Alors qu'elle menait une recherche sur les jardins de gare, son intérêt pour le sujet a dépassé le cadre de son emploi. Elle a sélectionné plus de 50 photos en noir et blanc de ces jardins et rédigé un texte sur cet aspect particulier de l'histoire ferroviaire canadienne. Son texte constitue la base du présent article.

Douglas N.W. Smith, historien, auteur et coéditeur du Canadian Rail vit à Brockville en Ontario, dans une maison de l'époque victorienne avec une grande cour arrière où il a élaboré sa vision personnelle d'un jardin anglais. Ses connaissances sur le sujet, sa recherche et ses photos complémentaires ont étoffé le contenu de base de cette histoire captivante des jardins de gare.

Nous remercions Patricia Standish pour la traduction en anglais de l'article original et Denis Vallières pour la traduction en français de l'ajout de Douglas N.W. Smith. Certains articles de journaux et autres documents ont cependant été publiés uniquement en anglais. Nous espérons que vous aurez du plaisir à découvrir le souci et les efforts d'embellissement démontrés par les chemins de fer canadiens à travers le Canada. Peter Murphy, coéditeur.

Station Gardens: Civilizing the Land

The CPR garden presents an appearance that must be extremely gratifying, not only to those whose labours are now crowned with such success, but also the authorities of this division of the road.

Moose Jaw Times, September 2, 1892

Embellir le paysage

Les jardins du CPR offre une apparence gratifiante, non seulement pour leurs créateurs, couronnés de succès, mais aussi pour les dirigeants de ce secteur du chemin de fer.

Moose Jaws Times, 2 septembre 1892

Why a Station Garden?

Station gardens first appeared in Great Britain about the same time as the railroad network did. The familiar sight of blooming flowers and shrubs placed the new, and to many people frightening, technology within the soothing context of nature and domesticity.

The Grand Trunk Railway – which was both the largest British overseas investment and the longest international railway in the world during the 1850s – brought with it not only British technology and financing, but station gardens. Two of the earliest know

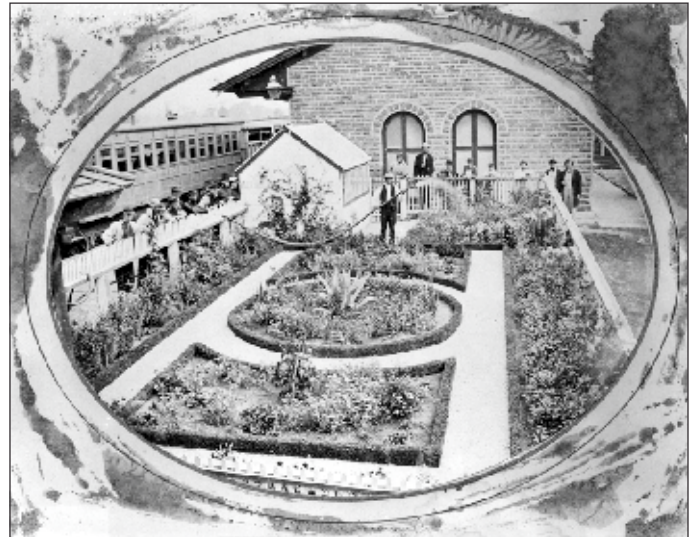
Pourquoi un jardin de gare?

Les jardins de gare furent implantés en Grande-Bretagne en même temps que s'y développait le système ferroviaire. La vue familière de ces fleurs en éclosion et d'arbustes avaient pour effet de calmer les gens quelque peu effrayés par la nouvelle technologie.

Le chemin de fer du Grand Tronc, le plus grand investissement britannique outre frontière et en même temps le plus long chemin de fer au monde dans les années 1850 apporta ici non seulement la technologie britannique et le financement mais aussi les jardins de gare. Deux des plus anciennes photographies de jardins

photographs of station gardens in Canada were taken on the Grand Trunk in the 1850s at Brockville and possibly Prescott. In 1868, reference is made to station gardens in a Canadian publication known as *Canada Farmers*, featuring the gardens at the Guelph depot in Ontario and “other lovely gardens along the central division of the Grand Trunk Railway.” The employee paid for the plants and the company supplied the fence and prepared the soil. The Grand Trunk was not the only early proponent of the station garden. An illustration of the one at Allendale Station in Ontario, circa 1860, is shown in the Northern Railway of Canada.

What may well be the earliest photo of a Canadian station garden is this fascinating image taken at one of the Grand Trunk stone stations built along the Montreal-Toronto main line. The severely formal design of geometric beds carefully rimmed with boxwood reflects the gardening style of period. Crushed stone has been laid for walkways and there is no grass. The gardener proudly poses watering in his creation. The small building to the left appears to be a greenhouse to start his bedding plants in the spring time. The fencing around the garden is an interesting mixture of wooden pickets and wire. The monitor roofed coach pulled up along the platform is one of the very early cars acquired by the railway and is simply lettered “GTR”. The picture most likely dates to the late 1850s. – Douglas N W Smith Collection.



Cette splendide photo, la plus ancienne connue d'un jardin de gare au Canada, a été prise près d'une gare en pierres, telle qu'on en trouvait le long de la voie principale Montréal-Toronto du Grand Tronc... Le design, composé de plates-bandes de formes géométriques rigoureuses, entourées de buis, reflète bien le style de l'époque. Le passage piétonnier est composé de gravier et il n'y a pas de pelouse. Le jardinier, en train d'arroser, est fier de son œuvre. Le petit bâtiment à gauche de la photo semble être la serre d'où il s'approvisionne en semis au printemps. La clôture entourant le jardin est un bel agencement de fils métalliques et de poteaux de bois. La voiture coach le long du quai, arborant simplement les lettres « GTR », est un modèle ancien acquis par la compagnie. Ce cliché remonte probablement à la fin des années 1850. Collection de Douglas N.W. Smith.

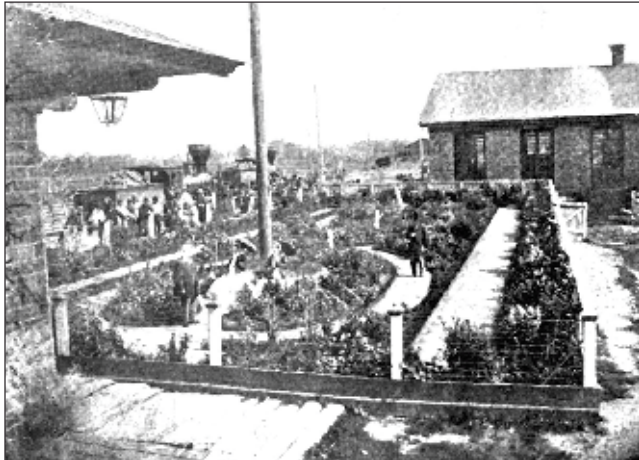
Present day Canadian do not realize how drab and dirty were the communities that our Victorian forefathers inhabited. Public parks did not exist until the 1880s. Most communities only became interested in developing park space for their citizens well after the dawn of the twentieth century. Hence during the Victorian era, the station garden was in most communities the only blooming public space.

Canadian railways developed station gardens for a variety of reasons. One was the beautification of the station and its surrounding. Railway companies quickly realized the importance of the station as a meeting place for the community and also as a gateway to the outside world. It was thought that if this place was warm and inviting it would indeed be attractive to tourists and immigrants. The colour of the station gardens in the eastern part of the country offset the often dreary surroundings and provided an attraction to while away

de gare au Canada furent prises sur le réseau du Grand Tronc vers 1850 à Brockville et, semble-t-il, à Prescott. Au Canada, dès 1868, on parle de jardins de gare dans la publication *Canada Farmers*, tout particulièrement de celui du dépôt de Guelph en Ontario et des “autres jolis jardins le long de la voie de la division centrale du chemin de fer le « Grand Tronc »”. L'employé paie les plantes et la compagnie fournit la clôture et prépare le sol. Le Canadian Northern Railway s'illustre aussi par l'aménagement d'un jardin à la gare d'Allendale en Ontario vers 1860.

On ne s'imagine guère aujourd'hui à quel point les villes de nos ancêtres, partout au Canada, étaient mornes et poussiéreuses. Les jardins publics n'apparurent que dans les années 1880. En fait, les autorités ne s'intéressèrent à l'aménagement de parcs citadins qu'au début du 20^e siècle. Dans la plupart des villes, durant l'ère victorienne, les jardins de gare étaient les seuls espaces publics fleuris.

Plusieurs motifs incitèrent les chemins de fer canadiens à développer les jardins de gare, dont, entre autres, l'embellissement des gares elles-mêmes et de leur pourtour. Ils comprirent rapidement l'importance de la gare en tant que lieu de rencontre pour la communauté et de porte vers le monde extérieur. On croyait que, si cet endroit devenait chaleureux et invitant, il attirerait les touristes et les immigrants. Les couleurs des jardins de gare dans l'est du pays contrastaient avec le paysage monotone et procuraient une distraction lors des longues attentes de trains en retard. Dans l'Ouest, où le paysage



have claimed that the photograph was taken to mark the arrival of the first GTR train in November 1855, the lushly blooming plants and absence of heavy coats belies such an assumption. Most likely, it is the late 1850s when the garden would have been well established. – Douglas Grant Collection

Une étude de la photographie du jardin de la gare du Grand Tronc à Brockville nous montre beaucoup plus qu'un simple agencement floral. Brockville était une limite divisionnaire du Grand Tronc et l'une des agglomérations les plus importantes entre Montréal et Kingston. Le jardin était situé entre la gare et la remise de locomotives que l'on voit derrière. Les plantes, minutieusement installées, et un sentier pédestre sont accompagnés d'une fontaine, de statues et de bancs, rappelant les jardins règlementaires de la noblesse européenne.

Ces règles rigoureuses reflètent bien la distinction entre les classes sociales de la société victorienne. Ces jardins étaient clôturés avec soin afin d'éloigner les animaux errants car à l'époque, il était fréquent de voir des vaches et des chèvres circuler librement dans les rues et se laisser tenter par la vue de fleurs appétissantes. La clôture délimitait aussi les espaces entre les classes sociales. À l'extérieur de celle-ci on voit des ouvriers, probablement de la remise de locomotives ou de l'entrepôt de marchandise, tandis qu'à l'intérieur on aperçoit des citadins finement vêtus. Certains affirment que la photo fut prise à l'occasion de l'arrivée du premier train du GTR en novembre 1855 quoique la floraison luxuriante des plantes et les vêtements légers que portent les gens infirment cette hypothèse. Il semblerait plutôt que le cliché date de la fin des années 1850, au moment où le jardin fut bien implanté. Collection de Douglas Grant.

the time waiting for late trains. Out West, where the landscape was arid and bleak, gardens proved to be most popular since they integrated a congenial meeting place into a rather savage region and showed train travellers that even these regions could be domesticated.

Another factor in the gardens was promoting agricultural settlement by revealing the soil's fertility. This was a particular consideration in the arid, treeless lands of the southern prairies. The long term profitability of such companies as the Canadian Pacific, the Canadian Northern, Grand Trunk Pacific and Temiskaming & Northern Ontario depended upon the sales of farm land and the movement of farm products and supplies. In fact, the more people cultivated the land, the more railway companies could bring in seeds and farm machinery. There was a potential for long term profits on sales and transportation of goods for the railway company. Gardens after the 1880s were viewed as a means of education and promotion. When the companies began selling land to immigrants out West, gardens were used to promote the sale of land to prospective settlers exploring the region on low cost western excursions as showcases of fertility and the range of products which could be grown.

A study of the photograph of the Grand Trunk's Brockville station garden shows much more than just floral plantings. Brockville was a divisional point on the Grand Trunk and one of the largest communities between Montreal and Kingston. The garden was located between the station and the enginehouse (which can be seen at the rear of the garden). The carefully tended plants and winding pathways are decorated with a fountain, statuary and seating reminiscent of the formal gardens of European nobility.

These rigid forms reflected the differentiation between the classes in Victorian society. It was carefully fenced off to keep out stray animals – at this time cows and goats freely wandering the streets of most communities would view flowers as an edible delicacy. The fence also delineated the boundaries between the classes. Standing outside the garden are a group of labourers, possibly from the adjacent engine house or nearby freight shed. Meanwhile finely dressed citizens appear within the garden. While some

était aride et morne, les jardins étaient encore plus populaires car, ils constituaient un lieu de rencontre convivial dans une région plutôt austère et illustraient bien aux voyageurs que ces régions pouvaient malgré tout être domestiquées.

Ces jardins étaient aussi un excellent outil de promotion pour la colonisation des terres puisqu'ils en révélaient la fertilité. Un argument de poids pour les régions arides et dépourvues d'arbres du sud des Prairies. Les bénéfiques à long terme des entreprises telles que le Canadien Pacifique, le Canadian Northern, le Grand Tronc Pacifique et le Temiskaming & Northern Ontario dépendaient de la vente des terres agricoles et de la production des fermes établies. En fait, plus il y avait de cultivateurs sur les terres, plus les compagnies transportaient des semences et de la machinerie de ferme. Par la suite, se développait pour les entreprises ferroviaires tout un potentiel de profits à long terme sur le transport des récoltes. Après 1880, les compagnies commencèrent à vendre les terres de l'Ouest aux immigrants. Les jardins furent dès lors utilisés comme outil de promotion pour démontrer aux colons potentiels la fertilité des terres et la grande variété de végétaux qui pouvait y croître. Tout tournait autour des jardins de gare! Les immigrants croyaient que si le terrain autour de



Another very early railway garden was that of the Ontario, Simcoe and Huron Railway station at Allandale, Ontario. Notice the fountain in the centre of the picket fenced garden. Old Schools Canada. Simcoe County Museum and Archives.

Photographie du jardin de la gare Allandale du chemin de fer Ontario, Simcoe and Huron Railway, Ontario. Admirez la fontaine au centre du petit jardin clôturé. 1890. Old Schools Canada. Simcoe County Museum and Archives.

All revolved around the station gardens! Immigrants believed that if the land surrounding our stations was productive then it must be the same all over!

Promoting tourism was also a reason for the railways adopting station garden. It was no accident that many of the most ornate gardens, which also lasted longer than most, were found at points where tourists congregated. Examples could be seen across the country. For instance, as part of a policy to stimulate tourism after the CPR took over the Dominion Atlantic Railway, Evangeline Park with lavish gardens was developed beside the Grand Pre, Nova Scotia station starting in 1917. The gardens expanded to include the grounds of hotels the railway built in Kentville, Digby and Yarmouth. Roscoe A. Fillmore, the DAR head gardener in the 1940s and 1950s, even wrote a garden book “Green Thumbs” for the home gardener. Large gardens ran the length of the Canadian Pacific steamship dock at Port McNicoll, Ontario where passengers transferred between trains and lakeboats. Even small railways got the bug. The Greater Winnipeg Water District Railway maintained a lakeside park at its terminus at Waugh, Manitoba and the 5 mile long Thousand Island Railway maintained an extensive floral display at its Thousand Island Junction, Ontario station where passengers transferred to Grand Trunk trains.

la gare produisait autant, il en serait de même pour toutes les autres terres de la région...

La création de jardins de gare constituait un excellent moyen pour les chemins de fer de promouvoir le tourisme. Ce n’est pas un hasard si les jardins les plus ornés et les plus anciens étaient situés aux carrefours de forts achalandages de touristes. De tels exemples existent à la grandeur du pays. Ainsi, en 1917, après avoir acquis le Dominion Atlantic Railway, le Canadien Pacifique adopta une politique pour stimuler le tourisme de cette région. À cette fin, il créa le parc Évangéline près de Grand Pré en Nouvelle-Écosse, avec de somptueux jardins. Les jardins se propagèrent aussi sur les terrains des hôtels construits par les entreprises ferroviaires à Kentville, Digby et Yarmouth. Dans les années 1940 et 1950, Roscoe A. Fillmore, chef jardinier du Dominion Atlantic Railway, écrivit un livre intitulé « Green Thumbs » (le pouce vert) pour les jardiniers amateurs. De grands jardins s’alignaient le long des quais des bateaux-vapeurs du Canadien Pacifique à Port McNicoll, Ontario, lieu de correspondance entre les trains et les navires des lacs. Les petits réseaux ferroviaires se laissèrent aussi entraîner par le mouvement. Le Greater Winnipeg Water District Railway a entretenu un jardin dans le parc bordant le lac à son terminus de Waugh, Manitoba. Il en fut de même pour le Thousand Island Railway, un réseau de 5 milles (8 kilomètres), avec un arrangement floral somptueux à la jonction de Thousand Island en Ontario, lieu de correspondance avec les trains du Grand Tronc.

Garden at Canadian Pacific Railway's Fort Macleod, Alberta station around 1908. Post card, Glenbow Archives PA-2624-7.

