



Canadian Rail

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The Angus Coin Donation, The Dominion of Canada, The Canada Line
Don de la collection de monnaie Angus. La Dominion of Canada, Le Canada Line



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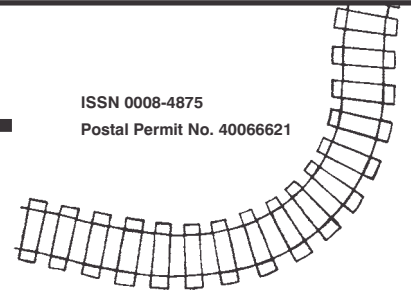


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FRONT COVER: The Dominion of Canada was donated and cosmetically restored by British Rail as a gift to the Canadian Railroad Historical Association, in honour of Canada's Centenary. In this April 24, 1967 photo, the Dominion of Canada's 'walk through tender' is being unloaded from the deck of the 'M.V. Hercules' the Port of Montreal's heavy lift crane. CRHA Archives, Fonds Angus.

BELOW: Trafalgar Lodge, built in 1848 and subdivided to create two homes some fifty years ago. Mary Angus (Fred's mother) purchased the house in the early 1970's after Donald's death. Fred lived here surrounded by his many collections until his death in August 2007. Peter Murphy.

PAGE COUVERTURE AVANT : *La Dominion of Canada a subit une restauration cosmétique avant d'être offerte par la British Railway à l'Association canadienne d'histoire ferroviaire à l'occasion du centenaire du Canada. Photo prise le 24 avril 1967 illustrant le débarquement de la Dominion of Canada et son "tender à corridor" du M.V.Hercule, la plus puissante grue du Port de Montréal. Archives ACHF, Fonds Angus.*

CI-DESSOUS: *CI-DESSOUS : La maison Trafalgar construite en 1898 et séparée en deux logements distincts depuis une cinquantaine d'années. Mary Angus (mère de Fred) a acheté la maison au début des années 1970 après le décès de Donald. Fred y a vécu entouré de ses collections jusqu'à sa mort survenue le 10 août 2007. Peter Murphy.*

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Peter Murphy, Douglas N.W. Smith

ASSOCIATE EDITOR (Motive Power):
Hugues W. Bonin

FRENCH TRANSLATION: Denis Latour,
Michel Lortie and Denis Vallières

LAYOUT: Gary McMinn

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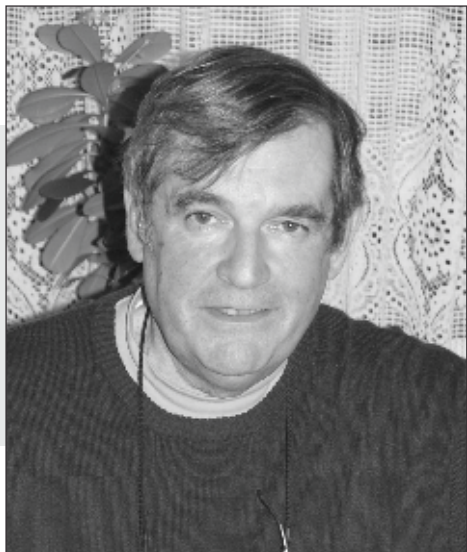
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The Angus Coin Donation to the Canadian Railroad Historical Association

By: Warren Baker



Warren Baker is a native Montrealer and a longtime collector, dealer and researcher in Canadiana, with a special interest in numismatics and in the literature and artefacts of the fur trade. As a specialist in tokens of the pre-Confederation period and in Canadian medals, he has numerous publications to his credit, including books, chapters in books and articles. His most recent book is *Marked Impressions: A Catalogue of the Joseph Foster Collection of 19th Century Canadian Countermarked Coins* (Montreal, 2006).

The description of a numismatic collection and its background might be deemed more suitable for a numismatic publication, but as the donor was a prominent member of the Canadian Railroad Historical Association and the coins had belonged to the founder of the Association, it appears appropriate to include it in the pages of *Canadian Rail*.

About twelve years ago I received a phone call from Fred Angus, railroad historian, numismatist, and book collector, conveying the exciting news of his recent acquisition of a remarkable collection of Canadian colonial coins – that of John Loye of Montreal, one of the founders of the Canadian Railroad Historical Association. Fred had procured the collection about 1995 from Dr. Robert Nicholls, well known to CRHA members as a President of the Association, railroad historian and collector of memorabilia on the subject.

The collection was identified as having come from the estate of John Loye, having been purchased by Dr. Nicholls a short time after Loye's death in 1962. In addition to his well-known railroad history credentials, Loye was interested in antiquarian matters, particularly those stories relating to the Irish and their involvement with Montreal, but numismatically he is unknown today. Hopefully, this article will bring to prominence this Montreal numismatist, who assembled a remarkable collection of early Canadian coinage extending from the first official coinage issued by the Canadian banks in 1837 to the last of these issues by the Bank of Upper Canada in 1857.

Dr. R.V.V. Nicholls, was President of the CRHA in 1963 when this photo was taken at the newly established Canadian Railway Museum (Exporail today). It was around that time that Dr. Robert Nicholls purchased the coin collection from John Loye, first President of the CRHA. Donald Angus photo, CRHA Archives, Fonds Angus.

Le Dr. R.V.V. Nicholls était le président de l'ACHF en 1963, moment où a été prise cette photo au Musée ferroviaire canadien nouvellement établi (aujourd'hui Exporail). C'est pendant cette période que le Dr. Robert Nicholls a acheté la collection de monnaie de John Loye, premier président de l'ACHF. Photo Donald Angus, Archives ACHF, Fonds Angus.

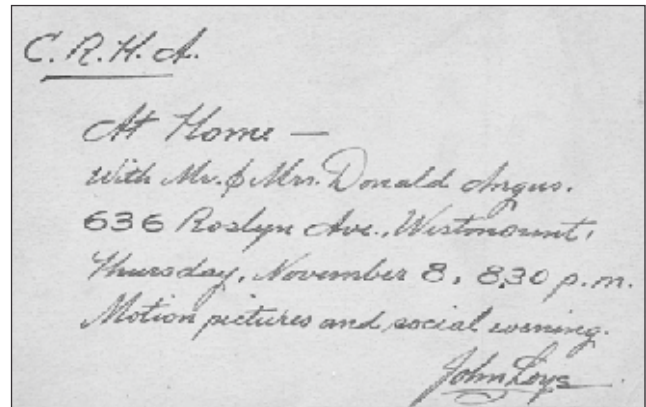




One of the very few photographs of John Loye (on the right), taken with Donald Forbes Angus (Fred's father) at a CRHA function in the late 1950's. CRHA Archives.

L'une des quelques rares photos de John Loye (à droite), prise avec Donald Forbes Angus (père de Fred) à la fin des années 1950. Archives ACHF.

In short order I met with Fred at his bank vault in old Montreal and looked upon an amazing array of early coins representing the Canadian banks, the like of which I had never before seen. In 1837 the four principal banks¹ had introduced a quasi-official copper coinage in an effort to regulate the shabby state of the coppers circulating at that time. The first importation was most successful, representing as it did the habitant with his familiar attire of tuque, capot, ceinture flechée, whip, and moccasins. In the opinion of numismatist Thomas Wilson writing in 1880, these coins held first place in representing the national character of Canada.² The success of the bank coins prompted further series to be produced, some continuing with the habitant obverse while others depicted the front and side-views of the Bank of Montreal. Nevertheless it is always the side-view pennies and halfpennies of the Bank of Montreal that take front and centre in both scarcity and popularity. Here, there were no fewer than thirteen specimens, though two of the



An invitation to a CRHA 'at home' (entertainment meeting) which was to be held at the home of Donald Angus (year unknown), the invitation is signed by John Loye. Warren Baker collection.

Une invitation à une soirée de divertissement de l'ACHF au domicile de Donald Angus (date inconnue), l'invitation est signée par John Loye. Collection Warren Baker.

pieces were counterfeits. The other side-views were almost all in an exceptional state of preservation as was also an unparalleled group of 1842 and 1844 front view halfpennies which were in choice uncirculated and specimen condition. The highlight of the collection, however, was not the exceptional Banque du Peuple sideview pennies, of which there were two, but another of the front-view halfpennies, the great rarity dated 1845 of which only three others are known, all those residing in public collections³. This was therefore the only piece held in private hands. A large collection of choice Bank of Upper Canada pennies and halfpennies was also present.

It was Fred's wish that John Loye's story be pieced together, and the coins documented. Unfortunately, this was not achieved when Fred was alive. A little over two years ago Fred contacted me with the terrible news that he was seriously ill and was putting his affairs in order. He requested that I proceed with our original intention of cataloging the important Loye collection of bank pennies and halfpennies. His wish was that the pieces would be sold to benefit the Canadian Railroad Historical Association of which Fred had been an important member since 1949, and which John Loye, the Association's first president had founded in 1932. It seemed somehow fitting that John Loye's numismatic collection, or at least the benefit of its sale would provide support for the association of which he was the brainchild,

1. Bank of Montreal, Quebec Bank, City Bank, Banque du Peuple.

2. Letter to R.W. McLachlan, Jan. 10, 1880.

3. a. National Currency Collection (Bank of Canada), formerly McLachlan specimen to Num. & Ant. Soc.

b. American Numismatic Society, ex Tennant Coll.

c. British Museum, prob. ex Parsons.

d. John Loye, ex W.W.C. Wilson, 1925 or 1926, or G.W. Parent, ca.1930?

and this almost fifty years later! Fred himself had devoted many years of his life to editing *Canadian Rail*, and issue number 114, September-October, 2006, was taken up entirely with a sixty page contribution by Fred titled *The Sesquicentennial of the Montreal-Toronto Train Service 1856-2006*. Considering his illness, this was an extraordinary achievement indeed! A few weeks after Fred's passing I was contacted by the executors to proceed with the cataloguing and ultimate selling of the collection.