Jardin de la gare Fort Macleod du Chemin de fer Canadien Pacifique, Alberta. Vers 1908. Carte postale Glenbow Archives PA-2624-7



Finally, the gardens were used to encourage morality. Drunkenness was the scourge of the nineteenth century and inebriated employees threatened the safety of railway operations. Gardens filled the spare time of the railroad workers and keep them away from the saloons which always were handily located near the station. Good workers would have the best gardens and this could lead to promotion to more desirable jobs. Later competitions with cash prizes were held to encourage employees to work at their gardens.

Garden Design

The shape of the garden was fairly similar from one railway company to another. Located between the track and the road it was usually a rectangular space sometimes divided by the station access road. It was easily seen from either the platform or the station. There were Victorian-inspired geometrical and star-shaped flowerbeds.

Gardens began appearing around other railway buildings and on the employees' properties. Each one was proud of his garden and there was a certain rivalry between various employees (foreman, station agent, trackman, switchman). Men generally tended the garden. There was only one hitch: No visitors allowed: well fenced, all station gardens were to be seen only, to be admired from a distance!

The list of plants which were used in these gardens was extensive. The following lists the plants which appeared in CPR gardens:

CPR Plants until 1917:

Trees: Manitoba Maple, cottonwood, Russian poplar, balsam poplar, Russian golden willow, Russian red willow, laurel leafed willow, acute leafed willow, American elm, native ash, native white spruce, Colorado blue spruce, Scotch pine.

Les jardins étaient aussi un moyen de sauvegarder les bonnes mœurs. En effet, l'ivresse était un fléau au 19^e siècle et les employés en état d'ébriété mettaient en danger la sécurité des opérations ferroviaires. L'entretien d'un jardin devenait un moyen pour remplir le temps de loisir des ouvriers du rail et ainsi les tenir à l'écart des tavernes, situées le plus souvent à proximité des gares. De plus, ceux qui avaient les plus beaux jardins devenaient des candidats de choix pour les emplois les plus intéressants.

Plan de jardin

Le design des jardins était sensiblement le même d'une compagnie ferroviaire à une autre. Situé entre la voie ferrée et la route, le jardin occupait un espace rectangulaire parfois brisé par l'accès routier vers la gare. On pouvait ainsi le contempler autant du quai de la gare que de la gare elle-même. Les fleurs étaient disposées sur des aires en formes étoilées dans un ensemble d'inspiration victorienne.

Les jardins apparurent aussi autour d'autres édifices ferroviaires et sur les propriétés des employés. Chacun était fier de son jardin et une certaine rivalité s'établit entre les différents corps de métiers (contremaître, agent de gare, cantonnier, serre-frein). Les jardins étaient généralement entretenus par les hommes. Les visiteurs n'y étaient pas admis; d'ailleurs, les jardins étaient bien clôturés. En effet, ils étaient conçus pour le plaisir de l'œil, mais à une certaine distance!

Les jardins abritaient une large variété de plantes. Voici la liste de celles qu'on pouvait admirer dans les jardins du CPR.

Plantes utilisées par le CPR jusqu'en 1917

Arbres: érable du Manitoba, variété de peupliers tels que russe, baume, etc., variété de saules tels que russe doré, russe rouge, à feuilles de laurier; vif, orme, frêne indigène, épinette blanche indigène, épinette bleue du Colorado, pin écossais.

Ornamental shrubs : lilac, caragana, flowering currant, honeysuckle, spirea, dogwood, sand cherry, western or ornamental crab, ginnale maple, buffalo berry, golden leafed elder,

Annuals: alternanthera, coleus, salvia, castor bean plant, caladium, alyssum, celosia, petunia, aster, pansy, marigold, poppy and geranium.



CPR Plants after 1917:

Trees: ash, beech, Carolina, Russian and Lombardy poplars, catalpa, cedar, dogwood, elm, hard, soft and Manitoba maple, jack pine, laurel, locust, Norway spruce, red pine, Scotch pine, sumac.

Shrubs: *Berberis purpurea*, *Berberis thunbergii*, bush honeysuckle, caragana, deutzia, golden alder, hydrangea, Japanese rose, Japanese tamarac, lilac, *Philadelphus coronarius*, rose hybrids, *Rosa rugosa*, silver elder, *Spirea opulifolia aurea*, *Spirea van Houtii*, sweet briar, *viburnum*, *Wiegelia rosea*, willows.

Perennials: achillea, acquilegia, bleeding heart, *Campanula carpatica*, *campanula medium*, clematis, delphinium, English daisy, forget-me-not, foxglove, gaillardia, golden glow, gypsophylla, hollyhock, hops, iris, larkspur, lychnis, peony, phlox, pink/sweet William, poppy, shasta daisy, tiger lily, Virginia creeper, wild cucumbervine.

Bulbs: tulips.

Annuals : achyranthes, African daisy, antirrhinum, aster, balsam, begonia, calendula, California poppy, candytuft, canna, carnation, castor oil plant, chrysanthemum, clarkia, coleus, cornflower, cosmos, dahlia, dracaena, dusty miller, everlasting, four o' clock, geranium, gladiolus, helianthus, heliotrope, kochia, lavatera, lobelia, marigold, wild morning glory, nasturtium, pansy, portulaca, saleroi, salpiglossis, salvia, scabiosa, stock, sunflower, sweet alyssum, sweet pea, verbena, zinnia.

Arbustes ornementaux: lilas, caragana, groseille fleuri, chèvrefeuille, spirée, cornouiller, cerisier, crabe ornemental, érable ginnala, shépherdie, sureau.

Annuelles : alternanthera, coléus, sauge des devins, ricin, caladium, alysse, célosie, pétunia, aster, œillets d'inde, viola, pavot et géranium.

First mention of the subject of station gardens was in the Canadian Pacific Railway Monthly Bulletin Number 92, September 1916, CRHA Archives.

Première mention de chronique sur les jardins de gare dans le bulletin des employés. Canadian Pacific Railway Monthly Bulletin, no 92, septembre 1916, Archives ACHF.

Plantes utilisées par le CPR après 1917

Arbres: frêne, hêtre, peupliers de Caroline, russe et de Lombardie, catalpa, cèdre, cornouiller, orme, différentes espèces d'érable, pin gris, laurier, locuste, épinette de Norvège, pin rouge, pin écossais, sumac.

Arbustes: *berberis purpurea*, *berberis thunbergii*, chèvrefeuille de buisson, caragana, deutzia, aulne doré, hydrangée, hortensia, rosier japonais, tamarac japonais, lilas, seringa, rosier hybride, rosier rustique, sureau argenté, spirée *opulifolia aurea*, spirée Van Houtii, briar doux, viorne, weigelia et saule

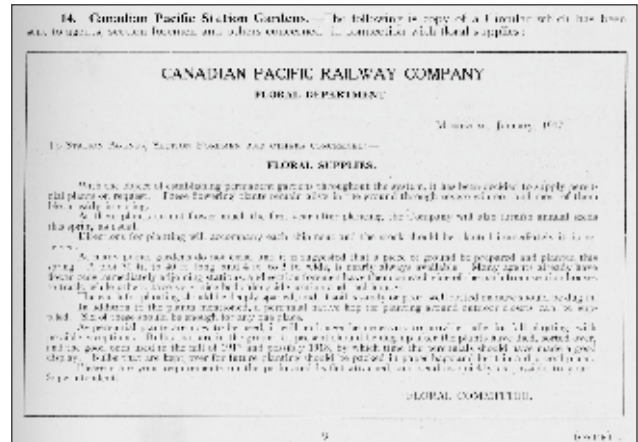
Vivaces: achillée, ancolie, cœur saignant, campanule des Carpathes, *campanula medium*, clématite, pieds d'alouette, pâquerette, myosotis, digitale, gaillardia, buisson ardent, gypsophylla, rose trémière, houblon, iris, consolida, lychnis, pivoine, phlox, œillet barbu, pavot, marguerite, lys des prairies, vigne vierge de Virginie et concombre sauvage.

Plante à bulbe: tulipe

Plantes annuelles: achyranthes, arctotide hybrida, gueule de loup, aster, impatiente, bégonia, souci, pavot de Californie, ibéris, canna, œillet, ricin, chrysanthème, clarkia, coléus, bleuet des champs, cosmos, dahlia, dracaena, cinéraire maritime, immortelle, belle-de-nuit, géranium, glaïeul, toumesol, héliotrope, kochia, lavatère, lobelia, tagetes, gloire du matin, nasturtium, pensée, portulaca, saleroi, salpiglossis, sauge des devins, scabieuse, alysse, pois de senteur, verbena et zinnia.

Extract from the Canadian Pacific Railway Monthly Bulletin Number 98, March 1917, promoting the Floral Committee's gardening program, CRHA Archives.

Extrait du bulletin des employés du Chemin de fer Canadien Pacifique où il est question de l'approvisionnement en fleurs. Canadian Pacific Railway Monthly Bulletin, no 98, mars 1917, Archives ACHF.



The Canadian Pacific Railway Gardens:

The conditions of this garden is another evidence of the enterprise of the CPR, and the desire they evidently have of giving visitors and intending settlers an opportunity of seeing for themselves the capabilities of this district.

Moose Jaw Times, September 2, 1892.

Les jardins du Chemin de fer du Canadien Pacifique

La présence d'un tel jardin met en évidence l'initiative du CPR de démontrer aux visiteurs et aux futurs colons ce que ceux-ci peuvent réaliser dans leur région.

Moose Jaw Times, 2 septembre 1892.

The origins of the gardening movement on the CPR are clouded. The first large garden in western Canada was started in Medicine Hat in the fall of 1888 due to the enthusiasm of the Assistant Superintendent, Mr. Niblock. This garden encompassed flower beds, lawns, sheltering trees and shrubbery and a zoo. Niblock's idea rapidly took seed. William Van Horne, who had become President of the CPR in 1890 embraced the concept and that very year, new gardens were begun at major stations and divisional points westward from Lake Superior.

L'origine du jardinage au CPR demeure nébuleuse. Le premier jardin d'importance dans l'Ouest canadien fut établi à Medecine Hat à l'automne 1888 à l'initiative de M. Niblock, assistant-chef. Ce jardin était composé de plates-bandes fleuries, de pelouses, d'arbres ombrageants, de buissons et d'un zoo. L'initiative de Niblock se propagea rapidement. William C. Van Horne, qui est devenu président du CPR en 1890, adopta le concept et ainsi apparurent de nouveaux jardins dans les principales gares et les dépôts à l'ouest du lac Supérieur.



A view of the station and park at Red Deer, Alberta circa 1915-1919. Here the garden is next to the station and includes paths and a fountain. Glenbow Archives NA-3705-9.

Une vue de la gare et du parc de Red Deer en Alberta entre 1915 et 1919. Près de la gare, une fontaine trône dans le jardin traversé par un sentier. Glenbow Archives NA-3705-9.

The First CPR Garden

Next to his hospital, Superintendent Niblock's greatest pride is in his gardens and they do him wonderful credit this year. There are four altogether, two devoted to flowers and vegetables and two which may be styled embryo Zoological gardens.

The principal garden is just across the track from the depot and is about the same length as the platform. It is a rectangular plot of ground, its length being five or six times its breadth. It is neatly fenced and contains about an acre and a quarter, the whole of which is covered with a profuse growth of flowers and vegetables. Running from end to end of the garden through its centre is a broad graveled path, bordered with ornamental white stones. A similar path runs from side across the centre of the garden. At their intersection is a small circular grass plot, from which rises what is said to be the highest flag pole in the Territories (Alberta was part of the North West Territories at this time). At the termini of these paths are turnstiles leading across the track to the depot and to the streets which bound the garden. A large square in the centre of the garden is laid out in ornamental beds. A few of these are planted with vegetables remarkable for their foliage, the remainder with bright coloured flowers and such foliage plants as coleus, the whole so arranged as to produce a pretty effect. On either side of the broad central paths are mass beds of petunias, asters, geraniums, phlox, zinnias, verbenas, nasturtiums, stocks, etc., the inner side of every bed being bordered with the fragrant mignonette. A bed of mixed pansies and another of geraniums, both from seed, are remarkable for their profuse bloom. Besides a nursery bed of seedling trees and shrubs, evergreens, fruit and shade trees of several year's growth are planted along the fences and paths. The balance of the garden is planted in a variety of vegetables, all of which have done remarkably well this year. Potatoes and

cauliflowers were ready for use early in July while celery and tomatoes were ripe about the middle of last month. The early cabbage are noticeable for their weight, many of them turning the scale at seven and eight pounds. Citrons, melons and cucumbers are ripening rapidly and promise an abundant yield.

The other three gardens are situated at either end of the depot building. The one to the west, known as the lawn garden, is covered with a beautiful velvety grass and has a fountain and basin. In it are antelope and several species of wild fowl. Immediately east of the station is the Agent's flower garden which has likewise a fountain and a rustic basin. East of this is an enclosure for the grizzly bear and adjoining it another inhabited by a snarling lynx.

The idea of having gardens here to amuse passengers during their half hour stop over, and to advertise the capabilities of the country, originated in Mr. Niblock's fertile brain three or four years ago. After several failures, which would discouraged a less resolute man, he finally succeeded in persuading his company to sanction a portion of the necessary expense. The ground for the large garden was broken late in the fall of 1888 and the following year a very creditable crop of grain and vegetables raised. Last year flowers were tried and such was the success attained that it was decided to devote a much larger area to them this year. Mr. Niblock's efforts have been ably seconded by his private secretary, Mr. Coons, and his head gardener, Mr. T. Hazel. The success of the Medicine Hat gardens has induced other Assistant Superintendents to follow Mr. Niblock's example. Now the CPR gardens at Moose Jaw, the floral department of which is presided over by our former townman, Mr. T. Birbeck, are beginning to attract attention. The CPR officials are to be commended for their efforts to amuse and instruct their patrons.

Medicine Hat Times, September 4, 1890.



Two views of the Canadian Pacific Railway gardens at Medicine Hat, Alberta in 1887. The construction of the railway has been completed and the CPR now turned its attention to embellishing the station to attract settlers and indicate how fertile the land was. Glenbow Archives NA-2003-17 and NA-2003-18.

Deux vues de l'imposant jardin de la gare Medecine Hat du Chemin de fer Canadien Pacifique, Alberta. La construction de la ligne est à peine terminée que déjà le CPR met l'accent sur « l'embellissement » des gares afin d'attirer les colons et de leur montrer combien les terres sont fertiles. 1887. Glenbow Archives NA-2003-17 et NA-2003-18.

Description of Moose Jaw Garden:

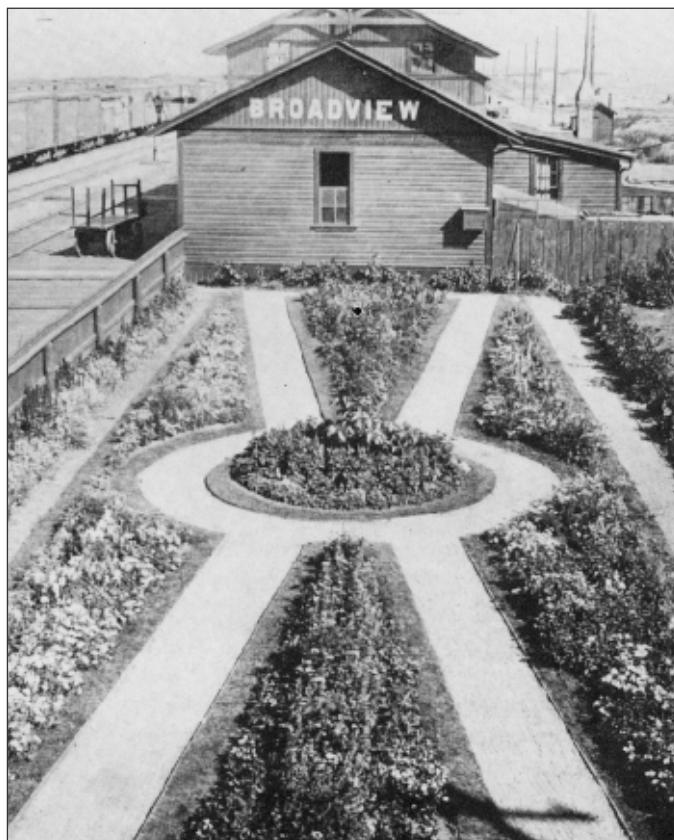
The officials of the CPR certainly deserve great credit for the fine appearance of the flower and vegetable gardens at this place . . . The garden contains about two acres in the CPR reserve along the track east of the grain warehouses and was plowed from the unbroken prairie this spring . . . The result of this experiment has been highly satisfactory, and will be of great service to farmers and others in deciding what class of trees are the most suitable for the district. Out of 300 trees planted, not more than half a dozen have failed to grow. The principal varieties are White Ash, Black Birch, Linden Mountain Ash, Black Cherry Russian Mulberry, Hard Maple, Box Elder, White Spruce, Butternut, Red Cedar, Plum and Apple trees. The growth in some of these trees is remarkable. Some of the Maples showed a growth of 18 inches, Mountain Ash 15 inches, Box Elder 15 inches, Mulberry 11 inches, Butternut 6 inches. The fruit trees are also

doing well, and if afforded some protection next winter, there is no doubt of their successful growth. These trees have all taken firm root in the soil as the wood in the new growth is quite hard and firm.

The vegetables in the garden include all the varieties, such as carrots, beets, mangolds, onions, beans, etc., and are doing well. Potatoes are in bloom, peas and beans ready for table use, beets, carrots and mangolds rapidly forming roots. In the centre of the garden is a beautiful fountain surrounded by plots of the loveliest flowers in bloom.

Two men are engaged the whole time in looking after the garden, and it is needless to say that everything is well looked after. Travellers along the line say that the Moose Jaw garden is the best west of Winnipeg. The CPR officials here have good reason to be proud of their garden here, and deserve great credit for their efforts to add to the beauty of our town.

Moose Jaw Times, July 18, 1890.



Two views of CPR's Broadview, Saskatchewan station garden taken at different eras. The first shows the garden shortly after it was planted in 1909, the latter taken some years later after upgrading. Saskatchewan Archives Board R-A-18894 and Canadian Pacific Archives.

Jardin de la gare Broadview du Chemin de fer Canadien Pacifique, en Saskatchewan, à deux époques : au moment de la plantation des fleurs, en 1909, et une fois aménagé, quelques années plus tard. Saskatchewan Archives Board (R-A-18894) / Archives du Chemin de fer Canadien Pacifique.

The garden is situated in the CPR reserve, and quite close to the railway track. It contains about 2¼ acres, the ground of which was first broken in the spring of 1890. Last season some fine vegetables and flowers were grown, but owing to the newness of the ground and the drought, were not all to be compared with the growth of the present season. Thorough cultivation and manuring has produced a result that we firmly believe is not excelled, or even equaled, west of Lake Superior. If any person has the slightest doubt of the adaptability of the Moose Jaw soil for the production of all kinds of vegetables of the highest quality, he has only to pay a visit to the CPR garden to have all his doubts removed. On entering the garden by the front gate, the first thing that meets the eye is the beautiful flower patch in which flowers of every imaginable hue are in full bloom gladdening the eye and lading the air with their rich fragrance. In the centre of the bed, a fountain supplied with water from pipes from the pump send its spray over the flowers . . . This variety of colour, in contrast with the rich green of the surrounding vegetation adds much to the beauty of the grounds.

Last season a number of trees were planted out around the garden, nearly all of which came through last winter all right and are showing a vigorous growth. Out of 30 Mountain Ash, 29 are living and growing nicely. A Box Elder tree planted last year shows a growth for the season of 3 feet 4 inches. In the spring, the spaces between the trees was well cultivated and sown with the seeds of native Maples trees gathered from the river valley. Nearly every seed planted grew and there is now a thick row of little seedling Maples varying from two inches to eighteen inches in height on three sides of the garden and six rows along the north side. There are enough trees

when transplanted next spring to supply the whole Moose Jaw district.

The potatoes were the next thing visited, and the growth here exceeded anything we ever saw either in the eastern provinces or in the North West. The vines are in bloom and completely cover the ground. The tubers are large and well developed and will produce an extraordinary yield. They are all of the standard varieties – Early Rose and Beauty of Hebron – which have been found best adapted for North West purposes. Green peas planted in May, were seen heavily laden with pods and have been fit for table use for a week past. The turnips, carrots, beets, parsnips, onions and in fact every kind of vegetable, show a luxuriant growth, and will without doubt surprise the world. The strawberry and raspberry plants have also done well, the strawberry vines bearing fine fruit. The raspberry blossoms were touched by an early frost in the spring but the plants have made a strong growth and will be sure to stand the winter all right.

The cabbages and cauliflowers promise to be of an extraordinary size, the cauliflower heads being already of a considerable size.

The garden suffered considerably in the spring from the ravages of the destructive cutworm, but through the vigilance of the gardener, Mr. E Tapley, the young plants were saved from the marauder. The plan taken by him was to go out in the early morning and destroy any of the pests which he found at their morning meal. He also adopted the plan of placing a tin covering around the transplanted vegetables.

The energy of those in charge of the garden is commendable and the appearance of their crop cannot fail to produce a favourable impression on travelers and others passing through on the trains.

Moose Jaw Times, July 24, 1891.



CPR's Sintaluta, Saskatchewan station garden was located between the platform and the distant street in this 1913 – 1919 view. A horseshoe shaped road looped into the station through the fenced garden. Glenbow Archives NA-3792-11.

Jardin de gare Sintaluta du Chemin de fer Canadien Pacifique, Saskatchewan. Une bonne partie du jardin se trouve entre la route et la gare. Vers 1913-1919.

Glenbow Archives NA-3792-11

The CPR has this season enlarged their garden at this place from three to seven acres and have planted out in the enlarged space between three and four thousand trees, including 1,200 Balm of Gileads, 1,000 Maples, and a smaller number of each of the following varieties of trees, viz. Poplar, Willow Riga Pine, White Spruce, White Cedar, Mountain Ash, Russian Mulberry, White Ash, Black Birch, etc. Those planted two years ago show remarkable growth and vitality. They have also on their ground some 80,000 seeding maples, which are making excellent progress. One has only to pay a visit to this garden to be convinced that trees will readily grow in this part of the North West Territories if they have anything like a fair show and to realize what a thing of beauty it will be in the near future.

In the centre of the garden, where waved for the first time on Dominion Day the Union Jack, stands a “British Columbia toothpick”, one hundred and twelve feet in height. The flowers in both the large and small gardens are now in full bloom and are the

It is no accident that the accounts of these two gardens in the arid region of the southern prairies have major descriptions about the trees being grown. In these parts of Western Canada where the country was not naturally wooded, people did not think trees could thrive. The railway gardens countered this impression by showing trees could survive and make the barren landscape more welcoming to the settlers coming from well-treed areas of eastern Canada, the United States and western Europe.

Others early supporters of station gardens were David Hysop, (an insurance claims adjustor) from Manitoba and Stewart Dunlop, (a tax and insurance commissioner) from Montreal. Hysop in his pitch to the company executives at the time said: “We must grow flowers and vegetables near the stations to reveal the fertility of our soil. These vegetables could be served in the dining cars and we could use the water from the locomotives to water the gardens along the railroad.”

Sometime in the 1890s, Stewart Dunlop began sending seeds to interested station masters and section foremen who lived on the premises. These seeds were from his personal garden. He also supplied them with all necessary instructions and, in time, only to those who requested them. Not all employees were thrilled with the unpaid overtime they had to put in for the gardens ... some employees refused to participate. At smaller stops, station agents and their families often ended up being the ones to have gardens and cultivate the land surrounding the stations. At larger centers, the local section gang would be given the duty.

admiration of all passengers over the road. Moose Jaw Times, July 29, 1892

The CPR Garden

Several thousand fruit trees which were set out late last summer and early this spring, have, despite the comparatively dry season we have experienced, given great promise as to what may be done in the matter of forest tree culture. Not over two per cent of the trees planted have died; and the living trees are green and sturdy.

The roots and vegetable department looks particularly fine. The cultivation of small fruits has been tried with marked success. Some apple trees, which were set out last year, seem to have held their own during the winter.

It is the intention of the Company to make the garden at Moose Jaw a point from which to supply gardens at other points on the line.

Moose Jaw Times, September 2, 1892.

Ce n'est pas un hasard si la description de ces deux jardins, établis dans des régions arides du sud des Prairies, comportaient un volet important sur les arbres. Dans ces régions de l'Ouest canadien où ceux-ci étaient absents du paysage, les gens ne pouvaient s'imaginer qu'ils puissent s'y développer. Les jardins ferroviaires illustraient bien cette capacité de survivre des arbres. Ceux-ci provenaient de régions boisées de l'est du Canada, des États-Unis et de l'Europe de l'Ouest.

David Hysop, courtier d'assurance du Manitoba et Stewart Dunlop, courtier en perception de taxe et d'assurance de Montréal, furent eux aussi parmi les premiers partisans des jardins de gare. Hysop déclara aux cadres de son entreprise : Nous devons faire pousser des fleurs et des légumes près des gares pour démontrer la fertilité du sol. On pourrait ainsi approvisionner en légumes frais les voitures-restaurants. De plus, l'eau des locomotives (à vapeur) pourrait servir à arroser les jardins le long des voies.

Dans les années 1890, Stewart Dunlop acheminait des semences aux chefs de gare et aux contremaîtres intéressés vivant sur les lieux. Ces semences provenaient de son jardin particulier. Il donnait aussi toutes les informations nécessaires et répondait aux questions au besoin. Les employés n'acceptaient pas tous de gaieté de cœur le temps supplémentaire requis et non-payé consacré au jardinage...certains refusaient même de participer. Dans les petites localités, les agents de gare et leurs familles cultivaient le jardin et entretenaient aussi le terrain avoisinant la gare. Dans les grands centres, c'était à l'équipe locale de section de s'en charger.

CPR Will Beautify Grounds at Principal Points on E&N:

It is the intention of the CPR to build a new station to the north of the present one at Duncan. When this is done, it will go far to give the town a better appearance.

At the chief stations along the E&N Railway, the CPR has decided to beautify the grounds by laying out garden plots. The first garden to be made will be at Duncan. Mr. A.E. Wallace of Victoria is planning the garden. Native shrubs and plants are to be used.

Victoria Times, March 31, 1901.



Back to the centre circular flower bed and fountain at CPR'S Kenora, Ontario Station, Post card dated around 1914. Library and Archives Canada.

Vue sur le jardin de la gare Kenora, Ontario. Admirez la fontaine! Vers 1914. Bibliothèque et Archives Canada.

In 1908, a Horticultural Division was born and did its best to encourage employees to devote time to gardens. Gardening became a part of the railway network. As was the case with the management of the railway at the time, management of the gardens was split between Eastern and Western Lines. The prestige of the job was reflected by the incumbents. For example, J. R. Amley, who was appointed Chief Horticulturist for Western Lines in 1929, was a graduate of the Ontario Agricultural College. He remained in this position until 1960.

By 1912, the company had located greenhouses in Fort William, Kenora, Winnipeg, Moose Jaw, Calgary, Revelstoke and Vancouver to grow the annuals, trees and perennials that would be sent to the station masters. The plants grown – geraniums, petunias, cannas, coleus, zinnias and snapdragons – were resistant to the ashes from the steam locomotives. A Forestry Division then emerged with a tree nursery in Springfield, Manitoba. During the summer, employees would make the rounds and inspect the various station gardens and give advice to amateur and seasonal gardeners. Just before the First World War, the CPR hired students from McDonald College and the Ontario Agricultural College to help design gardens.

On créa en 1908 la Division d'horticulture, qui avait pour mandat d'encourager les employés à se dévouer pour leurs jardins. Le jardinage fit partie intégrante du réseau ferroviaire. Tout comme la gestion du chemin de fer à l'époque, celle des jardins fut divisée entre les lignes Est et Ouest. Le prestige du travail était parfois à l'image des responsables. Par exemple, J.R. Amley, chef-horticulteur de la ligne Ouest en 1929, était un diplômé du Collège d'agriculture de l'Ontario. Il occupa ce poste jusqu'en 1960.

En 1912, la compagnie installa des serres à Fort William, Kenora, Winnipeg, Moose Jaw, Calgary, Revelstoke et Vancouver pour y faire pousser les annuelles, les vivaces et les arbres qui étaient par la suite envoyés aux chefs de gare. Par ailleurs, des plantes, telles que les géraniums, pétunias, cannas, coléus, zinnias et gueules de loup résistaient bien aux cendres des locomotives à vapeur. La Division de foresterie naquit avec la création d'une pépinière à Springfield au Manitoba. Pendant l'été, des employés spécialisés faisaient le tour des différents jardins des gares et prodiguaient des conseils aux amateurs et aux jardiniers saisonniers. Peu de temps avant la Première Guerre mondiale, le CPR nolisait les services des étudiants du Collège McDonald en banlieue de Montréal au Québec et du Collège d'agriculture de Guelph en Ontario pour élaborer le design des jardins.

With the institution of the Horticultural Division, the design of the garden came under professional supervision. When a new station was built or a new garden started, a Forestry Service employee was dispatched to design its future garden. He would make recommendations to the company's head gardener since all regions presented a challenge as to type of soil, environment or climate. Up to this time, the fencing surrounding gardens had generally used the same standard of wire fence as was used along the railway right of way. In time, fences changed – they were either lower, with less wire or decorated with shrubs. The CPR prepared the compost and landscaping plans for the stations gardens and siding sections.

One item of design that remained popular with employees, but frustrated professional gardeners, was the use of white pebbles for borders around the beds or arranged to spell out the station's name.

The station master did his best to care for his garden according to company guidelines. His work was praised in magazines by linking gardening to clean living and family values: "A man with a beautiful garden is a man who does not waste his time in taverns or with a pipe in his mouth, nor is he a man who beats his wife or neglects his children." In 1908, it was said that "promotions are reserved for those who grow a garden". Standards were established and trained garden inspectors traveled throughout the country.

Now that gardens were standardized, they were mainly located between the track and the road, with a border of trees, shrubs, flowers and grass. Sometimes a small central elevated bed was incorporated. Some gardens out West were decorated with local plants, others with native shrubs and trees. As a side benefit, many of the employees' homes now had gardens. The CPR's horticultural efforts were praised in both popular and specialist gardening magazines.

It took on average three years to prepare a garden. Larger gardens required an irrigation system linked to water reservoirs. Smaller gardens only needed to be watered with a bucket. Then fences had to be set up, plots had to be weeded, some landfill was required, trees and shrubs had to be planted. The second year, flowers and grass were planted.

By 1912, the CPR managed over 1,000 gardens throughout Canada. Towns and businesses were seeking out CPR horticulturalists for advice on their flower bed arrangements. Some station gardens were now being tended by the towns or villages bent upon putting their best appearance forward. However, the CPR did not consider these as attractive. In some cases, the CPR

Avec la création de la Division d'horticulture, l'élaboration des jardins était désormais supervisée d'une manière plus professionnelle. Lorsqu'une nouvelle gare était construite, on désignait un employé du Service de foresterie pour y planifier le jardin. Celui-ci remettait au chef-jardinier de la compagnie des recommandations selon les caractéristiques du sol, de l'environnement et du climat. On utilisait à l'époque le même type de clôture de fils métalliques pour les jardins que celles utilisées le long des emprises ferroviaires. Plus tard, on les remplaça par des clôtures surbaissées ou simplement par des arbustes. Le CPR préparait le compost ainsi que les plans d'aménagement paysagé pour les jardins des gares des autres installations ferroviaires.

L'utilisation de cailloux blancs comme bordure de plate-bande ou encore pour écrire le nom de la gare fut très populaire auprès des employés, mais plutôt frustrant pour les jardiniers professionnels!

Le chef de gare faisait de son mieux pour se conformer aux règles de la compagnie lorsqu'il soignait son jardin. Les magazines soulignaient entre autres le lien entre l'ardeur du travail au jardin, les bonnes mœurs et les valeurs familiales de l'employé : Un homme avec un beau jardin est un homme qui ne perd pas son temps à la taverne ou à fumer la pipe, c'est un homme qui ne bat pas sa femme et ne néglige pas ses enfants. En 1908, on affirmait que l'avancement était réservé à ceux qui jardinaient. Les standards étaient bien établis et des inspecteurs de jardins se déplaçaient à la grandeur du pays.

Les jardins étaient le plus souvent installés entre la voie ferrée et la route avec une bordure d'arbres, des arbustes, des fleurs et des pelouses. Quelquefois, une petite plate-bande surélevée trônait au centre. Certains jardins de l'Ouest étaient affublés de plantes locales, d'autres d'arbustes ou d'arbres indigènes. Un bon nombre d'employés se mirent à créer leurs propres jardins sur les lieux de leur résidence. Les efforts du CPR en horticulture étaient cités tant dans les magazines populaires que dans ceux spécialisés en jardinage.

On devait compter en moyenne trois ans pour préparer un jardin. Les plus imposants nécessitaient un système d'irrigation lié à des citernes d'eau. Les petits jardins par contre étaient simplement arrosés à l'aide de seaux. On devait ériger les clôtures, sarcler, parfois remblayer, puis planter les arbustes et les arbres. Au cours de la deuxième année, on ajoutait les fleurs et la pelouse.

En 1912, le CPR gérait plus de 1000 jardins à travers le Canada. Les municipalités et les gens d'affaires consultaient les horticulteurs du CPR pour les aménagements de leurs propres plates-bandes. Les citoyens comptaient sur les jardins de gare pour mettre leurs villes ou villages en valeur. Néanmoins, le CPR ne les considérait pas comme une attraction. Parfois, le CPR négociait des ententes avec les villes pour que ces

would enter into an agreement with a town to properly manage its garden in exchange for plants. This was the case in Regina, Saskatchewan where the station garden was laid out by the Horticultural Department in 1912 and maintained by municipal authorities.