The entire group of high grade and scarce bank issues was catalogued and offered to nine collectors, seven of whom acquired pieces. The vast majority of the collection was purchased by a Montreal collector as it was our ardent wish to keep most of the collection in the city. There was also a large collection of the commoner tokens, a few of which were in reasonably high grade, but it was evident that John Loye had as his major interest the coins of the Canadian banks. Loye had not neglected the decimal series. He seems to have started putting coins of the current years away around 1900. This group of coins, which was offered for sale at the Jeffrey Hoare Auctions in April and September 2008, may indicate the period when Loye developed his interest in numismatics.

It is a source of amazement to discover a collection of important numismatic material that has not only lain dormant for years, but is one that belonged to a man generally unknown as a numismatist. He is certainly in the category of the "quiet" collector, one who proceeded without fanfare, probably assembling his collection from dealers or others who were virtually sworn to secrecy. Whether or not he was known as a numismatist to his contemporaries may never be known. The name John Loye is unfamiliar numismatically today, and Doug Ferguson, whose involvement in the hobby went back to the end of the first World War, did not refer to him in his *Reminiscences*...⁴, nor did Loye's name ever come up in our many conversations at his house in Rock Island on the subject of Canadian collectors of the past. That Ferguson had met Loye is certain, but the latter was better known as a railroad historian and devotee of Montreal history of the last half of the 19th century. He does not appear to have been a member of the American Numismatic Association and there is no record that he attended the conventions held in Montreal in 1909 and 1923⁵. Loye had, however, been elected a member of the Numismatic & Antiquarian Society of Montreal in January, 1928, having been proposed by no other than L.A. Renaud, later to become curator of the Château de Ramezay collections, and seconded by then curator, P.O. Tremblay⁶, both prominent in the North American numismatic fraternity. From 1929 till at least 1936 John Loye made several presentations before the Society, two of which were on the subject of railroads⁷, and another titled *Policemen and Firemen of long ago* (1929). Another on *The Canadian Railway Centennial* was given in 1936, but like the others it was unpublished as were

most of the lectures presented at the Society. At Society meetings he would have met numismatic luminaries such as Ludger Gravel, Victor Morin, Hamilton A. Craig, J.D. Ferguson, Charles E. Belanger, as well as his sponsors, Tremblay and Renaud who were ever present. John Loye was born in the age of McLachlan, Breton, and many of the other illustrious Montreal collectors, and likely at some time or other rubbed shoulders with them. He lived to a period when he may have attended meetings at the Montreal Coin Club, founded in 1954, and if so would have met Fred Bowman, founder of the club. The bookseller and numismatist Tom Murray may also have been known to John Loye, sharing as they did other antiquarian interests.

John Loye was born at Dufferin Square in Montreal in 1880, son of a distinguished policeman of the city. He studied at Bishop's, becoming a technical designer, later composing the metallic leaves on McGill University's Roddick Gate as well as designing the headstone for one of his heroes, Thomas D'Arcy McGee. He had been active in the founding of Montreal's United Irish Societies in 1928, an amalgamation of both Catholic and Protestant Irish Montrealers which had since that year been responsible for the St. Patrick Day's Parade. He himself was president of that society from 1933 to 1957. When Loye died in 1962 his papers were, as would be expected, inherited by the CHRA. Pencil and coloured drawings of locomotives drawn by Loye are housed at the Library and Archives Canada, while Concordia University holds a collection of drawings, photographs and other memorabilia collected by Loye.

A principal in the story of the habitant and sideview coppers is Alfred Furniss, agent responsible for ordering the coins. The Bank of Montreal had in 1837 submitted an order to Furniss for 5000 pounds sterling worth of pennies and halfpennies, contingent on the three other banks participating in the venture⁸. This was obviously agreed upon as evidenced by the names of all four banks appearing on the ribbon of the reverse of each penny and halfpenny coin. Furniss sent the order through to agents in Britain, Scholefield & Son of Liverpool who maintained their head office in Birmingham, a firm well connected to Canada, having real estate interests in Lower Canada. Scholefield & Son passed the order on to the premier coiners in England, Boulton and Watt of Birmingham. The result is one of the most artistic coins produced for Canada.

4. *Reminiscences of sixty years in numismatics, Canadian Numismatic Association Journal, April, May, 1978.*

5. *The only two conventions held outside of the United States.*

6. *Loye's proposers, being prominents in Canadian numismatics may have been aware of his collection.*

7. *One hundred years of Railroad (1930), and The early railroads of Canada (1932).*

8. *McLachlan, R.W. The Copper Currency of the Canadian Banks, 1837-1857. Trans. Royal Soc. of Canada, Ottawa, 1903. (p. 237, 241-244).*



Portrait of Albert Furniss from a copy of a daguerreotype. Notman Archives, McCord Museum.

Portrait d'Albert Furniss d'après une épreuve de daguerréotype. Archives Notman, Musée McCord.

In 1838 the Bank of Montreal gave another order to Furniss, but this time the coins were to depict a view of the bank. These coins were, as with the Habitant pieces, most likely designed by James Duncan, and depict a sideview of the Bank of Montreal on Great St. James Street. The view of the Bank of Montreal engraved by Duncan which appears in Bosworth's *Hochelaga Depicta* published in Montreal in 1839 is compelling evidence to support this theory⁹.



Engraving of the Bank of Montreal by James Duncan from *Hochelaga Depicta*.

Gravure de la Banque de Montréal par James Duncan de Hochelaga Depicta.

Furniss however placed the order with another agent by name of Cotterhill, Hill & Co. of Walsall. They, in turn, found a lower level producer for the coins, and the result of this 1838 coinage was an inferior product that the bank rejected, holding Albert Furniss liable for the problem. Furniss' response was to advise the Bank of Montreal's notary, Henry Griffin, that the protest should

be addressed to Cotterhill, Hill & Co., and to have the coppers condemned. According to Furniss in a letter dated June 18, 1839, "The coin is to be shipped for England tomorrow." Presumably the intention was to return all 1838 coins to Cotterhill¹⁰. The 1838 sideviews were, to be sure, an inferior product, and on planchets that were "brassy". Based on the bank's complaint another production was proceeded with, and by this time, five months later, the coins were dated for their current year, 1839. The bank claimed that these coins were poorer than the first¹¹, but this statement is incorrect as the workmanship is superior to those of the preceding year, and the planchets were of good quality copper. Notwithstanding the bank's rejection of the sideviews, a number of the 1839 halfpennies appear to have circulated as a number of specimens are known in well circulated condition. There were three specimens of the 1839 halfpenny in the Loye collection which saw notable public service. Thomas Wilson stated in 1879 that *there are a lot of halfpennies in circulation ...*¹². Wilson was of the opinion that the sideviews were circulated by the bank, an opinion I don't share as most examples of the pennies and 1838 halfpenny are in reasonably high grade condition, i.e., very fine or better. It is true that well circulated specimens of all sideviews are found but it is the halfpenny of 1839 that is most often found in a worn state. The Banque du Peuple may have contemplated an issue as evidenced by the occasional rare penny that appears on the market, but no corresponding halfpenny was issued. Perhaps the manufacturers were seeking another client, and prepared a few coins in an effort to secure a contract?

It was only in 1842 that the Bank of Montreal resumed again its efforts to furnish coppers in denominations of pennies and halfpennies. The Bank officials applied to the Executive Council of the new Province of Canada and were granted permission to have coined 5,000 pounds sterling worth of coppers in both denominations. The agreement was in force till the 1st of January, 1845¹³. The last of the coinages for Canada East was that of the Quebec Bank for 1852, and in this case 2000 pounds sterling worth was allotted to be struck¹⁴.

The Furniss name is not only connected numismatically to the issue of the early bank coinages. Furniss had built in 1848 his Trafalgar Lodge by architect John Howard of Toronto. It is one of the few surviving examples in Montreal of the Gothic revival style of architecture, and it is the home that Fred lived in for the last 32 years. The house which was divided in 1946 to create a semidetached residence has a rather interesting history. The property was purchased in 1805 by North

9. See ill., Pl. 5.

10. McLachlan, *op. cit.* (p. 240, letter Furniss to Griffin, June 18, 1839).

11. *Ibid.* (p. 239, note re a letter dated 19th Nov., 1839).

12. Letter from Thomas Wilson to McLachlan, Dec. 9, 1879.

13. McLachlan, *op. cit.* (p. 249-50).

14. *Ibid.* (p. 264).



Three views inside Trafalgar Lodge in 1887. It was in this Gothic revival ambiance that Albert Furniss lived and entertained. Notman Photographic Archives of McGill University 83,214, 83-215, 83-216, Angus collection.

Trois vues de l'intérieur du Trafalgar Lodge en 1887. C'est dans cette ambiance gothique que vivait Albert Furniss. Archives des photos Notman de l'Université McGill 83-214, 83-215, 83-216, Collection Angus.

West Company partner John Ogilvy who, in that year built a small tower to commemorate Nelson's victory at Trafalgar. A small cannon was surmounted on the top of the tower and was fired every Trafalgar Day (Oct. 21st). The property since that time has been known as Trafalgar Lodge. As a matter of interest the plan for the Furniss property had been prepared on June 8, 1847 by no other than William Kingsford, another prominent numismatist and author of the first numismatic monograph on a Canadian coin¹⁵.

Strangely, though Fred had assembled a large archive of material relating to Trafalgar Lodge and whatever he could find on Albert Furniss, he never appears to have made the connection between the sideview fiasco and the original owner of Trafalgar Lodge. Nor had I. Of course during one of the first visits the items that I examined were the coins in the trays that John Loye had made for his collection and stored in two small cabinets which contained the superior specimens of the bank coinage and, of course, the famous sideviews and 1845 halfpenny. It was with something of a feeling of awe that I worked at Trafalgar for almost a year, at least part of that time cataloging coins for which the responsibility of contracting had fallen to the very man who had built Trafalgar Lodge. The situation I found myself in of examining the Loye collection in the famous house built for Albert Furniss ten years after his sideview coin failure appeared to me a remarkable coincidence. I determined on backtracking in an effort to establish, or at least be able to speculate upon where John Loye had acquired some of these extraordinary coins.

The younger John Loye had as a friend a fellow numismatist and antiquarian by name of Charles Theodore Hart. Born in 1846 he was 34 years Loye's senior. He was from a long line of Canadian Harts, the first of whom was Aaron Hart who had arrived in Canada just after the conquest. Theodore Hart, Charles' father, had an important insurance brokerage firm in Montreal, a business his son would enter around 1871.

Charles was also a second cousin of numismatist Gerald Hart, and both were members of the Numismatic & Antiquarian Society. Elected in 1878, Charles had resigned as a member by 1892. Evidence establishing a friendship between John Loye and Charles Hart occurs in a letter written to collector Robert Reford in 1946. Therein Loye comments that *in February of 1916, I attended a funeral from Wray's parlors on University St., that of Charles T. Hart. I have not had occasion to enter the same parlors until last Saturday when I attended the rights and obsequies of Frederick J. McClure. In their day Messrs Hart & McClure were close friends of mine, a natural sequence to our mutual interest in matters antiquarian*¹⁶.

The Loye/Hart connection became even more interesting when an association between Charles Hart's father, Theodore, and Albert Furniss was established, albeit post mortem. The evidence here is the entry in the

register of Notre Dame de Montréal for 1872, being the death certificate for Albert Furniss who died on the 6th of August at the age of sixty-six¹⁷. The register bears twelve signatures, one of which is that of Theodore Hart. Was he a signatory as a result of holding an insurance policy on Furniss? Nevertheless Hart, Sr. knew Furniss, and his son Charles knew John Loye. I consider these associations which in a sense can date from the issue of the bank coins, or at least from the construction of Trafalgar Lodge, directly to Fred Angus as more than interesting. Could some of the Loye/Angus bank tokens have once belonged to Albert Furniss, kept as souvenirs of his adventure and misadventure in coin contracting? It seems a bit of a stretch, but the story is compelling, bringing together as it does a cast of characters whose lives spanned just over 200 years.

Thanks to Chris Faulkner for his file on the Bank of Montreal 1845 halfpenny and other suggestions, and to Judith Berlin, Château de Ramezay Museum, for copies of the "Minutes" of the Society recording the lectures given by John Loye.



Charles Theodore Hart from a carte-de-visite. Notman Archives, McCord Museum.

Charles Theodore Hart d'après une carte de visite. Archives Notman, Musée McCord.

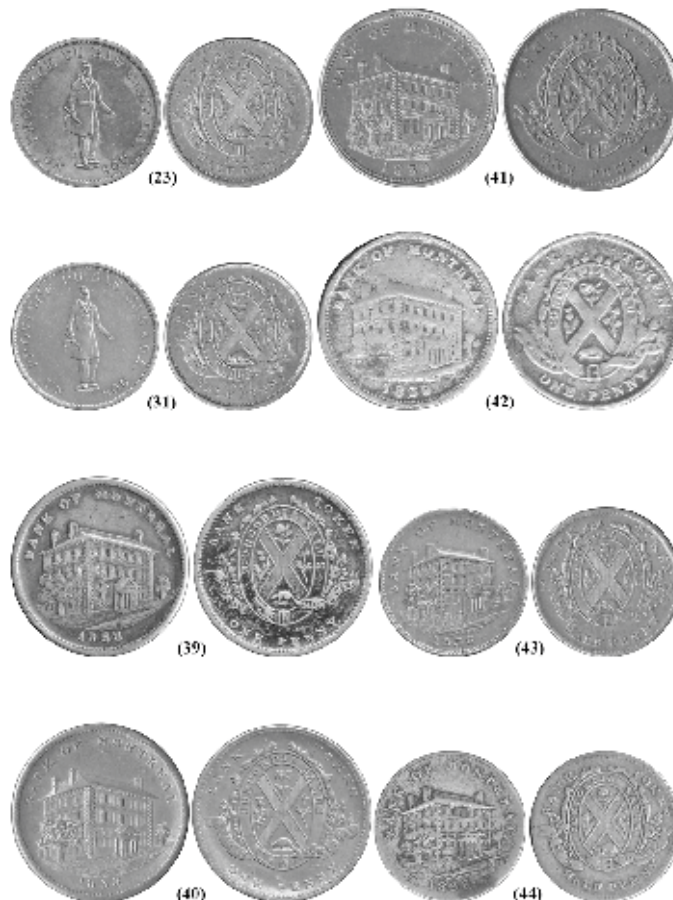
15. William Kingsford had published in Ottawa a pamphlet titled *A Canadian political coin which had been originally published in The Canadian Antiquarian and Numismatic Journal, issues of July and Oct., 1873.* Kingsford is more well-known as the author of the *History of Canada*, published in 10 volumes from 1887-1898. He financed the venture himself, forcing him to sell collections and mortgage his house and furniture.

16. Letter in writer's collection.

17. Copy from parish register, courtesy P.L. Lapointe, Archives Nationales de Québec.

The Loye Collection of Important Canadian Coins of the Lower Canadian and Province of Canada Banks, 1837-1852

1. Br. 521. City Bank penny, 1837. sm. ground, per. after “Canada”. dies upright. e.f., a few spots on obv., otherwise a nice looking coin.
2. Br. 521. Do. a.u., but for a corrosion spot on right ground
3. Br. 521. Do. a.u., couple of very light obv. scratches.
4. Br. 521. Do. a.u., corrosion spot on edge, and a couple of less offensive dark marks in field.
5. Br. 521. Do. e.f., three gouges in leg and coat, and a couple of old scratches; the rev. is unblemished.
6. Br. 521. City Bank penny, 1837. small ground, period after “Canada”. dies upset. e.f.
7. Br. 521. Do. large ground, no period after “Canada”. Obv. die break from top upper horizontal bar of “n” of “Province” to bottom of “c” of same word. a.u., small curved scratch in field of little consequence.
8. Br. 521. Do. Perfect obv. die. a.u.
9. Br. 521. Quebec Bank penny, 1837. large ground, no period after “Canada”. proof, but slightly mishandled and with rev. stain on and around “n” of “token”.
10. Br. 521. Quebec Bank penny, 1837. large ground, no period after “Canada”. dies upright. Obv. break from top of “o” in “Province” to beads in border. v.f.-e.f., stain in area of break.
11. Br. 521. Do. No obv. breaks. v.f.-e.f., stain on and around “n” of “Province”.
12. Br. 521. Quebec Bank penny, 1837. large ground, period after “Canada”. dies upright. No obv. die breaks. e.f., some obv. corrosion spots around “vince”.
13. Br. 521. Do. No obv. die breaks. e.f., edge nick above and to left of “d” in “du”.
14. Br. 521. Do. Obv. die break from left foot to a border bead. a.u.
15. Br. 521. Quebec Bank penny, 1837. small ground, per. after “Canada”. dies upright. Obv. spidery die break from bead between “D P” to near habitant’s left leg, and another from bottom of “e” in “deux” to and beyond top of “u”. e.f., some staining, improvable with a dip in olive oil.
16. Br. 521. Do. No obv. die breaks. e.f. or slightly better with nice surface.
17. Br. 521. Do. No obv. die breaks. v.f.-e.f., several rim bumps and a gouge in the tuque.
18. Br. 521. Do. a.u., 2 corrosion spots on obv. & also rim dam.
19. Br. 522. City Bank halfpenny, 1837. low “v”. v.f.-e.f.
20. Br. 522. Do. Obv. die break from right shoe to “s” in “sou” to border. strong e.f.
21. Br. 522. Do. Perfect obv. die. a.u., four small dents in left field, but still a nice coin.
22. Br. 522. Do. unc., a few very small verdigris spots in and around “vince”.
23. Br. 522. Do. Perfect obv. die. proof, couple of light stains - a beauty.
24. Br. 522. City Bank halfpenny, 1837. even “v”. v.f.-e.f., small corrosion spot below “P”.
25. Br. 522. Do. Obv. die break from below right ground to top of “s” in “sou” through “o”. e.f., a little spotty.



Bank tokens of the various Quebec banks. Warren Baker.