Beautifying the System

The floral department of the Canadian Pacific is keeping pace with other branches of the company in the great work of expansion and development. Twice a year packages of seeds, bulbs, plants and shrubs are sent out all over the system to agents, section men, and other employees to cultivate flowers on the Company's property. In the springtime 50,000 packages of seeds, in each of which are 29 varieties are distributed, and in the autumn over 2,000 packages of bulbs are sent out to the 1,500 gardens, which beautify the line between Saint John, NB and Vancouver Island.

This year bulbs have been placed in some of

dernières entretiennent correctement leurs jardins en échange de plantes. Ce fut le cas à Regina, Saskatchewan, en 1912, où le jardin de la gare fut aménagé par le Département d'horticulture du CPR et entretenu par les autorités municipales.

the company's Atlantic steamships and it is confidently expected that at Christmas time, CPR passengers will have the novelty of seeing CPR flowers from CPR bulbs grown on CPR vessels decorating CPR dining salons on the ocean. This floral work, according to Mr. N.S. Dunlop, who has charge of the floral department, is growing rapidly, and is interesting an army of employees in yearly increasing numbers who find in it a labour of love. Great strides have been made during the past thirteen years, both in the extent of the work and in the interest and enthusiasm displayed in floral cultivation by the CPR men.

Woodstock Daily Sentinel, November 22, 1909.

The War Gardens... and Peace Gardens

During the First World War, gardens became "The War Gardens". Canadians were asked to plant all available land to support our troops at the front and feed the population. During the war, an area of about 500 acres adjoining stations along the CPR was turned into "War Gardens"; one-third of this was devoted to raising potatoes and, on the remainder, beans, peas, beets, cabbage, cauliflowers, corn, celery, parsnips, onions, tomatoes, squash and melons were grown. The CPR used its gardens to supply fresh vegetables to employees and travellers. In some cases, flowers were removed and replaced with potatoes. All available surrounding land, including land belonging to employees, was used. At some stations tried to preserve a few flowers, others spelled out the name of the station with lettuce!

Les jardins de guerre... et de paix

Durant la Première Guerre mondiale, les jardins devinrent « Des jardins de guerre ». On demanda aux Canadiens de transformer en jardins tous les espaces disponibles afin de soutenir les soldats au front et conséquemment d'aider à nourrir la population. Pendant la guerre, plus de 500 acres autour des gares et le long des lignes du CPR furent convertis en « jardins de guerre »; le tiers fut consacré à la culture de la pomme de terre et le reste pour des légumes tels que fèves, pois, betteraves, choux, choux-fleurs, maïs, céleris, panais, oignons, tomates et courges. Le CPR se servait de ses jardins pour fournir les employés et les voyageurs en légumes frais. Dans certains cas, on substitua l'espace réservé aux fleurs pour y cultiver des pommes de terre. Tous les espaces disponibles des emprises et même les terrains appartenant aux employés furent utilisés. À certaines gares on tenta de sauvegarder des espaces de fleurs et à d'autres on inscrivit le nom de la gare... avec des laitues!



Planting of trees at Caragana Nursery, Wolesley, Saskatchewan. Canadian Pacific Railway Monthly Bulletin, No. 99, April 1917, CRHA Archives.

Plantation d'arbres à Caragana, dans la pouponnière de Wolseley, Saskatchewan. Canadian Pacific Railway Monthly Bulletin, no 99, avril 1917. Archives ACHF.



Canadian Pacific Railway's Harvey, New Brunswick wartime station garden. Canadian Pacific Railway Monthly Bulletin No. 118, November 1918, CRHA Archives.

Le jardin de gare à Harvey au Nouveau-Brunswick pendant le Première Grande guerre. CPR Employees Bulletin no 118, novembre 1918, Archives ACHF.

Wartime garden at CPR's Rooth, New Brunswick Station located on the Brownville Subdivision, it was maintained by the sectionmen. Canadian Pacific Railway Monthly Bulletin No. 118, November 1918, CRHA Archives.

Jardin de guerre à la gare Rooth du Chemin de fer Canadien Pacifique, Nouveau-Brunswick, division de Brownville. L'entretien est assuré par les employés de sections. Canadian Pacific Railway Monthly Bulletin, no 118, novembre 1918, Archives ACHF.



Wartime garden at CPR's Stony Mountain Station located on the Portage Subdivision in Manitoba. Peas, cabbage, turnips, cauliflower, corn, onions, celery, tomatoes, lettuce, cucumbers and potatoes are cultivated. Everything to feed the agent's family in summer and preserve for the winter. Canadian Pacific Railway Monthly Bulletin No. 118, November 1918, CRHA Archives.

Jardin de guerre à la gare Stony Mountain du Chemin de fer Canadien Pacifique, Manitoba, division de Portage. Dans ce grand jardin, on cultive pois, choux, navets, choux-fleurs, maïs, oignons, céleri, tomates, laitues, concombres, patates... Tout pour nourrir la famille durant l'été et faire des conserves pour l'hiver. Canadian Pacific Railway Monthly Bulletin, no 118, novembre 1918, Archives ACHF.

At Stony Mountain, Manitoba, a station agent by the name of E.H. Gallagher, planted a one hundred square foot garden with onions, parsnips, carrots, peas, beans, cabbage, Brussel sprouts, corn, tomatoes, lettuce, celery, cucumbers, radishes, peppers, parsley, turnips, potatoes, strawberries and lemons...in short, enough fresh vegetables to last the entire summer and enough to can for the winter.

When the War ended, in the summer of 1919, "Peace Gardens" appeared. Since food was scarce and expensive, once again employees were asked to grow the maximum of fruits and vegetables and to plant a beautiful garden, to boost the morale of our returning troops.

À Stony Mountain, Manitoba, l'agent de gare, E.H. Gallagher, cultiva un jardin de 100 pieds carrés (9,3 mètres carrés), où poussaient oignons, panais, carottes, pois, haricots, choux, choux de Bruxelles, maïs, tomates, laitues, céleris, concombres, radis, poivrons, persil, navets, pommes de terre, fraises et citrons..., bref, des fruits et légumes frais tout l'été et de quoi faire de bonnes conserves pour l'hiver.

À l'été 1919, avec la fin de la guerre, les "jardins de paix" apparurent. La nourriture étant plus rare et plus chère, on sollicita de nouveau les employés pour faire pousser le maximum de fruits et légumes en plus de créer de beaux jardins pour relever le moral des soldats qui revenaient du front.

continued on page 107

Stan's Photo Gallery

May - June, 2009

By Stan Smaill

In keeping with the theme of the main article in this month's Canadian Rail, we are pleased to present a Photo Gallery dedicated to railway gardens. Locating appropriate photographs was a challenge, the object being to select photos of both botanical and railway interest. We are very grateful to Ronald S. Ritchie, Forster Kemp and others who fortunately whether by design or accident lensed many suitable photographs. Fortunately as you can see from the last few photographs in the series, the tradition of railway gardens continues today. Gardens may still be found not only at various railway museums, but also in select locations on Canada's mainline railways. We hope you enjoy this glimpse into a colourful chapter of Canadian railroad history.

The ever itinerant Forster Kemp snapped this wonderful image of Gananoque Junction from the vestibule of an eastbound CNR passenger train sometime in the late nineteen-fifties. Gananoque Jct. was the junction with the Thousand Island Railway which connected the St. Lawrence River community of Gananoque with CNR's former GTR Montreal-Toronto main line. Grand Trunk heritage is evidenced by the station building of GTR origin and the station gardens. Some of the earliest railway station gardens in Canada were located along the GTR. Waiting to receive passengers, baggage and express is the Gananoque shuttle. CNR's rare end cab CLC no 77 is the motive power for the day. One of CNR's first diesels, 77 is preserved and is a featured exhibit in the Angus pavilion at Exporail. CRHA Archives, Fonds Kemp.



Cette magnifique photo fut prise vers la fin des années 1950 par Foster Kemp alors qu'il était sur la plateforme d'un wagon du CN au passage de la gare de Gananoque Junction, en Ontario. À cet endroit, le chemin de fer Thousand Island Railway rejoignait l'ancienne voie du Grand Tronc, maintenant le CN, reliant la ville de Gananoque à la ligne principale entre Montréal et Toronto. On y remarque le style d'architecture propre au Grand Tronc. Ce chemin de fer fut le premier à aménager des jardins de gare au Canada. On aperçoit la navette de Gananoque en attente de ses passagers. Elle est tractée ici par une locomotive très rare, la no 77 du CN, l'une des premières locomotives diesel acquises du constructeur CLC, et maintenant en montre au musée Exporail de Saint-Constant. Archives ACHF, Fonds Kemp.

Les photos de Stan

Mai – Juin, 2009

Par Stan Smaill

Afin de rester dans l'esprit de la thématique principale des articles de ce numéro, nous vous présentons une collection de photos mettant en vedette des jardins de gare. Il ne fut pas facile de trouver dans nos archives des photos montrant à la fois des trains et des jardins. Nous sommes extrêmement redevables à Ronald S. Ritchie, Foster Kemp et à plusieurs autres amateurs de chemins de fer de s'être occasionnellement laissés séduire par la beauté de certains jardins et de les avoir photographiés. Comme vous pourrez le constater sur des photos récentes, la tradition des jardins de gare ne s'est pas complètement perdue, puisqu'on en trouve encore dans des musées ferroviaires et dans certaines gares sur les voies principales.

Nous espérons que vous aimerez cette sélection de photos rappelant une époque fort agréable des chemins de fer canadiens.



Circa 1958 on another occasion, this time from a slow moving train, Forster Kemp managed to lens the Gananoque shuttle in the charge of Thousand Island Railway No. 500. T.I.R. 500 has an interesting history. She started life in 1914 as Oshawa Railway electric 42. In 1930, using the trucks, traction motors and frame, No 42 became Thousand Island Railway No 500, a 40 ton diesel-electric locomotive which was the usual motive power for the Gananoque shuttle. In this photo, the station gardens of Grand Trunk heritage are still maintained. Amazingly, the station at Gananoque Jct. survives today and on certain days of the week, at least three VIA trains still stop for passengers. The 500 is preserved as an outdoor park display at Gananoque. CRHA Archives, Fonds Kemp.

Toujours à Gananoque Junction, vers 1958. La navette est cette fois tractée par la petite locomotive diesel no 500 du Thousand Island Railway. Cette locomotive a une histoire intéressante : elle fut construite en 1914 pour le Oshawa Electric Railway comme locomotive électrique et portait le numéro 42; puis, en 1930, on lui installa un moteur diesel et elle devint la no 500 du Thousand Island Railway. Pesant 40 tonnes, elle fut assignée à la navette ferroviaire. Sur la photo, on peut constater que la gare est bien entretenue et que le jardin est très beau. Cette gare existe toujours et, certains jours de la semaine, les trains de VIA Rail font un arrêt pour les passagers. La no 500, quant à elle, est en montre dans un parc de la ville de Gananoque. Archives ACHF, Fonds Kemp.

The CPR RDC's in the background of this F.A. Kemp view taken at Newport, Vermont were not the main subject of this photo. The floral arrangements and the beautifully manicured lawn were. Well into the nineteen-sixties, even the Mechanical Department took pride in the grounds at outpost locations. CRHA Archives, Fonds Kemp.

Le sujet principal de cette photo, prise par F. A. Kemp à Newport au Vermont, était, non pas les RDC du Canadien Pacifique, à l'arrière plan, mais bien le jardin fleuri et la pelouse méticuleusement entretenue de cet atelier mécanique, ce qui prouve que jusque durant les années soixante, les cheminots prenait soin de leur environnement. Archives ACHF, Fonds Kemp.





The CPR station gardens at Port McNicholl on Lake Huron's Georgian Bay were legendary, well into the nineteen sixties. Both the company name and the station name were spelled out in the floral arrangement seen in these two views from the decks of the CPR lake steamers S.S. *Keewatin* and *Assiniboia*. The Union Jack flies from the flagpole which was an integral element in the larger CPR gardens. The wooden reefer behind the flagpole was present on sailing days and was for the provisioning of the *Assiniboia* and the *Keewatin*. Today, a similar car, CPR 284845 is a beautifully restored exhibit at Exporail. David Page and John M. Mills.



Les jardins de la gare de Port McNicholl, un port situé sur la baie Georgienne du lac Huron, ont fait la joie des voyageurs et des visiteurs jusqu'aux années 1960. Les noms de la compagnie et de la ville étaient écrits avec des arrangements floraux. Ces deux photos furent prises du pont de l'un des deux navires du Canadien Pacific, soit le S.S. *Keewatin* et le *Assiniboia*. Le drapeau britannique flottant au mat faisait partie intégrante de tous les grands jardins du CP. Le wagon réfrigéré que l'on remarque sur la voie d'évitement était présent à chaque arrivée des bateaux afin de les ravitailler. Le musée Exporail expose un wagon semblable qui a été parfaitement rénové. Davis Page et John M. Mills.



Once again Port McNicholl, once again the station gardens, this time from the deck of the *Keewatin*. In the background is the conventional CPR "boat train" which operated in the sailing months between Toronto and Port McNicholl. Passenger equipment on the "boat train" in the fifties was included the streamlined 2100 and 2200 series coaches. CRHA Archives, Fonds Kemp.

Toujours à Port McNicholl, vous pouvez admirer les photos du jardin prises à bord du S.S. Keewatin. À l'arrière-plan, on aperçoit le train du CP qui faisait la navette entre Toronto et Port McNicholl durant la saison de navigation. Dans les années 1950, ce train était constitué de wagons profilés de la série 2100 et 2200. Archives ACHF, Fonds Kemp.

Port McNicholl, from the garden!
An offshore breeze gently unfurls the Union Jack in this view of Lakehead-bound passenger transfer from the recently arrived Train No. 703 from Toronto to the CPR's S.S. *Keewatin*. Once everyone is on board, the *Keewatin* will set sail for Fort William on her journey across the upper Great Lakes. CRHA Archives, Fonds Kemp.

L'embarquement à Port McNicholl vu des jardins. Les passagers viennent d'arriver du train en provenance de Toronto et s'apprêtent à monter à bord du bateau du CP, le S.S. Keewatin reliant Port McNicholl et Fort William pour une croisière sur les Grands Lacs. Archives ACHF, Fonds Kemp.





From the station garden at Atikokan, Ontario the CNR Winnipeg-Port Arthur accommodation is still a conventional train in this view from the early nineteen-sixties. Budd RDC's, including the rare baggage-mail RDC-4's, will soon replace the coaches and baggage cars on this interesting passenger service which was originally the Canadian Northern Railway main line from the Lakehead to Manitoba. Grain and iron ore from the Steep Rock mineral range provided a lucrative traffic base for this former CNOR line which crossed the northern reaches of the state of Minnesota. This line of railway also interchanges with the CNR's Duluth, Winnipeg and Pacific subsidiary at Fort Frances, Ontario a major international link in today's sprawling CN system. CRHA Archives, Fonds Kemp.

Vue des jardins de la gare d'Atikokan, Ontario. Le train à l'arrêt est celui reliant Winnipeg à Port Arthur. Peu de temps après, il sera remplacé par des Budd RDC, qui circulaient sur l'ancienne ligne principale du Canadian Northern, entre la tête des Grands Lacs et le Manitoba. Le transport de grains et de minerais de fer était très rentable pour le CNOR. La ligne traversait le nord de l'État du Minnesota, États-Unis, puis à Fort France, Ontario, elle raccordait le Duluth Winnipeg & Pacific, une compagnie du CN et un lien important dans son réseau international. Archives ACHF, Fonds Kemp.



The floral gardens on the south side of CPR's Montreal West station are well known and appear in many images taken by rail enthusiast photographers through the years (like on this month's cover). Less evident are views that show the lawns and gardens on the north side of the stations adjacent to track 4. In the background, MTC streetcars are stabled on the Elmhurst turning loop as CPR G5 1269 arrives with train 439 destined for the Ste. Agathe Subdivision on a beautiful September 26, 1954. Ron S. Ritchie.

Les jardins de la côte sud de la gare de Montréal-Ouest du CP étaient bien connus et souvent pris en photo par les amateurs (voir notre page couverture). On voit ici les jardins situés au nord de la gare, le long de la voie 4. À l'arrière-plan, des tramways de la STM sont à l'arrêt sur la boucle Elmhurst alors qu'une Pacific G-5 du CP entre en gare avec le train no 439 en direction de Sainte-Agathe par la belle journée ensoleillée du 26 septembre 1954. Ron S. Ritchie.