- 26. Br. 522. Do. Obv. “un” double-cut. e.f., obv. rust spots lower rt. border.
- 27. Br. 522. Do. Obv. appears to have die rust above tuque, below “B”, and to right of “s”. good e.f.
- 28. Br. 522. Do. Perfect obv. die. a.u.
- 29. Br. 522. Do. Perfect obv. die. a.u., tinges of red.
- 30. Br. 522. Do. Obv. “un” double-cut. unc., couple of obv. dark marks above “c” of “Province” and above “s” of “Bas”.
- 31. Br. 522. Do. Perfect obv. die. Proof, a little abuse in left field blemishes an otherwise almost perfect coin.
- 32. Br. 522. Quebec Bank halfpenny, 1837. low “v” Perfect obv. die. e.f., a couple of old scratches only slightly impair this coin.
- 33. Br. 522. Do. e.f.
- 34. Br. 522. Do. e.f., a few minor marks.
- 35. Br. 522. Do. even “v” Perfect obv. die. e.f.
- 36. Br. 522. Do. Obv. die break from border bead touching right side of bottom of second “a” in “Canada”, lightly extended to field. a.u., 2 small edge nicks.
- 37. Br. 522. Bank of Montreal halfpenny, 1837. low “v” Perfect obv. die. e.f., few old scratches in field.
- 38. Br. 522. Banque du Peuple halfpenny, 1837. Perfect obv. die. even “v” v.f.-e.f.
- 39. Br. 523. Sideview penny of the Bank of Montreal, 1838. C. 36. pale ae., perhaps the variety described as brass. 19.46 grams. v.f., but for a “tarry” surface.

- [The variety with the beaver’s tail almost touching left top of “M”.]
- 40. Br. 523. Sim. to the above, but C. 37. ae. 19.53 grams. unc., small spot between chimney & “r” on obv. A great coin!
- [The variety with beaver’s tail wider and pointing to left foot of “M”.]
- 41. Br. 523. Sim. to the above, but dated 1839. C. 38. ae. 18.75 grams. unc. rim disturbances on obv., at right. unc., and may have been a proof! Square edge, obv. die breaks in border above “k of Montreal”. A great coin and the rim is not a great distraction in my opinion.
- [The variety without period after “Salus”.]
- 42. Br. 523. Sim. to the above, but C. 39. a cast counterfeit of the scarcer of the 1839 pennies. v.g.
- [The variety with period after “Salus”.]
- 43. Br. 524. Sideview halfpenny of the Bank of Montreal, 1838. C. 30. ae. 9.69 grams. chocolate unc., planchet split from bottom of “3” to border on obv., the result of a defective flan. [The variety with thirteen upright palings to the left fence, eight to the left of tree and five to the right; the right fence has eight palings, three to the left of tree, five to the right.]
- 44. Br. 524. Another example of the same coin, but alas, a fake, being a drop-in electrotype. 10.21 grams. fine.
- 45. Br. 524. Sim. to the above, but C. 31. ae. 10.10 grams. a.u., but there is a little wear on the eaves, and a small corrosion spot on rev.
- [The variety with eleven palings to the left fence, six to the left of tree, and five to the right; the right fence has seven palings, three to the left of tree, four to the right.]



Bank tokens of the various Quebec banks. Warren Baker.

- 46. Br. 524. Sim. to the above, but dated 1839. C. 33. ae. 8.88 grams e.f. [The variety in which the eave of building points to “B” in “Bank”.]
- 47. Br. 524. A second example of the same variety. C. 33. Counterpunched “F P” on obv. ae. 8.71 grams. fine-v.f., nick in upper rev., to left of “t”.
- 48. Br. 524. A third example of the same variety. ae. 8.71 grams. fine, old obv. scratch from left of bank to border.
- 49. Br. 524. A fourth example of the same variety. ae. 8.51 grams. v.g.-fine, old obv. scratch above right chimney to “t”.
- 50. Br. 525. The very rare Sideview penny mule with “Banque du Peuple” on the ribbon. ae. 18.05 grams. f-v.f. problem- free coin & highly desirable.

A rare circumstance to see a single offering of this rarity, but two in a single sale is extraordinary. W.W.C. Wilson had a pair in his 1925 sale, but the better illustrated example, graded as v.f. and which from the halftone photo accompanying some of the catalogues, appears to be at least e.f., seems to have been plugged in the border, to left of bank. There is a similar suspicious spot in the right border, under “I” and the corresponding areas on the reverse display the same spots.

- 51. Br. 525. ae. 18.56 grams. Yet a second example of this rarity, but in at least a.u. condition and absolutely problem-free. A stunning coin!
- 52. Br. 526/521. Bank of Montreal penny with City Bank reverse. C. 88. ae. 18.03 grams. e.f. or better.

Normally it would be considered imprudent to offer so large a group of 1842, and particularly 1844 halfpennies in such outstanding condition, the view being generally taken that so many offered at the same time would effect the marketplace. However, as I studied the pieces they each took on an identity of their own in that different die states, colour characteristics, &c allowed me to recognize that there are more than

enough collectors to easily sell them all without in any way affecting their desirability. A Bank of Montreal piece from the Loye Collection is a bonus for any serious collector. In this grouping of 1842 and 1844 halfpennies I have only identified varieties by tree elements; most are of the heavy tree type. I have described die breaks (or lack of) in all cases, giving the pieces something of an individuality for identification purposes. This is not a reference catalogue, but one of a commercial nature, and I have only noted die characteristics as I detect them. I have cross referenced similar pieces when they tally with others. Courteau’s treatment of the subject has not been utilized.

- 53. Br. 526. Bank of Montreal penny, 1842. strong die break from bottom of left door of bank, through “n” of “Montreal”, to border. e.f.
- 54. Br. 526. Do. brown unc., couple of spots.
- 55. Br. 526. Do. unc., traces of red. obv. corrosion spot.
- 56. Br. 526. Do. unc. traces of red. 5 sm. corrosion spots on obv., 1 on rev.
- 57. Br. 526. Do. choice brown unc.
- 58. Br. 526. Do. proof. Not C. 82 which was the only proof known to Courteau.
- 59. Br. 527. Bank of Montreal halfpenny, 1842. small trees. e.f. somewhat rough surface.
- 60. Br. 527. Do. heavy trees. a.u.
- 61. Br. 527. Do. small trees. a.u.
- 62. Br. 527. Do. small trees. die break from left bank porch, through “M”, to border, and another from left eave, through “o” of “Province”, to border; planchet flaw on lower step of bank. choice brown unc.



Bank tokens of the various Quebec banks. Warren Baker.

63. Br. 527. Do. small trees. die break from lower right porch, through “n” of “Montreal”, to border, and another from left tree between “Bank” and “Province”, to border. chocolate unc.
64. Br. 527. Do. heavy trees. thin die break from upper left of lower group of windows, through top of lower right window, to edge of bank. Proof.
65. Br. 527. Do. heavy trees. several die breaks, the most prominent one of which is from left roof of bank, through “c”, to border. I considered this to be in the category of the latter, but the edge does not have the sharpness to so define it; nevertheless, a great coin.
66. Br. 527. Do. heavy trees. a die break from right tree through “l” to border distinguishes this piece. Same comments as above; a spot on roof slightly detracts from this coin.
67. Br. 527. Do. small trees. same var. as no. 63. Same comments as last two re condition.
68. Br. 527. Do. heavy trees. No die breaks discerned on this piece. This coin has a curious matte finish; an unfortunate corrosion spot at bottom of walk, above “Mo”, and a couple of spots on beaver detract from the piece.
69. Br. 527. Do. heavy trees. Clean obv. dies, as the preceding. unc. and another wonderful strike, couple of rev. spots.
70. Br. 527. Do. small trees. Same var. as no. 62. choice chocolate unc., sm. obv. nick neath “of”.
71. Br. 527. Bank of Montreal halfpenny, 1844. heavy trees. Overstruck over an unidentified piece. This can be distinctly determined when looking between the “al” where something of the appearance of an inverted “l” or “1” occurs between those letters, but there is a continuity indicating it is part of a design; there are other indications of an undertype in other areas of the obverse. unc., a little red. The reverse is particularly bold and attractive.
72. Br. 527. Do. heavy trees. Obv. die break from “n” of “Province” to border, and another from treetop through “P” of “Province” to border. unc., about 25% red., rev. corrosion spot above the arms of Montreal right-center, a little staining, and a spot on edge. This is nevertheless a nice coin.
73. Br. 527. Do. heavy trees. Obv. die break from left top of left chimney through “n” of “Province” onto rim, and another from top of left tree through “P” to bead in border, much more advanced than in the case of the previous piece. unc. about 80% red. some staining, but still highly desirable.
74. Br. 527. Do. heavy trees. No obv. die breaks. unc. about 40% red on obv., rev. has virtually full red. unfortunate corrosion stain on two right pillars of portal.
75. Br. 527. Do. heavy trees. Obv. die break from at border, between beads, through “o” of “Province” to middle of left chimney; another smaller break from top of upper “of” to border. Obv. choice brown unc. rev. almost full red. Unusual, but spectacular.
76. Br. 527. Do. heavy trees. No obv. die breaks. unc., about 30% red on obv., 70% on rev. stain above roof near right chimney, and three small stains on near and on “Half”.
77. Br. 527. Do. heavy trees. Thin horizontal obv. die break from bottom of “B” of “Bank” between dot and beads; upper oblique stroke of “k” affixed to bank’s walk edge by a die break. unc. about 60% red, little staining, but still a very nice piece.
78. Br. 527. Do. heavy trees. Obv. shows multiple die breaks; the most prominent ones are from upper right side of left chimney through left upright of “n” in “Province”, but not the same one that occurs on no. 73, and another from left side of right chimney through lower left horizontal stroke of first “a” in “Canada”, closing “c” of same word, to bead in border; there are other breaks on the building itself. brown unc. a wonderful strike.
79. Br. 527. Do. heavy trees. Traces of obv. die breaks, only discernible due to the deep striking which is almost common to the pieces in this group.
80. Br. 527. Do. heavy trees. Absolutely clean obv. die. brown unc., couple of rev. stains, not seriously detracting from another strong strike.
81. Br. 527. Do. heavy trees. Sim. die breaks to no. 72, but slightly more advanced. This piece appears to be a proof strike. dark ae.
82. Br. 527. Do. heavy trees. Clean obv. die, and appears to be another proof strike, though not without a slight imperfection just left of “B” in “Bank” on obv.; the rev. has tinges of red.
83. Br. 527. Do. heavy trees. Worn obv. die var. The tree to right of bank appears worn, and the facade of the building has an almost crackled effect; the only die break occurs near the right of the third window on third level of building. The piece is another choice brown unc. with almost imperceptible spots on top of “t” and another above, on walk. Unusual.
84. Br. 527. Do. small trees. Appears to be from clashed dies, parts of the rev. wreath being apparent in the field to side of bank. brown unc., and another deep strike.
85. Br. 527. Do. small trees. Small obv. die break from below “i” of “Province”, touching that letter, almost to border. brown unc., at least the equal from a condition standpoint to the two preceding.
86. Br. 527. Do. heavy trees. Perfect obv. dies. Rev. break in beads above “k” in “Bank”. choice brown unc. a beauty.
87. Br. 527. Do. heavy trees. Perfect obv. dies. Proof.
88. Br. 527. Do. heavy trees. Obv. light die break from top of left chimney at left through “n”, over rim. brown and part red unc. very nice.
89. Br. 527. Do. heavy trees. Perfect obv. dies. unc., about 70% red, but this coin is not the excellent quality of strike as most of the others.
90. Br. 527. Do. heavy trees. Perfect obv. dies. unc., 20% obv. red, 80% rev. red.
91. Br. 527. Do. heavy trees. Obv. Same as no. 77, but the obv. die shows a few rust spots between certain letters and near beading. unc. 20% red on obv., 70% red on rev. but some staining on that side.
92. Br. 527. Do. heavy trees. Obv. Same die break as no. 77 & 91, but “k” not joined to walk edge. unc. 30% red on obv., 70% on rev. some rev. staining in upper border.
93. Br. 527. Do. heavy trees. Obv. A small flaw from centre-stroke of upper “f” distinguishes this piece. unc., about 40% red. on obv., 60% on rev.; few small spots on rev.
94. Br. 527. Do. heavy trees. Thin obv. die breaks through “Province”, from top of “P” to “r”, “r” to “o”, “o” to “v”, bottom of “v” to “i”. These breaks are very light and require a glass. unc. 60% red to obv., 90% to rev., couple of minor dark spots on obv.
95. Br. 527. Do. heavy trees. I note that the “a” of “Canada” touches the “C” at bottom; several very thin breaks through the letters, only discernible with a good glass are apparent on this piece, the most notable being between the “da”. unc. 20% red. another deep strike, but a little spotting on obv.
96. Br. 527. Do. heavy trees. Same as no. 77 and 91 with “k” joined to walk; less rusting than no. 91, but a die flaw under “f” of upper “of” distinguishes this piece. unc. 20% red to obv., 30% to rev., but a spot in right border near ribbon is slightly detracting.
97. Br. 527. Do. heavy trees. Obv. die almost perfect, but a circular die flaw at top of “B” and light traces of breaks near and through letters, most noticeable from “e” to “o” at top. unc. 40% red to obv., 90% to rev. another choice piece.
98. Br. 527. Do. heavy trees. Perfect obv. die. unc. 50% red to obv., 60% to rev., spotting obv. and rev., still very attractive.
99. Br. 527. Do. heavy trees. Broken obv. die. Several breaks, the most notable of which are as follows: from beads through “n” of “Bank” to second pale of fence; between “f” and “M” at bottom; vertically from middle of roof to below left of “o”; from tree to right through dot to border; from upper right of right chimney through first “a” of “Canada” to a border bead. The coin is struck from an imperfect blank, evidenced mostly between the bank and legend; the reverse

doesn't share this analogy. unc. 80% red overall, a number of dark obv. spots detract from the piece.

100. Br. 527. Do. heavy trees. Obv. break most distinctly seen between "B" and "P", but continues through a few other letters; a die flaw or rust spots between "o" and "v", and from right and left of middle of lower "of". brown unc., small corrosion spot above "e" and "o" in obv. border.
101. Br. 527. Do. heavy trees. Struck from an imperfect blank, sim. to no. 99, but none of the die breaks exist mentioned in the description of that variety. There is an outline to the letters in "Bank of Mon", as if re-cut. unc. about 70% red obv. & rev., few spots.
102. Br. 527. Do. heavy trees. Obv. break sim. to no. 88, but more prominent; another break occurs from tree top at left through "P" to bead in border. unc. 20% obv. red, 80% rev. red but small corrosion spot in rev. border above "B".
103. Br. 527. Do. heavy trees. Perfect obv. die. unc. 10% obv. red, 80% rev. red. very nice piece, a tiny spot affects part of a bead below "n" of "Montreal" to right.
104. Br. 527. Do. heavy trees. Perfect obv. die. "t" of "Montreal" touches outline of walk as do many others. unc. 80% red obv. & rev., but three dark stains on obv., and one on rev.
105. Br. 527. Do. heavy trees. Perfect obv. die. var. as last. unc. 80% red obv. & rev., light stains.
106. Br. 527. Do. heavy trees. Obv. same as no. 102. unc. 80% red obv. & rev. little rev. staining. another beauty.
107. Br. 527. Do. heavy trees. Obv. die break through P, as preceding, and nos. 88 & 102, but without break from the chimney. unc. 60% obv. red, 80% rev. red, minor stains on rev.
- It's difficult to rationalize this piece due to the existence of one piece which solely bears the break from chimney and two others which depict both breaks.
108. Br. 527. Do. heavy trees. Perfect obv. die. unc. 80% red, obv. & rev., stain on rev. under "lf".
109. Br. 527. Do. heavy trees. Perfect obv. die. unc. 70% red, obv. & rev., slight obv. staining.
110. Br. 527. Do. heavy trees. Obv. shows "k" joined to walk, as with some others in this group. unc. 20% obv. red, 80% rev. red. a deep strike.
111. Br. 527. Do. heavy trees. Perfect obv. die. unc. 20% obv. red, 80% rev. red. very nice, but has not the depth of strike of the preceding.
112. Br. 527. Do. heavy trees. Another with "k" joined to walk. brown unc. with tinges of red. another deep strike.
113. Br. 527. Do. heavy trees. Again another with "k" joined to walk. unc. 20% obv. red & 80% rev. red, little staining obv. & rev.
114. Br. 527. Do. heavy trees. Another with "k" joined to walk. unc. 30% obv. red and 60% rev. red. nice.

115. Br. 527. Do. heavy trees. The last type with "k" joined to walk. unc. 40% obv. red, 80% rev. red, light staining.
116. Br. 527. Do. heavy trees. Perfect obv. die. a.u., black spot on wreath beneath "o", and on edge above that area.
117. Br. 527. Do. heavy trees. Double-cut or shifted "C" of "Canada", and partly damaged "o" of "of" are characteristics distinguishing this piece. e.f.
118. Br. 527. Do. heavy trees. Perfect obv. die. e.f., light scratch from roof to between "e o" to bead in border.
119. Br. 527. Do. heavy trees. Perfect obv. die. v.f.-e.f.
120. Br. 527. One of four known 1845 Bank of Montreal halfpennies, and the only one in private hands. This coin is probably a pattern, so considered by Courteau. ae. 9.39 grams. proof.
- The three other specimens are in the permanent collections of the British Museum, the American Numismatic Society, and the National Currency Collection of the Bank of Canada.
121. Br. 528. Quebec Bank penny, 1852. Broken obv. die in the following areas: from left field touching left side of "P" to between beads in border; from right of face through right side of "d" in "du" to between beads in border; on top of several letters of "Province", in a jagged fashion and touching the break previously described. There is rust around the "ce". e.f.
122. Br. 528. Do. Perfect obv. die. e.f., couple of edge bumps.
123. Br. 528. Do. Broken obv. die, sharing one of the features of no. 121, that from right of face through right side of "d" in "du" to between beads in border. e.f.
124. Br. 528. ae. proof. This coin shows an obv. die break from cap to between "e d" to bead in border, and another from dot rising diagonally, but not touching beads, and yet another from border through ground to left pant leg. There is a spot of die rust on left of "u" in "deux". A small obv. edge nick above "i" affects this otherwise attractive coin.
125. Br. 529. Quebec Bank halfpenny, 1852. Obv. die break from border to ground. e.f.
126. Br. 529. Do. As preceding. e.f.
127. Br. 529. Do. Perfect obv. die. a.u.
128. Br. 529. Do. As preceding. a.u.
129. Br. 529. Do. Perfect obv. die. brown unc., obv. stain.
130. Br. 529. Do. Obv. die breaks between "o v", and another between dot and "u" of "sou", and a last longer break from a bead in border to left of "C" in "Canada" (which is double-cut) to top of right arm. a.u.
131. Br. 529. Do. Obv. die break from bead in border to between "o v" and a die flaw below and between "u a" somewhat resembling a comma. proof, with speckling of red; however two thin scratches

The Loye Collection of Coins of the Bank of Upper Canada, 1850-1857

Br. 719. 1850. unc. 2 pcs.
 Br. 719. 1850. a.u. 4 pcs.
 Br. 719. 1850. e.f. 3 pcs.
 Br. 719. 1850 dot. unc.
 Br. 719. 1852. unc. 2 pcs
 Br. 719. 1852. a.u
 Br. 719. 1852. e.f.-a.u. 2 pcs.
 Br. 719. 1852. Obv. brockage. a.u.
 Br. 719. 1854. unc. matte fin.
 Br. 719. 1854. e.f. 3 pcs.