West of Westmount station, the CPR maintained beautiful lawns and gardens well into the nineteen-fifties. At noontime on Saturdays, the CPR operated train 427 from Montreal to Ottawa via the “north shore” Lachute Sub. No. 427 was known amongst the employees as the “Bytown Breeze” as she made limited stops on her trek across the “old” main line to Ottawa. The 75 inch drive wheels of G1 4-6-2 2212 will have no problem wheeling No. 427 to an on time arrival at Ottawa Union Station. Omer Lavallee-R.S. Ritchie collection

À l'ouest de la gare de Westmount, le CP a entretenu un magnifique jardin avec pelouse presque jusqu'à la fin des années 1950. On voit ici le train no 427 du CP allant de Montréal vers l'Union Station à Ottawa via la ligne du nord qui passait par Lachute. On appelait ce train le Bytown Breeze, car il faisait peu d'arrêts et roulait très vite avec sa locomotive 2212, une Pacific G-1 avec des roues motrices de 75 pouces. Omer Lavallée, collection R.S. Ritchie.

Floral stop blocks! Elderly wooden boarding cars occupy the garden tracks at CPR's Banff, Alberta station. Well into the nineteen-sixties, sleeping cars of American origin would occupy these tracks during the summer tourist season. In this view, the sleeping cars are for Engineering Department gang employees and are not as luxurious as their revenue service counterparts! CRHA Archives, Fond Kemp.

Des butoirs garnis de fleurs! Jusqu'aux années 1960, c'est ce que l'on pouvait observer à la gare de Banff, Alberta. D'anciens wagons-dortoirs achetés aux États-Unis étaient garés sur ces voies durant la saison touristique estivale. Ils n'étaient pas aussi luxueux que ceux des trains de ligne, car ils servaient de dortoirs aux travailleurs au service de l'entretien de la voie. Archives SCHF, Fonds Kemp.





Thought to be at St. Andrews, New Brunswick in the late 1950's, this image of CPR G2 4-6-2 2598 shows the floral splendour of CPR station lawns and gardens. interesting also is the fact that Pacific 2598 is in the "freight service" livery, ie without the striped tender and cab side panels. CRHA Archives, Fonds Kemp.

On pense que cette photo fut prise à Saint-Andrew, Nouveau Brunswick, vers la fin des années 1950. On y observe une Pacific G-2 2598 du CP devant le splendide jardin de la gare. Il est à noter que cette locomotive porte la livrée noire des locomotives affectées au service de marchandises alors que les Pacific étaient plutôt réservées au service des passagers. Archives ACHF, Fonds Kemp.



Fernie, B.C. from the vestibule of CPR train No 12, the Kootenay Express is the location of this photo from the fifties by Forster Kemp. The hose and sprinkler will ensure adequate watering of the beautiful lawn and station garden at this Kootenay Division outpost. CRHA Archives, Fonds Kemp.

La gare et le jardin de Fernie en Colombie-Britannique, vus du train no 12 du CP, le Kootenay Express, durant les années 1950. Le boyau et l'arrosoir assuraient une bonne dose d'humidité à ce beau jardin. Archives ACHF, Fonds Kemp.



Well into the second century, the GTR tradition of station lawns and gardens is evident in this view of CN 5601 West, passing the former Grand Trunk Station at Belleville, Ontario on September 1, 2008. The Belleville Station is a fine example of the remaining Grand Trunk Stations found at division points and in large communities. Ron Visockis

Même au début du 21^e siècle, la grande tradition des jardins de gare du Grand Tronc n'est pas totalement morte. Ici, le train du CN no 5601 en direction ouest passe devant l'ancienne gare du GT à Belleville, en Ontario, le 1^{er} septembre 2008. La gare de Belleville est un bel exemple des anciennes gares du Grand Tronc préservées dans leur état original et offrant un jardin très bien entretenu. Ron Visockis.

The sentiments in Ian Tyson's lovely ballad 'Springtime in Alberta' come to mind while enjoying this beautiful botanical scene at Camrose, Alberta taken in August of 2008. The station at Camrose is a Canadian Northern classic! It has been preserved and trains of Alberta Prairie Rail call here on a regular basis. S. I. Smith.

Le printemps en Alberta! Ce grandiose jardin fait partie du terrain de la gare de Camrose, une représentante classique de l'architecture des gares du défunt chemin de fer Canadian Northern. Heureusement, cette gare a été conservée dans son état d'origine; elle reçoit encore la visite de trains de passagers du Alberta Prairies Rail. S. I. Smith.





The garden at Exporail's Barrington station has been a project of Mrs. Ruby Robinson since 2004. She singlehandedly converted a barren patch into a colourful oasis of flowers and vegetables in the grand railroad tradition. Her garden is a visual treat for Museum visitors who partake of the train and tramway rides in the summer months. In this Josee Vallerand photo, museum tram No 8 is making a stop at Barrington Station with the Robinson flowers in full bloom.

Le joli jardin Robinson, devant la gare Barrington du musée Exporail, séduit les visiteurs qui font la promenade en train ou en tramway sur le site du musée. Il a été créé par Ruby Robinson en 2004 sur une simple parcelle de terrain. Seule, cette dernière a réussi à faire de ce jardin une oasis de couleurs en s'appuyant sur la grande tradition des jardins de gare des chemins de fer du 19e siècle. On aperçoit ici le tram no 8 à l'arrêt en gare de Barrington au milieu des fleurs du jardin de Mme Robinson. Josée Vallerand.



Autumn has come, the flowers have died, the leaves are about to fall as CPR Hudson type 2813 makes her station stop at an unidentified location circa 1958. Note the edge of the stone based water tank visible in the photo. CRHA Archives, Fonds Kemp.

L'automne est arrivé, les fleurs sont mortes et les feuilles vont bientôt tomber, alors que la 2813, une Hudson du CP, s'arrête à une gare non identifiée vers 1958. Remarquez sur la photo une partie des fondations en pierre d'un réservoir d'eau. Archives ACHF, Fonds Kemp.

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From 1917 to 1930

“Of all the beauty spots in Perth at the present time, none can surpass the local property of the CPR in the vicinity of the station. The surroundings at the station certainly never appeared more attractive than now. The beautiful green lawns are kept well-trimmed and present a pretty picture to the eye, while the numerous flower beds are now at their best.”

Perth Courier, undated issue August 1924.

In 1917, the CPR decided to become... the biggest gardener in the world! To support this initiative, the Floral Committee was formed that year. It included representatives from both Eastern and Western Lines, and this body met from time to time to discuss the work and formulate new policies. Their efforts were crowned with success. By 1925, the total number of station gardens on the system totalled about 1,250. At the time, the CPR claimed to maintain the largest number of gardens of any railway organization in the world. The stated objects of the garden work was three-fold:

- (1) To foster a sense of beauty and cleanliness and to create pleasant surroundings for the station employees;
- (2) To demonstrate to the tourist and incoming settler the horticultural possibilities of the country; and
- (3) To improve the appearance of the right of way.

Low maintenance gardens were becoming necessary. It was suggested that all annuals be removed and replaced with perennials and pansies. According to the horticultural committee at the time, annuals took too long to bloom and their flowering season was too short; growing and distribution costs were high. Flyers and pamphlets were distributed to stations notifying them of these changes. Attempts were made to modernize the gardens by changing their shapes from the more traditional Victorian ones.

From then on, various gardening tips were published in employee bulletins. But despite the committee's efforts, the gardens changed very little, the same flowers were planted and the straight lines remained.



The Great War is over and vegetable gardens have been converted back into flower gardens. This is CPR's Harvey, New Brunswick station garden. Compare this with the photo on page 97. Canadian Pacific Railway Monthly Bulletin No. 118, November 1918. CRHA Archives.

La Grande guerre est terminée et le jardin potager redevient un jardin de fleurs. On voit ici le jardin du CPR à Harvey au Nouveau-Brunswick. CPR Employees Bulletin no 118, novembre 1918. Archives ACHF.

De 1917 à 1930

De tous les sites admirables de la ville de Perth, nul ne peut rivaliser avec l'emprise située à proximité de la gare du CPR. Les alentours de cette gare n'ont jamais été aussi attrayants. Les magnifiques pelouses, agréables à l'œil, sont bien entretenues tandis que de nombreuses plates-bandes de fleurs sont à leur meilleur.

Perth Courier, non daté, août 1924.

En 1917, le CPR décida de devenir...le plus grand jardinier au monde! Pour soutenir cette initiative, il fonda le Comité floral. Des représentants des lignes de l'Est et l'Ouest se réunirent de temps à autre pour discuter du travail à faire et formuler les nouvelles politiques à établir. Les efforts furent couronnés de succès. En 1925, le réseau comptait environ 1250 jardins de gare. À cette époque, le CPR proclamait qu'il maintenait le plus grand nombre de jardins parmi tous les réseaux ferroviaires au monde. Les objectifs en regard des jardins consistaient en trois volets :

- (1) Développer le sens du beau et de la propreté et créer un environnement agréable autour des gares pour les employés.
- (2) Démontrer aux touristes et aux futurs colons les possibilités horticoles du pays.
- (3) Embellir les emprises ferroviaires.

À un certain moment, on envisagea de créer des jardins demandant moins d'entretien. On suggéra alors de remplacer les annuelles par des vivaces. Selon le Comité d'horticulture de l'époque, les annuelles étaient trop longues à fleurir et leur temps de floraison trop court; leur distribution et leur croissance coûtaient cher. Les personnels des gares furent avisés des changements par la distribution de dépliants et de brochures. Des essais furent entrepris pour moderniser les jardins et pour leur donner des aspects autres que le traditionnel style victorien.

À partir de ce moment, on publia des chroniques variées de jardinage dans les bulletins de liaison des employés. Malgré tous les efforts du comité, il y eut peu de changements, on persista à planter les mêmes fleurs dans les mêmes formes rectilignes.

Canadian Pacific Station Gardens – Suggestions for Garden Making

By G.A.B. Krook, B.Sc., Canadian Pacific Horticulturalist and Member of the Floral Committee

1. An agent's or section foreman's garden should be located whenever possible so that it is seen readily from passing trains.
2. Almost any good soil will do for a garden, although a cold wet clay or a very light sand are not desirable, but the former may be improved by drainage and both will be better for a good dressing of well rotted manure. It is useless to trying to make a garden on a bed of cinders but, if it is the only place available, the cinders should be removed, the earth broken up underneath and sufficiently good soil added to bring the surface up to the required level.
3. If a fence is necessary it should be as neat and unobtrusive as possible.

4. Where space permits, a station garden should consist of a border and lawn. The border should contain trees, shrubs and plants. Both perennials and annuals can be used, and they should be arranged with the tall growing ones at the back and the lower kinds graduating down to the front. In front of the plants there should be a good stretch of lawn and, unless it is quite large, flower beds should not be cut in it. If the garden is too small to have a border of shrubbery, etc., a few well placed beds may be in the lawn, with some specimen shrubs to give variety. A very small garden may consist of a good flower bed surrounded by a well kept lawn. A good round bed will be far more effective than several small ones of various shapes. Walks are not usually necessary and should not be made unless there is obvious need of them.

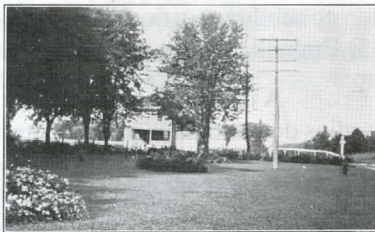
Canadian Pacific Passenger Bulletin, March 1922

The Romance of the Canadian Pacific Railway—Continued

"The author is western born, son of a Selkirk settler. He has grown up with the West and the C.P.R.—what better man to write this significant book? Mr. MacBeth gives not only general and historical information but surrounds it all with the romance of the whole gigantic achievement synonymous with the country's history in the past forty years."

Anyone wishing to be well-posted on the history of "The World's Greatest Highway" should read Rev. Mr. MacBeth's book.

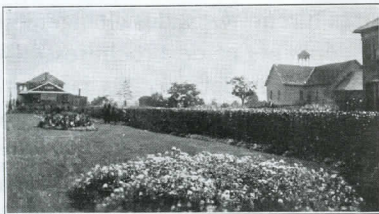
21. Canadian Pacific Station Gardens—Aronmore, Ont.—W. J. Ford, Agent. This garden boasts a fine cedar hedge and large trees and the beds, of which there are five, contain petunias, cannas, phlox, salvias and foliage. It is looked after by Section-man B. Ransom.



Aronmore, Ont.—Smiths Falls Division—Quebec District Canadian Pacific Ry.

Avonmore is 73 miles west of Montreal on the main line to Toronto and is a thriving village with a population of 500 and a branch of the Bank of Nova Scotia.

Finch, Ont.—W. L. Hardy, Agent. There is a splendid lawn at Finch, 540 feet long by 35 feet wide, adorned by three round flower beds and bordered by a lovely four foot willow hedge and a long row of nasturtiums. One of the beds contains cannas, another petunias and asters, and the middle one geraniums. Section Foreman W. H. McMillan is responsible for this fine garden.

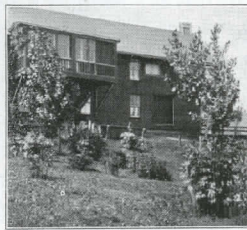


Finch, Ont.—Smiths Falls Division—Quebec District Canadian Pacific Ry.

Centre, formerly called Newport Centre, is eight miles west of Newport, Vt., on the Montreal & Boston Air Line.



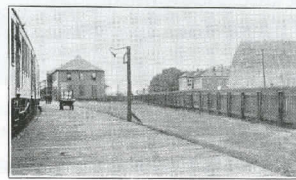
Centre, Vt.—Farnham Division—Quebec District—Canadian Pacific Ry.



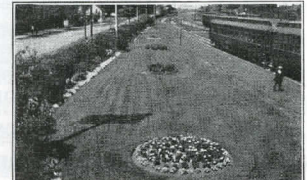
Centre is 79 miles west of Montreal on the main Toronto line and is a junction with the New York Central R.R.'s Ottawa branch (formerly New York & Ottawa R.R.). The village has a branch of the Bank of Montreal and a population of about 400.

Centre, Vt.—H. J. Wahl, Agent. The garden at this point is embellished by six different varieties of shade and ornamental trees, five varieties of rosebushes and two of lilac and the beds contain lily of the valley, petunias, peonies, stocks, golden-glow, gladioli, phlox, and sweet peas, and in the spring there is a bed of tulips.

The accompanying pictures—"Before and After"—show examples of what this work accomplishes in transforming barelooking ground into beauty spots.



Smiths Falls, Ont.—Platform at west end of station (looking east) before making of garden.



Smiths Falls, Ont.—Same stretch of platform (but looking west) after garden made.



Before



And after

Garden made at Macleod, Alta.

The management awards substantial prizes every year for the best gardens in the various districts and divisions, and considers itself well repaid for the expense involved by the interest taken and the results achieved.

During the war, an area of about 500 acres adjoining stations was turned into "War Gardens"; one-third of this was devoted to raising potatoes and, on the remainder, beans, peas, beets, cabbage, cauliflowers, corn, celery, parsnips, onions, tomatoes, squash and melons were grown.

At present, vegetables and small fruits such as currants, raspberries, etc., etc., are grown in many garden plots—not always located near a station building, but along the right-of-way in sight of passing trains.

The station garden work carried on by the Canadian Pacific Ry. has, doubtless, proved an incentive to many communities. Employees in many cases belong to horticultural societies and through them take a direct part in improving the towns they live in.

The actual official supervision of the work, as intimated above, began in 1908 when there were few, if any, permanent gardens. In 1917 the Floral Committee was formed including representatives from both Eastern and Western Lines, and this body meets from time to time to discuss the work and formulate new policies pointing to improvement and progress. Just now it is preparing its program for the approaching season.

Sample pages from the Canadian Pacific Railway Monthly Bulletin describing the beauty of the company's gardens and the importance of maintaining them, the articles also gave gardening advice. Canadian Pacific Railway Monthly Bulletin No. 194, page 10, 1925. CRHA Archives.

Exemples de pages du bulletin des employés du Chemin de fer Canadien Pacifique dans lesquelles on vante la beauté des jardins et l'importance de bien les entretenir. On y donne aussi des conseils. Canadian Pacific Railway Monthly Bulletin no 194 (page 10) et no 195 (page 10), 1925. Archives ACHF.

A District Gardener was assigned to supervise the gardens in various geographic areas. Harry Robinson was located at Smiths Falls, Ontario and oversaw all the gardens in eastern Ontario and western Quebec ranging from Perth, Ontario to Vaudreuil, Quebec. The gardens at Merrickville, Swan, Mountain and Bedell were looked after Mr F. Gilbert, while the one at Perth was cared for by Baggage man Mr. M. Grant and the one at Mountain by station agent Mr. E. J. Rioux. On the prairies, Mr. A. J. Freemantle, the District Gardener at Moose Jaw, oversaw gardens as far afield as Westaskiwin and Camrose, Alberta. These two gardens were in the care of sectionmen.