Br. 719. 1854. crosslet 4. unc.
 Br. 719. 1854. crosslet 4 e.f.
 Br. 719. 1854. crosslet 4. v.f.-e.f.
 Br. 719. 1857. unc. 22 pcs.
 Br. 719. 1857. ch. a.u. 2 pcs.
 Br. 719. 1857. a.u. 9 pcs.
 Br. 719. 1857. e.f.-a.u., a.u. rev. cor. spot. 2 pcs.
 Br. 720. 1850. unc. 15 pcs.
 Br. 720. 1850. a.u. 6 pcs.
 Br. 720. 1850. e.f. 7 pcs.

Br. 720. 1852. unc. 7 pcs.
 Br. 720. 1854 crosslet 4. unc.
 Br. 720. 1854 crosslet 4. a.u.
 Br. 720. 1854 crosslet 4. f-v.f. 4 pcs.
 Br. 720. 1854. unc. 4 pcs.
 Br. 720. 1854. a.u. 5 pcs.
 Br. 720. 1854. e.f.
 Br. 720. 1857. unc. 22 pcs.
 Br. 720. 1857. a.u. 3 pcs.

From the CRHA's Collection

Dominion of Canada 60010 “Withdrawn, to be sold for scrap.”

by Peter Cunningham

In the vast and varied collection of the Canadian Railroad Historical Association (CRHA) at Exporail, the Canadian Railway Museum, in Delson/St Constant, Quebec, there are three special locomotives unfamiliar to Canadian eyes. Each one is an important example of its type and we are indeed lucky to have them.

From France, there was donated in 1964 SNCF 030.C.841 “Bourbonais” tender locomotive. Built in 1883 for the Compagnie de l’Ouest and fitted with Stephenson outside valve gear, she represents the typical workhorse of European railways. From England a little, but powerful, 0-6-0 tank locomotive with twin inside cylinders named Waddon. Built in 1875 for the London Brighton and South Coast Railway to work rush hour suburban trains, Waddon is the oldest locomotive in the collection. Today she is resplendent in her recently restored Victorian livery. Then, arguably the most glamorous of all three and one of a famous class of world beaters, is 60010 Dominion of Canada. She was built by the London and North Eastern Railway (LNER) in 1937 for express passenger train service. Now numbered 60010, the locomotive wears the lined Brunswick green livery of British Railways, as she did for the last of her working years.

So why is this locomotive so special and why is it here in Canada?

La collection de l’ACHF

La Dominion of Canada 60010 « Bon pour la ferraille »

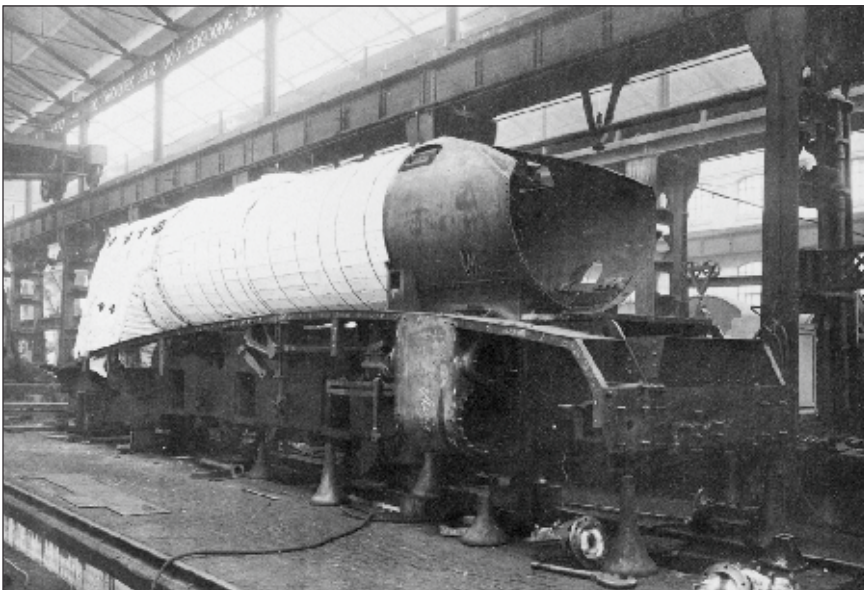
Par Peter Cunningham

Traduit en français par Denis Vallières

Parmi la vaste collection de l’Association canadienne d’histoire ferroviaire (ACHF) à Exporail, le Musée ferroviaire canadien de Saint-Constant/Delson au Québec, trois locomotives peuvent sembler inusitées aux yeux des visiteurs canadiens. Elles ont une importance pour chacun des types de locomotive qu’elles représentent et nous sommes privilégiés de les avoir en notre possession.

La France nous a fait don en 1964 de la Bourbonnais no SNCF 030.C.841, une locomotive à tender intégré. Construite en 1883 pour la Compagnie de l’Ouest et équipée d’un mécanisme de distribution extérieur Stephenson, elle constitue la bête de somme typique des chemins de fer européens. Nous avons aussi, en provenance d’Angleterre, une petite mais puissante locomotive-tender 0-6-0 avec deux cylindres intérieurs, nommée Waddon. Construite en 1875 pour le London Brighton and South Coast Railway, elle était utilisée sur les trains de banlieue pendant les heures de pointe. La Waddon est la plus ancienne locomotive de la collection. Elle est resplendissante avec sa livrée victorienne récemment restaurée. Enfin, la plus prestigieuse des trois est sans doute la Dominion of Canada no 60010, qui détient un record mondial de vitesse. Elle fut construite en 1937 pour le London and North Eastern Railway (LNER) et utilisée pour le service express de trains de passagers. La 60010 porte maintenant la livrée verte Brunswick de ses dernières années au service de la British Railways.

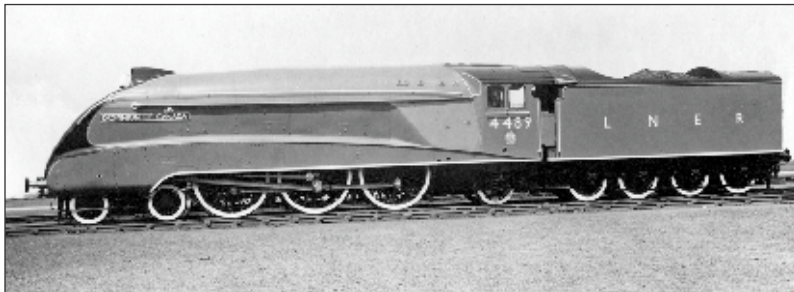
Mais pourquoi cette locomotive est-elle si spéciale et pourquoi se trouve-t-elle au Canada?



The Dominion of Canada under construction at London & North Eastern Railway’s Doncaster Works in 1936. From *Power of the A4’s* by Brian Morrison, Oxford Publishing (UK), in the CRHA Library.

Assemblage de la Dominion of Canada aux ateliers Doncaster du North Eastern Railway en 1936. Brian Morrison, FROM POWER OF THE A4’S, Publication Oxford (RU), bibliothèque de l’ACHF.

During the 1930's the sleek lines of streamline design reflected the search for higher speed and a desire for modernity. Fast cars, boats, aeroplanes and locomotives all followed this new fashion. In the competitive world of railways, this modern stylish streamlining was a marketing man's dream. In 1935 the LNER planned to introduce a new high speed train service between London and Newcastle, in the north. The train, which would be called the Silver Jubilee to mark the 25th anniversary of the accession of King George V, would make the 268 mile journey in four hours. To achieve this schedule, a completely new class of locomotive was needed. The job fell to the LNER's chief mechanical engineer, the legendary Nigel Gresley (later to become Sir Nigel Gresley). He was an experienced and innovative locomotive designer whose accomplishments included the development of Holcroft's conjugated valve gear for three cylinder engines. He and his team at Doncaster produced a new locomotive based on his own A3 Pacific design, but with enough improvements to make it sufficiently faster to do the London-Newcastle run in 4 hours without stopping. The streamlined body applied to the locomotive was inspired by a Bugatti rail car Gresley had seen in France. Because of the streamlined locomotive and skirting applied to the sleek coaches, this train was advertised as the first streamlined passenger train in England.



The A4's, as they were known, were three cylinder engines with conjugated valve gear. Two of the cylinders were outside the frames and the third one inside. To allow for a non-stop run, the tender had an unusual narrow passageway leading to a corridor connection to the rest of the train. This allowed for a relief crew to travel "on the cushions" and take over the driving and firing halfway, by walking through the tender to the locomotive. The tender was also fitted with a scoop that could be lowered into water troughs set between the rails so as to refill the water tanks on the fly. The first four locomotives designated to pull the Silver Jubilee were

Dans les années 1930, l'intérêt porté au design profilé reflétait la recherche de haute vitesse et d'une certaine modernité dans les modes de transport. Automobiles, navires, avions ou locomotives, tous suivirent cette nouvelle tendance. Dans le milieu compétitif du chemin de fer, l'aspect moderne et profilé constituait l'accomplissement d'un rêve humain. En 1935, le LNER planifiait de créer un nouveau service de train haute vitesse entre Londres et Newcastle au nord. Le train porterait le nom de Silver Jubilee afin de souligner le 25e anniversaire de l'accession au trône de George V. Il ferait le parcours des 268 milles (431 km) en seulement quatre heures. Pour réaliser ce temps, on devait créer une nouvelle classe de locomotives. Cette tâche fut confiée à l'ingénieur chef-mécanicien, le légendaire Nigel Gresley (qui plus tard devint Sir Nigel Gresley). Designer expérimenté et innovateur, il avait développé entre autres le mécanisme de distribution Holcroft pour locomotives à trois cylindres. Lui et son équipe de Doncaster ont produit une nouvelle locomotive d'après son propre design de type Pacific A3, mais avec des améliorations permettant à celle-ci de faire le parcours sans arrêt de Londres à Newcastle, et cela en moins de quatre heures. Le design profilé du corps de l'engin fut inspiré par une automotrice Bugatti que Gresley avait pu observer en France. En appliquant soigneusement ce profil sur la locomotive et en installant des jupes sur les voitures coach, on publicisa ce convoi comme étant le premier train profilé d'Angleterre.

The LNER's official photograph taken in 1937 of 4489 in Garter Blue livery with red wheels, and white rims. The name, numbers and letters as well as the trim on the valance and tender are all in Stainless steel. The photograph in the CRHA collection is autographed by (Sir) Nigel Gresley himself.

Photo officielle du LNER de la 4489, prise en 1937, dans sa livrée bleue Garter avec ses roues cerclées de blanc. Le nom, les chiffres, la bordure de la cantonnière et du tender sont en acier inoxydable. La photo, appartenant à la collection de l'ACHF, est autographiée par (Sir) Nigel Gresley lui-même.

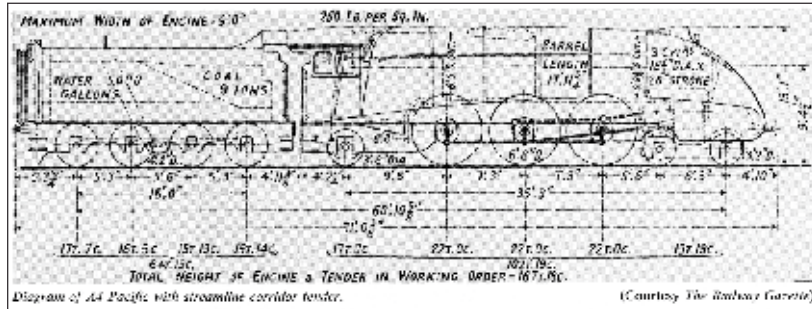
Les locomotives de la série A4 étaient des engins à trois cylindres avec un mécanisme de distribution conjugué. Deux des cylindres étaient à l'extérieur du châssis et le troisième à l'intérieur. Le tender comportait un étroit passage donnant accès au reste du train. Ceci permettait à une équipe de relève, voyageant à bord du train, de se rendre à la locomotive sans avoir à arrêter le convoi. Le tender était aussi équipé d'un appareil permettant de capter l'eau à partir de canalisations situées entre les rails, ce qui permettait de faire le plein d'eau sans avoir à arrêter le train. Les quatre premières locomotives, désignées pour tirer le Silver Jubilee,

given appropriate names: Silver Link, Quick Silver, Silver King and Silver Fox. They were painted silver and grey to match livery of the train. The rest of the A4s were to be named after British birds.

In 1937, with the success of Silver Jubilee the LNER introduced another high-speed, streamlined service from London to Edinburgh, Scotland. It was named the Coronation and five of the new A4's were assigned to this train. These locomotives, which had dark red wheels, were painted a distinctive Garter Blue to match with the blue of the train's nine passenger coaches. A decision was made that these engines assigned to this train should be named after countries that were part of the British Empire. Locomotive number 4489 had been built that year and named Woodcock, but a few weeks later was renamed Dominion of Canada. The others assigned to the Coronation were Dominion of New Zealand, Empire of India, Union of South Africa and Commonwealth of Australia. The High Commissioner for Canada, the Right Honorable Vincent Massey, and Nigel Gresley were present at the naming ceremony at Kings Cross Station in London. The 4489 had the Canadian coats of arms fixed to the cab sides and she carried a chime whistle donated by the Canadian Pacific Railway (CPR). The following day, on the inaugural run to Edinburgh, the prime minister of Canada, the Honourable W L Mackenzie-King, was one of the invited VIP's on board. The locomotive's unique Canadian connection was reinforced a few years later, when the engine was fitted with a standard locomotive bell donated by the CPR. As bells were not fitted to British locomotives, this made the Dominion of Canada an rather unique locomotive. The bell was given a prominent position carried in front of the chimney (Canadians refer to this as a smokestack).

requerent des noms appropriés : Silver Link, Quick Silver, Silver King et Silver Fox. Elles furent peintes en argent et gris pour s'harmoniser avec la livrée du train. Les autres locomotives A4 furent baptisées d'après des noms d'oiseaux de la Grande-Bretagne.

À la suite du succès de la Silver Jubilee, le LNER introduisit en 1937 un autre service de train profilé de grande vitesse entre Londres et Édimbourg en Écosse. Le train fut nommé Coronation et cinq des nouvelles locomotives A4 y furent assignées. Celles-ci furent peintes dans le même bleu distinctif Garter des neuf voitures coach et leurs roues, en rouge foncé. On décida de nommer ces engins d'après des noms de pays faisant partie de l'empire britannique. Ainsi, le nom Woodcock d'origine de la locomotive no 4489 fut changé quelques semaines plus tard pour Dominion of Canada. Les autres, assignées au Coronation, furent la Dominion of New Zealand, la Empire of India, la Union of South Africa et la Commonwealth of Australia. Le haut-commissaire du Canada à l'époque, le très honorable Vincent Massey, ainsi que Nigel Gresley étaient présents au baptême de ces locomotives à la gare de King Cross à Londres. On installa les armoiries canadiennes sur la 4489 en plus d'un sifflet offert par le Chemin de fer du Canadien Pacifique (CPR). Le lendemain, l'honorable W.L. Mackenzie King, premier ministre du Canada, fut invité à monter à bord du train à l'occasion du parcours inaugural vers Édimbourg. La particularité de cette locomotive qui la liait avec le Canada fut renforcée quelques années plus tard par l'ajout d'une cloche, don du CPR. Celle-ci, à l'allure proéminente, placée devant la cheminée, faisait en sorte que la Dominion of Canada se distinguait du standard des locomotives britanniques.



CRHA Archives.

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TABLE VI—A4 NUMBERS AND NAMES UNDER BRITISH RAILWAYS

B.R. No.	Name
60001	Sir Ronald Matthews
02	Sir Murrough Wilson
03	Andrew K. McCosh
04	William Whitelaw
05	Sir Charles Newton
06	Sir Ralph Wedgwood
07	Sir Nigel Gresley
08	Dwight D. Eisenhower
09	Union of South Africa
10	Dominion of Canada
11	Empire of India
12	Commonwealth of Australia
13	Dominion of New Zealand
14	Silver Link
15	Quicksilver
16	Silver King
17	Silver Fox
18	Sparrow Hawk
19	Bittern
20	Guillemot
21	Wild Swan
22	Mallard
23	Golden Eagle
24	Kingfisher
25	Falcon
26	Miles Beevor
27	Merlin
28	Walter K. Whigham
29	Woodcock
30	Golden Plover
31	Golden Plover
32	Gannet
33	Seagull
60034	Lord Farinodon



The A4's were speed machines and during one of the trial runs for the Coronation service in June of 1937, the Dominion of Canada reached a speed of 109 miles per hour. When new, she was fitted with a single chimney and blast pipe; later A4's were fitted with a double chimney and Kylechap exhaust that improved their steaming qualities. Because of these high speeds run by the train and the large amount of traffic sharing the same rails, the LNER needed to improve their brake systems and many tests were held to this end. It was during one of these brake test runs that 4468 Mallard equipped with the Kylechap exhaust attained an unbeaten official world speed record for steam traction of 126 miles per hour.

Dominion of Canada gets to grips with the Coronation express on the climb to Potters Bar in her first year of service. The distinctive Canadian Pacific locomotive bell was not fitted until 1938. CRHA Archives.

C'est sa première année de service et la Dominion of Canada, en tête de l'express Coronation, s'attaque à la rampe ascendante de Potters Bar. La cloche offerte par le Canadien Pacifique ne sera installée qu'en 1938. Archives ACHF.



Après la Deuxième Guerre mondiale, le réseau ferroviaire britannique fut nationalisé et la locomotive no 4489 reçut un nouveau numéro, le 60010, en plus du lettrage légendaire du British Railway inscrit sur les flancs de son tender. Ici, en avril 1949, elle est en tête de l'express de Londres. Les jupes, qui couvrent partiellement les roues, ont été retirées pendant la guerre afin d'accélérer l'entretien, mais on aperçoit encore la cloche du CPR. C'est huit ans plus tard que le système d'échappement Kylechap et la double cheminée obligeront à retirer celle-ci. Archives ACHF.

On the 15th of June 1937 at Kings Cross station 4489 is officially named Dominion of Canada. Gresley stands in the doorway and the Hon Vincent Massey leans from the window, beneath him under the number, the Canadian Coats of Arms. CRHA Archives.

La locomotive no 4489 est officiellement nommée Dominion of Canada à la gare Kings Cross en ce 15 juin 1937. Gresley est debout dans l'accès de la gare et l'honorable Vincent Massey est installé à la fenêtre, en dessous de laquelle on remarque le numéro de l'engin et les armoiries du Canada. Archives ACHF.