Most of the gardens were cared for by the employees themselves: locomotive foreman, station agents, section foremen, signal towermen, watchmen, bunkhouse attendants and others. The Jack Fish, Ontario garden in 1923 was being tended by Mr. Prudent Nicol, the 76 year old father of the station agent. The Canadian Pacific Passenger Bulletin report that Nicol Senior had been looking after the garden for 15 years. Station janitors looked after the station gardens at points as diverse as London, Ontario and North Bend, BC.

Gardens at some locations grew to surprising sizes. Darlington, Manitoba, population 190, on the Winnipeg-Napinka branch line filed the following report: "O. H. Jensen, Agent. The garden at this point is in two sections – that known as the East Section was begun in 1923, the grass, trees and hedge being planted the following spring. There is a caragana hedge, a row of Russian poplars and some maples. In the flower beds, sweet alyssum. Lobelias, verbenias and phlox show up well and there is also a vegetable garden surround by a double row caragana hedge. The station is partly surrounded by maples which have been growing for some years; there is also one oak tree growing in the lawn and a clump of caragana, lilac and honeysuckle; also hedges composed partly of caragana and lilac."

Christie Lake, Ontario, a summer resort community with no permanent population, reported: "The garden at this point, which is looked after by Section Foreman G.V. Greer and Sectionman P. Kirkham and their wives, makes a very nice showing, indeed, with geraniums, cannas and petunias, hollyhocks and sunflowers as a floral display and cedar hedges in the background. Also three Carolina poplars are doing well."

In order to peak interest, the CPR organized annual station garden competitions to highlight the most beautiful gardens and to reward their creators. Thousands of employees participated and this was a very popular event in all areas of the country. Gardens tended by a specialist were not eligible to participate in this contest. (i.e. gardens at large stations or at divisional points). Prizes were awarded in each district in four categories: best garden, best old garden, and best new

On assigna un jardinier de district pour gérer les jardins tout en tenant compte des différences géographiques des régions. Harry Robinson, qui vivait à Smith Falls, Ontario, supervisait ainsi tous les jardins situés entre Perth, à l'est de l'Ontario, et Vaudreuil, à l'ouest du Québec. À Merrickville, Swan et Bedell, les jardins étaient entre les mains de F. Gilbert tandis que M. Grant, bagagiste, jetait un regard sur celui de Perth. E. Rioux, agent de gare surveillait celui de Mountain. Dans les Prairies, A.J. Freemantle, jardinier de district à Moose Jaw, supervisait des jardins situés aussi loin que Westaskiwin et Camrose en Alberta. Ce sont les cantonniers locaux qui s'en occupaient.

La majorité des jardins étaient entretenus par les employés tels que contremaîtres de locomotive, agents de gare, cantonniers, signaleurs, surveillants, préposés aux dortoirs et autres. Le jardin de Jack Fish, Ontario, était soigné en 1923 par le père de l'agent de gare, âgé de 76 ans, Prudent Nicol. Le Canadian Pacific Passenger Bulletin écrivit que M. Nicol avait pris soin du jardin pendant plus de 15 ans. Les concierges de gare d'endroits aussi distants que London en Ontario et North Bend C.-B. voyaient aussi aux jardins de gare.

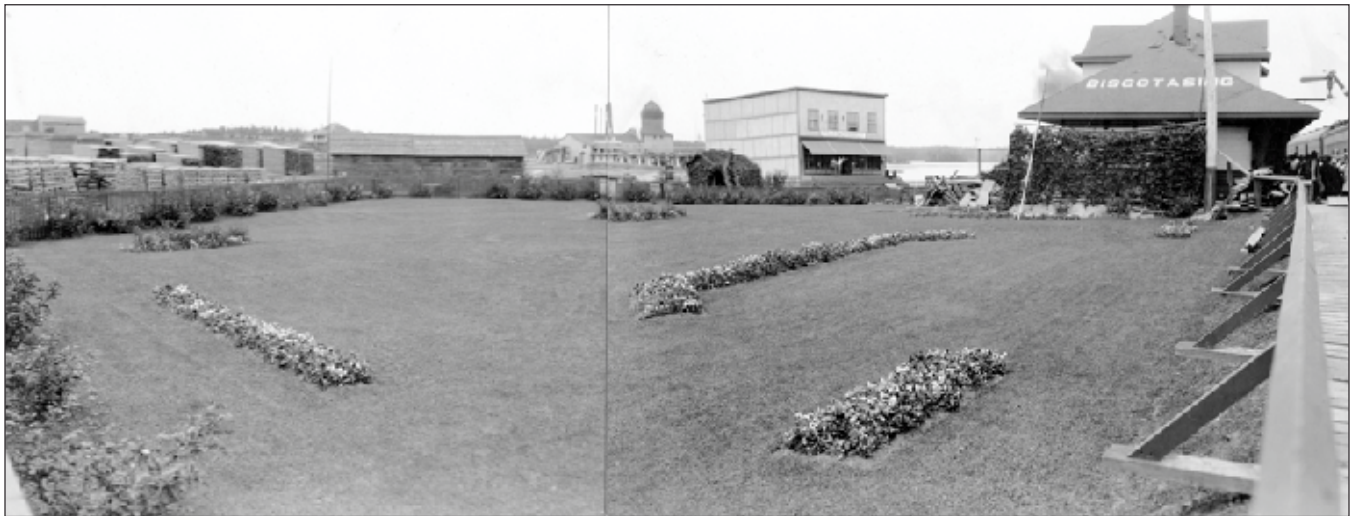
Certains jardins prirent des proportions insoupçonnées. En effet, un rapport provenant de l'embranchement de Winnipeg-Napinka qui se trouve à Darlington, petite localité de 90 âmes du Manitoba, indique ceci : O.H. Jensen, agent. Le jardin, connu sous l'appellation Section Est, fut commencé en 1923. La pelouse, les arbres et les bordures furent plantés au printemps. On y trouve une bordure de caragana, un rang de peupliers russes et quelques érables. Des alysses forment une plate-bande. On peut y admirer des lobélies, de la verveine, et des phlox resplendissants et un jardin potager entouré d'une double rangée de caragana. Des érables vieux de plusieurs années encerclent partiellement la gare et un chêne trône au milieu de la pelouse en plus d'un massif de caragana, de lilas et de chèvrefeuilles.

À Christie Lake, un centre de villégiature sans population permanente, on rapporte ceci : Le contremaître-cantonnier G.V. Greer et le cantonnier P. Kirkham ainsi que leurs épouses, ont réalisé un magnifique jardin en utilisant des géraniums, des cannas, des pétunias, des roses trémières et des tournesols avec une bordure de cèdres en arrière-plan, en plus de trois peupliers de la Caroline.

Pour maintenir l'intérêt, le CPR organisait des compétitions annuelles pour souligner les plus beaux jardins et récompenser leurs auteurs. Plusieurs milliers d'employés participaient à cet événement devenu populaire dans tous le pays. Les jardins gérés par des spécialistes étaient exclus de ce concours (jardins des gares importantes et des dépôts). On distribuait des prix dans chacun des districts selon quatre catégories : le plus beau jardin, le plus beau jardin d'antan, le plus beau

garden seen from the tracks and best new garden away from the tracks. Prizes went as high as \$50, a sum equal to several days' wages. During the 1920s, Mrs. W. Rogers, wife of the station agent at Eastman, Quebec, carried away the Superintendent's first prize on five occasions and the second price on another for her station garden. At Strasbourg, Saskatchewan, Mr. C.W. Chapin, the Locomotive Foreman took the Saskatchewan District garden prize of \$50 in 1921 and 1922. The announcement of Chapin's award in the Canadian Pacific Passenger Bulletin included the observation that six years earlier, the garden's location had been a bare spot on the prairie.

jardin vu de la voie ferrée et le plus beau jardin à l'écart de la voie ferrée. Les prix pouvaient aller jusqu'à 50 \$, l'équivalent d'une paie de plusieurs jours. Dans les années 1920, Mme W. Rogers, épouse de l'agent de gare d'Eastman au Québec, rafla le premier prix du à cinq reprises, en plus du deuxième prix à une autre occasion. À Strasbourg en Saskatchewan, C.W. Chapin, le contremaître de locomotive dans le district de la Saskatchewan, remporta le premier prix de 50 \$ en 1921 et 1922. À l'annonce du prix de Chapin dans le Canadian Pacific Passenger Bulletin, on faisait remarquer que six ans plutôt, le site de ce jardin n'était qu'un endroit dénudé, quelque part dans les Prairies.



Minimalist CPR station garden at Biscotasing, Ontario in 1923. Grass, a few flower beds and roses along the fence and that was it! CRHA Archives, CPR Album.

Aménagement floral de la gare Biscotasing du Chemin de fer Canadien Pacifique, Ontario. L'aménagement est minimal. Des buissons et quelques rosiers le long de la clôture suffisent. 1923. Archives ACHF, album CPR.

Kingston Splendour

Hundreds of citizens have visited the CPR station during the past week for the purpose of getting a look at the beautiful flower beds which are covered with bloom. George Stockbridge has one of the finest displays of flowers in the province. Mr. Stockbridge is a man who loves flowers, and as a result of his faithful work during the past eight years he has caused the CPR lawns to be admired by every person who sees them. The management of the CPR appreciate the hard work which Mr. Stockbridge has done and is always willing to give him all the flowers he requires to make the lawns more attractive.

At the present time there are about five thousand tulips in bloom . . . The tulips will all be taken out of the ground on May 24th to make room for the bedding plants . . . There will be about five hundred geraniums planted . . . Mr. Stockbridge has about 32 varieties of iris. There are seven hundred iris plants and when they come to full bloom, there will be about 1,500 blossoms . . . Mr. Stockbridge enjoys experimenting with flowers and seeds of all kinds. He has orange, grape fruit, lemon and date seeds in his conservatory, which is located on the second floor of the station.

British Whig, Kingston, May 17, 1924

Starting in the 1920s, the railway nurseries began shutting down and the number of horticultural employees dwindled. In 1925, the CPR began purchasing plants from commercial growers, though it maintained eight

À partir des années 1920, le nombre de pépinières des entreprises ferroviaires commencèrent à décliner de même que le nombre d'employés horticoles. En 1925, le CPR commença à s'approvisionner à partir des fournisseurs commerciaux de plantes. La compagnie

greenhouses until after World War II. Even in the depression years, the gardens were maintained. In 1938, it was said that 115,000 plants, including snapdragons, sweet alyssum, geraniums, marigolds, petunias, phlox, zinnia and verbena, 20,000 pansies, 78,000 tulip bulbs, 96,000 packets of seeds and 227 kg of grass seed had been planted.

a toutefois maintenu huit serres jusqu'après la Deuxième Guerre mondiale. L'entreprise a aussi entretenu ses jardins pendant les sombres années de la Grande Dépression. Plus tard, en 1938, on rapporte que plus de 115000 plants incluant -antirrhinums, alysses, géraniums, tagètes, pétunias, phlox, zinnias, verbenas et pensées-, plus de 78000 bulbes de tulipes, 96000 sachets de semences et 227 kilos de semences à pelouse furent plantés.



Montreal West was renowned for its splendid gardens. Mr. B Remillard, Baggage-master at the station created the design and oversaw the plantings, and maintained the garden with great devotion. The Canadian Pacific Passenger Bulletin stated in its December 1, 1926 issue: "The tulip display in the spring and the peony blooms which follow are eagerly looked for by the passengers who know the station well." For the rest of the gardening season, the floral show was put on by 7,500 annuals. Remillard's garden was an inspiration to others in the company to improve their gardens. CRHA Archives, CPR Album.

B. Rémillard, préposé aux bagages, est responsable des jardins de la gare Montreal-West depuis des années. Il sélectionne les plants et entretient le terrain avec grand soin, ce qui pousse d'autres employés à embellir les gares le long des lignes de la compagnie. 1923. Archives ACHF, album CPR.

The Other Railways

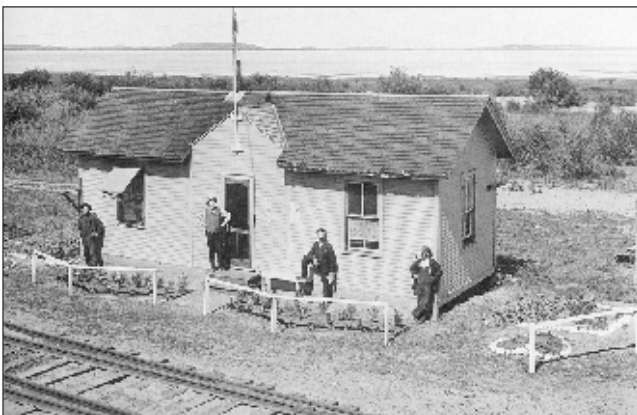
Competition between railways companies forced the CPR to increase its efforts to create beautiful gardens. The competition was at its height in the 1920s as Canadian National and Canadian Pacific vied for passenger business. Attempts were made to copy the CPR style and design.



Canadian Northern Railway, Fort Frances, Ontario station garden circa 1920. Fences of varying types were probably required to keep out the rabbits and other small wildlife which thrive on flowers! Provincial Archives of Manitoba, Howard Collection.

Jardin de la gare du Canadian Northern Railway à Fort Frances en Ontario vers 1920. Différents types de clôtures étaient utilisés dans le but d'éloigner les lapins et autres petits animaux attirés par les fleurs. Archives provincial du Manitoba, Collection Howard.

The CNR's predecessors had adopted station gardens as a publicity tool. The Canadian Northern stations sported well tended flower beds at such points as Fort Frances, Ontario, and Dauphin, Manitoba. Along the Grand Trunk Pacific in 1911, even their 'portable stations', such as the one at Yonker, Saskatchewan, had gated gardens with decorative rocks.



Les autres entreprises ferroviaires

La compétition entre les compagnies ferroviaires incita le CPR à augmenter ses efforts pour créer de plus beaux jardins. La compétition était au plus fort dans les années 1920 lorsque le Canadien National et le Canadien Pacifique rivalisèrent pour le service aux passagers. Tous cherchaient à imiter le style et le design du CPR.

This Canadian Northern Railway Stationmaster (at an unidentified location) is performing his duties while seedling plants are being grown behind him for subsequent planting in the station garden. From the book *Canadian National's Western Stations*, by Charles W. Bohi & Leslie S. Kozma, Len Stroh Collection.

Chef de gare du Canadian Northern Railway assis à son bureau avec en arrière-plan les plantes pour le jardin, Manitoba. Vers 1910. Extrait du livre Canadian National's Western Stations, par Charles W. Bohi & Leslie S. Kozma, Len Stroh Collection.



Les prédécesseurs du CNR utilisaient les jardins comme outil de promotion publicitaire. Le Canadian Northern était fier de ses jardins comme ceux de Fort Frances en Ontario et de Dauphin au Manitoba. En 1911, même les "gares transportables" du Grand Tronc Pacifique, comme Yonker en Saskatchewan, avaient leurs jardins avec barrières et roches décoratives.

This is the garden at the Grand Trunk Pacific Station at Yonker, Saskatchewan circa 1910. Note the modest fenced flower garden and white painted rocks used as borders. This little garden is an oasis in an otherwise savage landscape. Saskatchewan Archives Board, R-B9808.

Jardin de la gare Yonker du Chemin de fer Grand Tronc Pacifique, Saskatchewan. Remarquez l'effort d'aménagement, les petites barrières et les roches peintes, dans un coin du pays qui semble encore bien sauvage. Vers 1910. Saskatchewan Archives Board, R-B9808.

Station Gardens: Domesticity in the Midst of Wilderness

The Temiskaming & Northern Ontario Railway was built from North Bay to Cochrane between 1905 and 1908. The provincially owned railway was built to promote settlement of the Clay Belt and, in the course of construction, uncovered fabulous silver deposits. The unruly mining camps with boisterous labourers, dark woodlands and high northern latitudes inhibited settlers. To encourage agricultural settlement and promote tourism, the Commissioners of the railway turned to station beautification. Luxuriously blooming and carefully tended gardens would send a message to travelers that Northeastern Ontario was not a land of perpetual ice and snow nor lacking in the social graces.

To support the gardening program, the Commission erected a greenhouse at Englehart in 1909 to furnish all the stations along the line with plants for the gardens. The greenhouse was carefully sited in the Commission's park across the street so that the blooming plants could be seen from the passing trains. The local newspaper commented that "every person on the train can be heard passing complimentary remarks on the display".



'Beautiful Englehart, the Park', Photo showing the station and greenhouse of the Temiskaming and Northern Ontario Railway. This garden was probably the best horticultural showpiece in town. Library and Archives Canada PA-029817.

"Le magnifique parc de Englehart". Cette photo nous montre la gare et la serre du Temiskaming and Northern Ontario Railway. Ce magnifique jardin était certainement le plus beau en ville. Bibliotheque et Archives Canada PA-029817.

While James Kerrigan was hired as the chief gardener, his job embraced a broad range activities. He designed the gardens, oversaw the planting and undertook activities to promote agriculture, hunting and fishing along the line. The latter two activities included planting wild rice in lakes to stimulate the duck population and stocking lakes with small fish.

In the winter of 1911, Kerrigan filled the greenhouse with the blooms of over sixty varieties of chrysanthemums. The New Liskeard Temiskaming Speaker enthusiastically reported that a box of these had been displayed in a window on Yonge Street in Toronto and exulted that they were much larger and brighter than those grown in Toronto greenhouses. A further promotional tool was the floral buttonhole provided to all passenger train conductors working out of Englehart. Kerrigan also photographed the plants grown in the greenhouse to be used in publications promoting the horticultural potential of the area.

The first station gardens were laid out in 1910. The annual reports of the Commission for the next several years featured photographs of them. By 1911, gardens had been planted at Temagami, Cobalt, North Cobalt, Haileybury, and New Liskeard. The following year they were laid out at Iroquois Falls, Matheson and Charlton. Fences were erected around them after a wandering cow had devoured the original plants at Cobalt.

Keeping the gardens in bloom was no small task. Altogether between 4,000 and 5,000 geraniums, 1,000 heliotropes and over 2,000 coleus, as well as other varieties including pansies and asters were planted each year. A 50 by 30 foot addition was grafted onto the original greenhouse in 1912 to keep up with the need for more flowers as additional gardens were established.

Citing savings of \$7,000 per year, the Ontario government ordered the greenhouse at Englehart closed as an economy measure in 1934. Some of the gardens continued to be tended through the 1950s. Today, the original T&NO park at Englehart is maintained as a green space and small floral plantings brighten the North Bay and Cochrane stations.

Extract from *A Century of Travel on the Ontario Northland Railway* by Douglas N W Smith. Reprinted with permission.

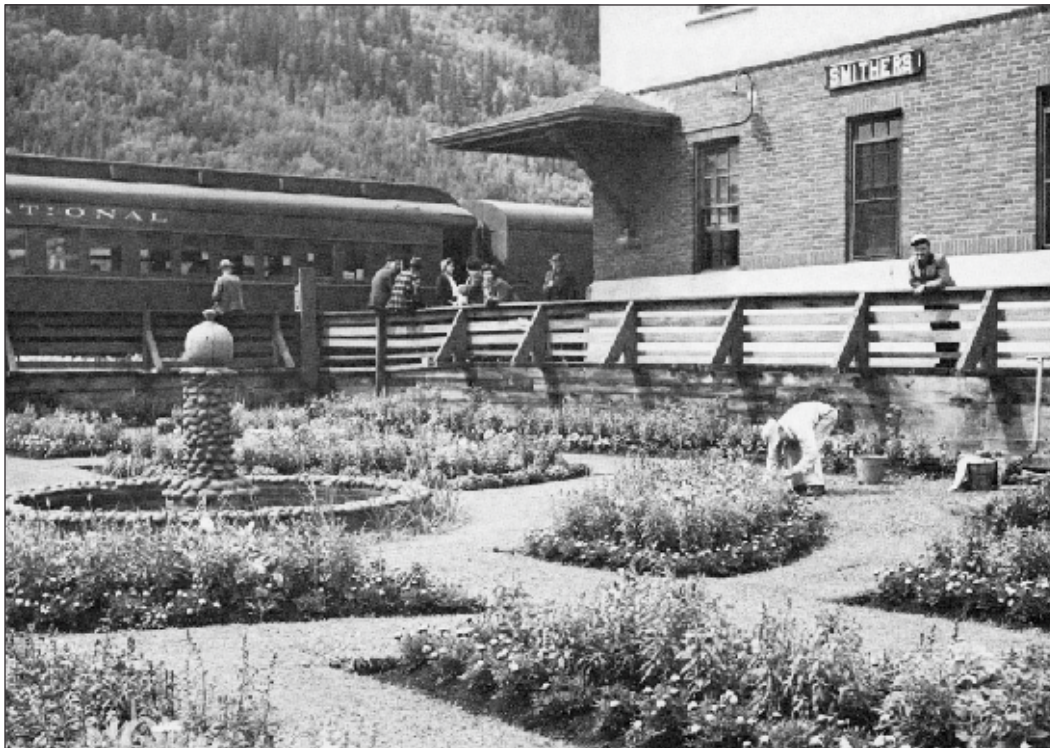
Like the CPR, the CNR maintained a network of greenhouses to support the gardening activities of its employees. With only four greenhouses, the CNR had considerably fewer than the eight operated by the CPR during the Second World War.

The CNR also employed professionals to oversee the gardens. Stanley Taggart, the Chief of the Fort Rouge greenhouse in Winnipeg, had extensive experience as a gardener and nurseryman. In 1930, his greenhouse provided 200,000 annuals and 2,000 shrubs and trees to 650 stations in the Central Region. In the war year of 1940, the Fort Rouge greenhouse shipped 100,000 annuals across the Manitoba District.

The employee magazines of the CPR and CNR provided information on gardening and the results of the contests. The Canadian National Railways Magazine had such articles as “Hints on Improving Station Grounds” in the April 1925 issue, “Saying It With Flowers” in the April 1930 issue, “200,000 Plants to Beautify Station” in the June 1930 issue, and “Railway Gardens” in its December 1941 issue.

Tout comme le CPR, le CNR avait un réseau de serres destinées aux activités de jardinage de ses employés. Durant la Deuxième Guerre mondiale, le CNR ne possédait que quatre serres comparativement au CPR qui lui en avait huit. À l’instar de son rival, le CNR employait des professionnels pour superviser les jardins. Stanley Taggart, responsable de la serre de Fort Rouge à Winnipeg, possédait une grande expertise comme jardinier et pépiniériste. En 1930, sa serre produisit 200 000 annuelles et 2 000 arbustes et arbres pour les 650 gares de la région Centre. Pendant la guerre, en 1940, la serre de Fort Rouge expédia plus de 100 000 annuelles à la grandeur du district du Manitoba.

Des informations sur le jardinage et les résultats des concours apparaissaient dans les magazines des employés du CPR et du CNR. Dans le Canadian National Railways Magazine, on pouvait lire des articles tels que : Idées pour améliorer le terrain de la gare dans l’édition d’avril 1925; Dites-le avec des fleurs, avril 1930; 200,000 plants pour embellir les gares juin 1930 et Jardins ferroviaires dans le numéro de décembre 1941.



Station gardens at Canadian National Railways Smithers, British Columbia Station. If you look closely you can see someone apparently weeding the garden. Canadian National photo from the book *CN Western Depots* by Charles Bohi.

Aménagement paysagé de la gare Smithers des chemins de fer nationaux du Canada, Colombie-Britannique. Extrait du livre CN Western Depots, The Country Stations in Western Canada de Charles Bohi, Canadian National Photo.

Hangin' Out at the Station

What should be a highly appreciated thing has just been done at the CNR Truro (Nova Scotia) station. About 20 baskets of beautiful flowering plants from the greenhouse at Moncton have just been hung along

the projecting eaves of the station building. The placing of them indicates good taste on the part of the management.

Source: Halifax Herald, 1928



Gardens and landscaping at St. Clet Station on CPR's Winchester Subdivision as of 1923. Notice the station name spelled out in white painted rocks. CRHA Archives, CPR Album.

Aménagement paysager de la gare Saint-Clet du Chemin de fer Canadien Pacifique, Québec. Remarquez le nom de la gare écrit en pierres blanches. 1923. Archives ACHF, album CPR.



The CPR garden at Sherbrooke, Quebec (a divisional point) was maintained by gardner Mr. R. Oates. This view dates from 1920. CRHA Archives, CPR Album.

Vue sur le jardin de la gare Sherbrooke du Chemin de fer Canadien Pacifique. Un jardinier, R. Oates, assure l'entretien. Vers 1920. Archives ACHF, album CPR.



Vaudreuil, Quebec in 1923, this station served main line trains then operating to Toronto, Ottawa and points west. It's elevated platform gave passengers a birds eye view of the station garden. In later years this station has become a major AMT commuter stop. CRHA Archives, CPR Album.

Gare de Vaudreuil au Québec en 1923. Cette gare dessert les trains circulant sur la voie principale en direction de Toronto, Ottawa et autres destinations vers l'ouest canadien. Son quai surélevé permet aux voyageurs une vue d'ensemble du jardin. Cette gare est devenue plus tard un arrêt important du train de banlieue de l'AMT. Archives ACHF.



Guelph Junction, Ontario on the CPR in 1923, the pedestrian paths appear to lead over to the water tower. CRHA Archives, CPR Album.

Vue sur le jardin de la gare Guelph Junction du Chemin de fer Canadien Pacifique, Ontario. On y remarque une allée piétonnière qui semble se rendre jusqu'au château d'eau. 1923. Archives ACHF, album CPR.



Overall view of the garden at CPR's Thamesford, Ontario station in 1923. Thamesford was located on the London Subdivision. CRHA Archives, CPR Album.

Gros plan sur les plantes de la gare Thamesford, du Chemin de fer Canadien Pacifique, division de London, Ontario. Ici, le jardin est en retrait du quai. 1923. Archives ACHF, album CPR.



Two opposing views of CPR's Chapleau, Ontario station gardens. The garden consists of a mix of flowers, shrubs and trees as well as two types of fencing. CRHA Archives, CPR Album.

Deux vues de la gare Chapleau du Chemin de fer Canadien Pacifique, Ontario. Le jardin est composé d'un mélange d'arbres, de buissons et de fleurs, avec deux types de clôture. 1923. Archives ACHF, album CPR.

When I worked at the Glen Yard in Montreal, I was a machinist in the car shop (July 1963 to November 1964, then off to the Chief's office). I ran the wheel truing lathe, repaired and changed generators, clutches and drive shafts, plus the axle mounted drive assemblies. Served my apprenticeship on steam & diesel and wound up working on passenger cars.

Our windows looked out on the plant nursery where flowers were grown for the railway gardens. They would throw out plant clippings and I would retrieve them. I had the carpenters build us flower boxes to mount along our windows inside the shop. After a while we had quite a collection of plant life. An Italian co-worker asked to have a box to grow tomatoes!

David Ames

The infatuation with station gardens began to fade in the 1950's when automobiles and airplanes replaced train travel. The West was now settled and promoting fertile land was no longer a priority. Passenger travel by train was falling off and the railways. Faced with strong competition from highway and air carriers, the railways could no longer afford the luxury of civic beautification projects.

The gardens were replaced by parking lots! However, the station garden movement left a legacy in many communities. An unexpected outcome of the railway garden movement was the boost the activity gave to the creation of horticulture societies in many towns and villages.

The railway garden has enjoyed a small scale revival in recent years. Municipal governments and local horticultural societies have taken on the role once played by the railway and its workers. Reflecting how history can at times repeat itself, Brockville – the location of one of the earliest railway gardens in the country – once again has an attractive flower bed and planters at the VIA's station maintained by the local horticultural society. As was the case with the first garden, the well-tended blooms and shrubs project a positive image of the community.

L'engouement pour les jardins de gare s'estompé à partir des années 1950 lorsque l'automobile et l'avion remplacèrent le train pour le transport des voyageurs. L'Ouest était maintenant bien développé il n'était plus nécessaire de promouvoir la fertilité des terres. Le transport par train et le chemin de fer en général était en déclin. Face à la forte compétition des autoroutes et des transporteurs aériens, les chemins de fer ne pouvaient plus se permettre le luxe de projets d'embellissement.

Les aires de stationnement remplacèrent les espaces de jardin. Néanmoins, les jardins de gare laissèrent un héritage dans plusieurs communautés. En effet, les activités de jardinage ferroviaire furent à l'origine de la création de sociétés d'horticulture dans une multitude de villes et villages.

On assiste depuis quelque temps à un retour, à plus petite échelle, de l'engouement pour les jardins ferroviaires. Cette fois-ci, les municipalités, les gouvernements et les sociétés horticoles s'accaparent le rôle joué autrefois par les entreprises ferroviaires et leurs employés. La gare Via de Brockville, l'une des premières à avoir eu un jardin, illustre bien ce retour au passé. Des plantations et des plates-bandes y sont maintenant entretenues par la société horticole locale. Comme à l'époque, les buissons et la floraison du jardin projettent une image attrayante de la communauté.

The Exporail Station garden

Early spring of 2004 and the pressure was on. Exporail had but two and one half months to go before opening. As the deadlines loomed over staff and volunteers, it seemed that more and more tasks and activities got added to the pile. Offers of help from any quarter were gladly accepted. When my mom phoned amidst this brouhaha, little did she know that her offer to help, which I think was supposed to be with my kids, their homework and daycare, was interpreted as a contribution to Exporail.

And what a project did I have in mind for her: Montmusée museum directors had decided that their Montérégie institutions were to come up with exhibits relating to the area being the province's market garden. The creation of station gardens was THE obvious answer for Exporail. Armed with Canadian Pacific Railway Staff Bulletins and a few sketches, Ruby Robinson started compiling statistics on varieties of shrubs, annuals, perennials and layouts of gardens across the CPR system.

The results were extremely interesting and sometimes surprising. Gardens could be found throughout the system, including a spectacular one in the gritty and grimy confines of Montreal's Sortin yard. Sunflowers, lilacs, snapdragons, caraganas were but a few of the amazing variety of plants inventoried. It was interesting to compare photos and descriptions of the period with the railway landscape of today: the lilac trees lining Belvedere St. at the CPR terrace in Sherbrooke; the mystery of why there are three spruce trees next to the station in Cookshire...

Armed with this information, the long and arduous task of converting a section of grass and a rocky vacant area next to Exporail's Barrington station began. Ruby travelled to Exporail from Sherbrooke once a week, with fellow electrical volunteers Jim Innes and Stuart Robinson. This veritable army of one converted a barren area into a colourful oasis of a massive flowerbed and a vegetable patch. This was accomplished in time for the CPR 2816 excursion to Exporail in June of 2004.

Over the last 5 years, the gardens have provided not only a much needed bit of colour to the site, wonderful cut flowers, cabbage, onions, juicy tomatoes but with the sole help of docents, an important interpretation tool that provides the visitor an insight to the vast and multifaceted world of railways. With the development of Exporail's Phase B Interpretation Concept, the much needed installation of interpretation panels should further re-enforce the importance of railway gardens in Canadian history.

The success of the station gardens depends on the invaluable contributions of our volunteers and staff. Exporail is indebted to Ruby Robinson, Stuart Robinson, Jim Innes, Louise Bégin-Cooper, Barbara Hewitt, Johanne Richard, Judy Keenan, Priscilla Noonan, Lucie Vallerand, Gilles Bouthillier, Charles DeJean, Jacques St-Gelais, Marie-Claude Reid, Claude Chrétien, Jack Eby, Robbie Robinson, André and Louise Desroches, and the Tramway Motormen.

Kevin Robinson

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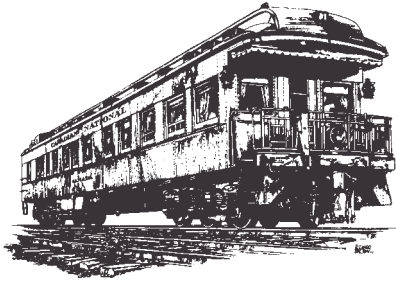
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BUSINESS CAR

May - June, 2009

By John Godfrey

Edited by David Gawley



HERITAGE

Association of Railway Museums Annual Conference to be held in Squamish, B.C.

The Association of Railway Museums (ARM) will hold its 2009 Annual Fall Conference at the West Coast Railway Heritage Park in Squamish, British Columbia from September 16 to 20, 2009. ARM is an advocacy organization for North American Railroad Museums; both Exporail and West Coast Railway

Association are members as well as several other Canadian railway museums.

The conference theme for 2009 'changing scenes' will look at how the WCRA museum has developed over the past ten years. It will explore tracks of Planning, Marketing and Fundraising, Restoration / Operations, Technical, Visitor and Guest Services / Education. Included will be the development of some creative new 'businesses' to support the museum including equipment leasing, contract maintenance, railway conductor training and more.

Unique will be the conference base, which will be the museum's own facilities including the classrooms in the shops complex for seminars and the new CN Roundhouse and Conference Centre for functions and banquets as well as vendor exhibits. Shuttle buses will connect the museum with the hotels throughout the conference dates.

Interesting pre-conference tours will be held on Wednesday, September 16. The official program gets underway at 16:30 on Wednesday and runs through to 10:30 on Sunday, September 20. An optional post-conference tour is available in Vancouver on Sunday afternoon. The full conference schedule will be available on WCRA's website www.wcra.org; click on the ARM 2009 tab.

One of the highlights of the trip will be a 2860 Royal Hudson hauled steam excursion from Squamish to Vancouver and return on Saturday, September 19th.



WCRA's 2860 'return to steam' excursion on April 15, 2007. Photo taken at mile 146.9 CN New Westminster Subdivision in Burnaby, BC. Ian Smith.

La Royal Hudson 2860 est en tête du train d'excursion de la WCRA sur la subdivision New Westminster du CN à Burnaby C.B. le 15 avril 2007. Photo Ian Smith.

CRHA Members conference rate is \$275 if booked by July 15, \$300 thereafter. Prices are the same for both Canada and the USA but Canadians pay in Canadian dollars.

Special convention rates have been negotiated at the Garibaldi Springs Resort (1-877-815-0048) and Mountain Retreat Hotel and Suites (1-866-686-7387); mention ARM 2009 conference.

Canadian members should register through:
West Coast Railway Association – ARM 2009
P.O. Box 2790 Stn. Terminal
Vancouver, BC
V6B 3X2

By mail, or phone 1-800-722-1233

USA members should register through:

Association of Railway Museums
1016 Rosser Street
Conyers, GA
30012

By mail or phone 770-278-0088

Any member interested in railway museum focus and operation is invited to attend. The 2012 conference of ARM is scheduled to be held in Montreal including activities at Exporail.

Former British Columbia Electric Chilliwack car repatriated back to Canada

The Seashore Trolley Museum in Kennebunkport Maine has concluded a deal to transfer ownership of former British Columbia Electric Railway 'Chilliwack car' 1304 to the Fraser Valley Heritage Railway Association. The 1304 was built by the BCER in June 1911 as one of three cars (1303, 1304, 1305) for service on the Fraser Valley Interurban Division. Fifteen months later, car 1304 was refitted as the Royal Car Connaught. It hosted their Royal Highnesses the Duke and Duchess Connaught and their daughter the Princess Patricia on their official visit to Canada. The Duke was Canada's Governor General at the time.

After the visit, the car was modified back to standard passenger configuration. The car was completely destroyed by fire while in service in 1945; fortunately it was empty at the time and nobody was injured. The BCER immediately set about to rebuild the car and it remained in service until 1950 when electric passenger service on the Fraser Valley Division of the BCER was terminated.



The 1304 being loaded in Oregon and safely tucked away with sister 1225 in the FVHR car barn at Sullivan, B.C. Both photos Bob Ashton.

Le 1304 a été détruit dans un incendie en 1945 et il a été reconstruit par la suite. Il est maintenant le tramway le plus moderne de la flotte. Il devint l'un des deux derniers wagons à circuler sur la ligne Central Park jusqu'au moment de la fermeture de cette voie en 1955. Sur la première photo, le tramway 1304 est chargé sur une plate-forme en Oregon. Sur l'autre photo, il est bien installé en compagnie du 1225 dans la remise du FVHR à Sullivan, Colombie-Britannique. Bob Ashton.

The car, one of the newest on the system after the rebuilding (subsequent to the 1945 fire), was then assigned to the Central Park line after having its toilets removed. It was one car in the two car train that closed down electric service on the Central Park line in 1955 and was subsequently acquired by Seashore. It was moved to Trolley Park in Glenwood, Oregon, a project of the Oregon Electric Railway Historical Association. Title to the car remained with Seashore.

On April 25, 2009 car 1304 was moved from Glenwood, Oregon to the Sullivan Station car barn of the Fraser Valley Heritage Railway located on the former right of way of the BCER near Sullivan, B.C. The FVHS already has car 1225 under restoration and has plans to operate heritage trolley service on several miles of the former BCER in the Lower Mainland.

The complete story of car 1304 will appear in a future issue of Canadian Rail. (CR Ed.)

Redevelopment project for CN'S Pointe-Saint-Charles Shops in Montreal

In a recent news release, the Office de consultation publique de Montreal (OCPM) announced the publication of its report on the redevelopment project for the old CN shops located in the Pointe-Saint Charles area of Montreal's Sud-Ouest borough. The site of the old CN shops covers almost a quarter of the Pointe-Saint-Charles area south of the Lachine Canal.

The project envisioned by the Groupe Mach, the owner, would create, in the southern portion of the site, a new residential area involving approximately 1000 new affordable housing units of which up to 25% would be social and community housing. For the central portion of the site, Groupe Mach is seeking a zoning change allowing it to accommodate new industries and businesses. At the time of the consultation, the entire northern section was earmarked as a Quebec government land reserve for the future Agence métropolitaine de transport (AMT) site. That section would therefore remain a railway industrial area in future.

While the report benefited has benefited from consultation with the parties involved, the

OCPM president realizes that some concerns remain, and are highlighted in the commission's report. "The coherent layout of the industrial zone and its proximity to the residential area constitute a challenge. Everything wasn't so rosy in that respect back in the days of the CN either. The prospect of recreating an industrial railway hub with related enterprises is interesting, so long as a healthy coexistence can be established with the neighbouring residential area," says OCPM president Louise Roy. The commission therefore recommends that the borough proceed carefully to avoid the establishment of companies difficult to insert into the transition zone between the two areas.

According to Roy, "access to the site is also a major consideration in planning the revitalization, given the effect that the location of entrances will have on local traffic and on the operations of companies setting up in the industrial zone. The commission

believes it imperative that the borough implement all measures required to eliminate heavy traffic from residential streets." It is necessary that adequate public transport be provided for the area. Another concern is industrial heritage protection.

All documentation pertaining to the consultation, including the report, is available in electronic format on the site of the Office de consultation publique de Montreal (www.ocpm.qc.ca). (Marketwire)

Kettle Valley Railway anticipates a busy summer for their steam train

Summerland's Kettle Valley Steam Railway is confident that its history of success, its upgraded and expanded facilities, and altered fee structure will carry it through the current economic downturn. "This year we are celebrating 15 years of preservation and operation," said GM Ron Restruck. Last year a record high of 26,000 passengers enjoyed the 90-minute ride with scenic vistas of orchards and vineyards and spectacular views of the lake and Trout Creek Canyon from the historic trestle bridge. "We are the number one non-profit tourist attraction in the Okanagan," Restruck said. Some passengers come for the scenery, others for the history and still others out of nostalgia. A restored 1912 steam locomotive, the 3716, pulls vintage coaches and open air cars filled with passengers along the only remaining section of the Kettle Valley Railway built between 1910 and 1915. Restruck is hoping to attract more riders during the shoulder seasons of May 16 to June 30 and September 1 to October 31.

Calgary's Heritage Park reliving auto's role in history with major expansion

Calgary's Heritage Park's long-awaited expansion is open to the public, a \$65-million town square featuring interactive galleries, shops and a restaurant aiming to bring back western Canadian history with a hands-on flair. Visitors are invited to check out the expansion's marquee feature, a new Gasoline Alley museum boasting 15 galleries over 75,000 square feet, 30 vintage cars from the 1920s and '30s, 37 vehicles defining more recent decades and one of the country's foremost antique air pump collections. A 1929 service station will be a cornerstone of the museum, including tow trucks and a disassembled Model T Ford that can be manipulated by visitors wanting to see how the pistons work.

Overall view of 'gasoline Alley', the newest exhibit at Calgary's Heritage Park.

La plus récente exposition du Parc Patrimonial de Calgary.



Historic steam train headed up by 2024 an 0-6-0 Lima product built for the US Army in 1944. It came to Heritage Park via Pacific Coast Terminals where it carried number 4076. The train carries visitors around the Heritage Park site in Calgary. Both photos courtesy Heritage Park.

Ce train est composé de wagons d'époque avec en tête la locomotive à vapeur 2024, une 0-6-0 qui fut construite en 1944 pour les forces armées américaines. Cette locomotive fut par la suite la propriété du Pacific Coast Terminal qui la désigna sous le numéro 4076 et a finalement abouti au parc patrimonial où elle tracte un train qui transporte les visiteurs du site. Photo fournie par le Parc Patrimonial de Calgary.

As well, the Big Rock Interpretive Brewery will open as a self-guided tour inside the museum, with a capability of brewing up to 50 litres of beer, telling the story of what makes Alberta famous for its brew. And the new Selkirk Grille, a mission-style 1920s restaurant, will front the museum, serving lunch and dinner. The \$8M Haskayne Mercantile Block has been open since mid-November, housing five vintage boutiques including a bakery, antique shop and portrait studio. And the final leg of the expansion, the Canadian Pacific Railway Station, will open May 16th, along with the existing historical village on the Glenmore Reservoir. The station is modelled after downtown Calgary's original Palliser Station, built in 1893. It will include a self-directed orientation program in a waiting room for visitors awaiting the new relocated trolley to take them into the main village. (Calgary Herald)

Historic streetcars take part in Toronto Beaches Easter Day Parade

No this isn't a farewell parade to streetcars, it's the Easter day Parade held in the Beaches area of Toronto. The TTC has participated in the Beaches Easter Parade for years now. Typically the small Peter Witt, restored PCC 4500, and a CLRV are used on the parade route. The route travels from Neville Loop, westward towards Woodbine Avenue. This event is very well attended with the cars being excellent public relations ambassadors for the TTC.

Leading was A-8 class PCC No. 4500 the first of 50 in the class purchased new from Canadian Car and Foundry in 1951. Following was TTC preserved small Peter Witt No. 2766, one of a class of 50 cars built by Can-Car in 1922. Final car in the parade was CLRV 4001.



Photos David Barrett

The Ontario Electric Railroad Historical Association (Halton County Trolley Museum) supports operation of 2766 in working with TTC mechanics and overseeing maintenance and repair of the car. They also assist in supplying parts for the Witt and PCC car. (Gord McOuat OERHA)

Vintage Locomotive Society’s No. 3 under steam

The Vintage Locomotive Society’s No. 3, an 1882 Dubs 4-4-0 built in Scotland is back in steam after a major multi-year rebuild including a new boiler. The locomotive runs at 160 psi but was tested to 180 psi (steam) on April 15, 2009. The locomotive will be back in service on the Prairie Dog Central in Winnipeg, Manitoba for the 2009 season. The complete story of the restoration of No. 3 will be presented in the July - August issue of Canadian Rail.

Operation of Wakefield steam train resumes

After a service interruption caused by a major landslide, service on the Wakefield steam train will resume in May 2009, see their website (www.steamtrain.ca or call 1-800-871-7246) for schedule details. The rolling stock includes a 2-8-0 No. 909 from Sweden built in 1907, a 78 ton Swedish diesel and accompanying coaches. Tour options include a ‘Sunset Dinner Train’, Friday and Saturday evenings, June to September. The station is located at 165 Devault Street in Hull. (Ed.)

Erratum

GO Photo Credit

We apologize to Daniel Dell’Unto for the photo credit error on his great GO photos which appeared in Stan’s Photo Gallery last issue. We accidentally tagged him as Daniel O’Dell, and it wasn’t even St. Patrick’s day!

Translation credit

We also accidentally omitted crediting Denis Vallieres with translating the tribute to Anthony Clegg in the January – February issue. Michel and Anne-Marie Lortie as well as Denis Vallieres are going to great lengths to translate at least part of Canadian Rail for our Francophone members.

Regarding Budd Cars

David Gawley points out that on page 5 of the January – February issue



Stephen Wray states that VIA's RDC's (Sudbury and Vancouver Island service) are the last RDC's in regular service on the continent. In fact Trinity Rail Express in Dallas, Texas are still operating some RDC's in limited service. The backbone of the Dallas – Fort Worth service is provided by new Bombardier built double deckers, but the RDC's still fill in where necessary.

Regarding Canada Line

Ian Smith points out that on page 39 of the January – February issue (Business Car), it erroneously states that Canada Line Rapid Transit Inc. will operate the Canada Line.

In fact, CLRT is a subsidiary of TransLink (South Coast BC Transportation Authority) that represents all the public bodies (including BC and the feds) that are contributing funds to the project. It is the counterparty to the contract with the private sector "partner" in this project.

Once the line starts operating, CLRT's main role will be to manage the contract and make up any shortfall in revenue incurred by the private operator if ridership is below 100,000 per weekday.

The line will actually be operated by ProTrans BC Operations Ltd., a subsidiary of SNC-Lavalin, which is the active partner in the private sector consortium that holds the design-build-maintain-operate contract issued by CLRT on behalf of the various public funding agencies. The two other parties in the consortium are the B.C. and Quebec public sector pension fund management entities, with SNC-Lavalin playing the active role in the project

and the other two being financiers (the consortium is putting up more than \$700 million, the largest single share of the total \$2 billion costs).

The consortium holds the operating rights to the Canada Line until 2040. At that point, the line will become the property of CLRT and it could choose to operate the line directly or issue a new contract for operations and maintenance.

The Progressive Railroading item is also off-base in saying that "Canadian transportation officials" were the first riders on that VIP train, which came after many previous trial runs. In fact, the principal passengers were the B.C. premier and transportation minister and a B.C. minister in the federal government, along with the media. There were obviously some transport professionals involved, but the trip was a political/PR event. (The item was credited to Progressive Railroading on-line).

Thanks to our readers for pointing these corrections out.

Regarding Toronto's Union Station

Ron D. Cooper writes " In issue 529 of Canadian Rail, mention is made of revamping the control system at the Toronto Union Station. The original signal system now coming out was designed to handle the 1500 volt DC trolley power of the Toronto Suburban and the Toronto Eastern Railways when they reached Union Station. It's a great shame that they never got there.

That tapered roof line on the GO Transit double deck coaches was to accommodate the mounting of a pantograph if the system was ever electrified."

BACK COVER TOP: Not to be outdone, the Grand Trunk Railway also took their gardens seriously as indicated in this 1903 view of the station gardens at Hamilton, Ontario. Note the shrub border and station name spelled out with white rocks. Post card, the Valentine & Sons Publishing Company 100841, CRHA Archives.

PAGE COUVERTURE ARRIÈRE, HAUT : Le jardin de la gare du Grand Tronc à Hamilton, Ontario, vers 1903. Un jardin très bien aménagé avec ses haies d'arbustes et le nom de la ville écrit avec des pierres blanches. Carte postale : The Valentine & Sons Publishing Co. Archives SCHF 100841.

BACK COVER CENTRE: CPR Stations and gardens, Moose Jaw, Saskatchewan. Post card, Lewis Rice, Illustrator and Publisher, Moose Jaw, Canada. (1C Canada and United States, 2C Foreign), Douglas N. W. Smith Collection.

PAGE COUVERTURE ARRIÈRE, CENTRE : La gare de Moose Jaw, Saskatchewan et son jardin, carte postale par Lewis Rice, illustrateur et éditeur à Moose Jaw, Canada (Tarif 1C au Canada et États Unis, 2C à l'étranger) Collection Douglas N. W. Smith.

BACK COVER BOTTOM: A view of the gardens at CPR's Calgary Station and Palliser Hotel around 1915. Post card, Glenbow Archives PA-3689-125

PAGE COUVERTURE ARRIÈRE, BAS : Vers 1915, les jardins de la gare du CP de Calgary, Alberta, et de l'hôtel Palliser, son voisin. Carte postale : Archives Glenbow PA-3689-125.

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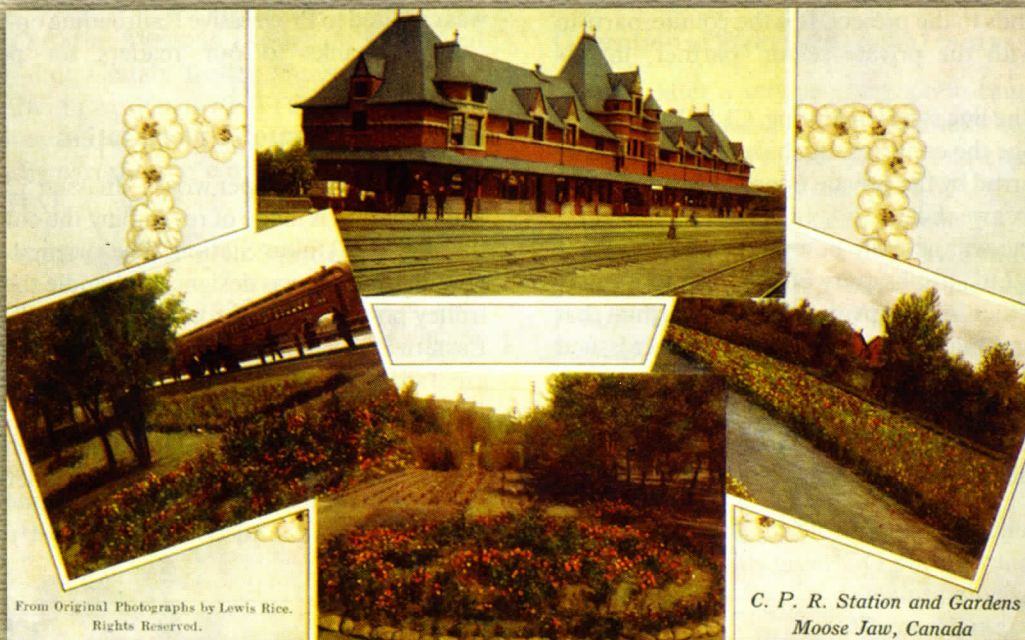
Grand Trunk Railway Station, Hamilton, Ont.

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