Les locomotives A4 étaient des engins rapides; pendant les essais pour le service de la Coronation, en juin 1937, la Dominion of Canada atteignit une vitesse de 109 milles à l'heure (175 km/h). Neuve, elle était équipée d'une simple cheminée et d'un d'échappement standard, mais plus tard on installa sur les A4 une double cheminée et un nouvel échappement de type Kylechap afin d'augmenter leur capacité de production de vapeur. La grande vitesse du train et la densité des convois qui partageaient les mêmes rails obligèrent la LNER à tester les systèmes de frein. C'est lors d'un ces essais que la Mallard no 4468, équipée d'un échappement Kylechap, atteignit la vitesse de 126 milles à l'heure (208 km/h), un record mondial jamais égalé pour un engin à vapeur.



After World War 11 Britain's rail system was nationalised and 4489 received a new number, 60010, and the legend British Railways on the tender side. Here she is on a Leeds to London express in April 1949. The valances, that partially covered the wheels, were removed during the war to help speed up maintenance, but she still carries the CPR bell. It would be another eight years before the Kylechap exhaust and double chimney would mean its removal. CRHA Archives.

All of these features and qualities go to make Dominion of Canada a very special locomotive with an important place in the history and development of the steam locomotive, and therefore a very valuable addition to the museums collection.

So just how did this thoroughbred speed machine come to be in Canada?

The years of the Second World War put an end to record breaking and high speed luxury trains. The LNER, along with it's rivals, were all nationalized in 1948 and thus became constituent parts of British Railways (BR). In 1952, Dominion of Canada, now numbered 60010, was given the new BR green standard passenger locomotive livery. Five years later she was fitted with a double chimney and Kylechap exhaust. This improved her steaming, but required the removal of the distinctive CPR bell. By the 1960's, in the United Kingdom, the age of the diesel and the electric locomotive had dawned and steam was waning. In May of 1965, after 28 years of railway service and 1,378,867 miles on the clock, the 60010 had her boiler condemned. She was, as a BR memo starkly put it, "Withdrawn, to be sold for scrap."

Toutes ces performances et ces qualités firent de la Dominion of Canada une locomotive exceptionnelle occupant une place importante dans l'histoire et le développement des engins à vapeur, en plus de constituer une précieuse acquisition pour la collection du musée.

Alors, comment cette machine de grande vitesse se retrouva-t-elle au Canada?

La Deuxième Guerre mit fin aux records de vitesse et aux trains luxueux. Le LNER et ses rivaux furent nationalisés en 1948 et constituèrent le British Railways (BR). En 1952, la Dominion of Canada, renumérotée 60010, reçut la nouvelle livrée des locomotives pour trains passagers du BR. Cinq ans plus tard, elle fut équipée d'une double cheminée et d'un échappement Kylechap. Ceci améliora sa production de vapeur, mais l'obligea à se départir de sa cloche, don du CPR. Pendant les années 1960, on vit apparaître dans le Royaume Uni des locomotives diesels et électriques, tandis que le nombre de locomotives à vapeur ne cessait de décroître. En mai 1965, après 28 ans de service et plus de 1,378,867 milles (2,218,968 km) au compteur, la chaudière de la 60010 fut condamnée. La locomotive fut alors étiquetée par la BR « Bon pour la ferraille ».

Withdrawn, to be sold for scrap. She makes a sorry sight in this photo taken 18th August 1967. With her boiler condemned 60010 was withdrawn from service and used as a donor locomotive for parts to help keep the last few A4's going, but with the intervention of the CRHA she was spared the cutters torch and moved to Crewe works for cosmetic restoration. CRHA Archives.

Retirée pour la ferraille. Elle a une allure piteuse sur cette photo prise le 18 août 1967. Sa chaudière condamnée, la 60010 fut retirée du service et conservée pour ses pièces afin de maintenir en service les dernières A4. Cependant, grâce à l'intervention de l'ACHF, elle fut sauvée de la torche des ferrailleurs et amenée aux ateliers de Crewe pour une restauration cosmétique.



Une restauration presque terminée à l'intérieur des ateliers de Crewe en 1967. Ce cliché nous montre le tender avec corridor dans sa livrée verte BR Brunswick. La petite ouverture vitrée en arrière permet à la lumière naturelle d'accéder à l'étroit passage. Cette restauration est un témoignage envers la ténacité du Dr Robert Nicholls, de l'ACHF, qui a coordonné la levée de fonds et obtenu le transport gratuit du véhicule vers le Canada, et envers la grande générosité de la firme Tate and Lyle, qui a fourni la part du lion en ce qui concerne le financement du projet. Archives ACHF.

Inside Crewe works in 1967 with the restoration almost complete. This view shows the distinctive corridor tender and the beautifully lined out BR Brunswick green livery. The small porthole at the back provided natural light to the narrow corridor. It is a testament to the tenacity of Dr Robert Nicholls of the CRHA who co-coordinated the fund raising to pay for all this, as well as securing free shipping and transportation to Canada, and the generosity of firms like Tate and Lyle who donated the lions share. CRHA Archives.

While waiting to be cut up, the 60010 stood on the scrap lines outside Darlington shed acting as a parts donor to the few A4's still in service. [The last A4 to be operated by BR ran in September 1966.] As fate would have it, her Canadian connection proved to be the reason for her salvation.

On hearing of 60010's imminent demise, Dr Robert Nicholls, the President of the CRHA at that time, contacted the British Railway Board and asked them if, in view of the locomotive's ties with the country, they make a gift of her to the people of Canada. As Canada would be celebrating the 100th anniversary of confederation in 1967, he pointed out that this gift would be a fitting gesture to mark such an important milestone in the history of one of Britain's staunchest allies. The BR Board agreed that this was a splendid idea and a more fitting end to the 60010's career. The Board, however, was not ready to cover the costs of restoring the locomotive to exhibition standards. Dr Nicholls would have to find a sponsor for this work to be done to BR standards at its facilities.

So, thanks to the CRHA, 60010 was spared the cutting torch and moved to Crewe works (the Doncaster works had closed by this time) where the restoration was to take place. Over the next few months Dr Nicholls worked tirelessly at finding sponsorship to cover the costs involved. Tate and Lyle, the large British sugar corporation who owned Redpath – the largest Canadian sugar company – agreed to step in with financial assistance, as indeed did many other smaller British companies with Canadian connections. By April 5, 1967, Dominion of Canada emerged from Crewe works resplendent in a new coat of BR green livery and was ready for her longest single journey. She was moved down to London and there craned aboard the Canadian Pacific Steamship Lines MV Beaverok. In an act of generosity, the Port of London Authority, CP Steamship Lines and

En attente pour être démantelée sur une voie à l'extérieur du hangar de Darlington, la 60010 fournissait des pièces aux quelques A4 encore en service, dont la dernière a été retirée du BR en septembre 1966. Mais le destin a sauvé la 60010 grâce à son lien avec le Canada.

Informé de la fin éminente de la 60010, le Dr Robert Nicholls, président de l'ACHF à ce moment-là, communiqua avec le conseil d'administration de la British Railway pour que la locomotive puisse être donnée au peuple canadien, vu le lien que celle-ci avait avec notre pays. Il leur proposa de faire ce geste à l'occasion du centenaire de la Confédération de 1967, et aussi, pour constituer un jalon historique envers un fidèle allié de la Grande-Bretagne. Le BR apprécia cette idée d'une fin de carrière plus appropriée pour la 60010. Par contre, son conseil d'administration n'était pas prêt à couvrir les frais de restauration de la locomotive selon les standards d'exposition. Le Dr Nicholls devait donc trouver un commanditaire pour financer ces travaux qui devaient se dérouler aux installations du BR.

Ainsi, grâce à l'ACHF, la 60010 fut épargnée des torches des ferrailleurs et déplacée vers les ateliers de Crewe (les ateliers de Doncaster étant fermés), où eut lieu sa restauration. Pendant les mois qui suivirent, le Dr Nicholls travailla sans relâche à la recherche de commanditaires pour couvrir les coûts du projet. La grande entreprise britannique de production de sucre Tate and Lyle, qui possédait la compagnie Redpath, la plus grande entreprise du genre au Canada, accepta d'appuyer financièrement le projet, à l'instar d'autres entreprises britanniques plus modestes mais ayant aussi des liens avec des compagnies canadiennes. Le 5 avril 1967, la Dominion of Canada émergea des ateliers Crewe, resplendissante dans la livrée verte BR rafraîchie, prête pour le plus long parcours de sa carrière. Elle fut déplacée d'abord vers Londres, puis embarquée à bord du navire de la Canadian Pacific Steamship Lines, le MV

The Dominion of Canada on the deck of the M.V. Hercules after being lifted from the hold of the Canadian Pacific freighter on April 24, 1967. CRHA Archives, Fonds Angus.

La Dominion of Canada sur la plateforme du M.V. Hercules après avoir été retirée du cargo du Canadien Pacifique en ce 24 avril 1967. Archives ACHF, Fonds Angus.



the Montreal Harbour Board all waived their fees and charges for all the handling and transportation of 60010. On April 10th, Mr. John Ratter, on behalf of the British Railways Board, handed over the gift to Mr. Geoffrey Murray, acting High Commissioner of Canada, at Tate and Lyle's refinery at Plaistow wharf.

On April 24, 1967, the 60010 arrived in Montreal. After movement to the CHRA museum in Delson/St Constant, there was an official handover ceremony on Saturday June 3rd with Sir Henry Linott, the British High Commissioner, representing the British Government and the British Railway Board, and Dr Robert Nicholls for the Canadian Railroad Historical Association. She has been on display there for over 40 years in Building 5.

Beaveroak. Dans un esprit de grande générosité, les autorités du port de Londres, le CP Steamship Lines et l'administration du port de Montréal absorbèrent les coûts des transbordements et du transport. Le 10 avril suivant, au quai Plaistow de la raffinerie Tate and Lyle, M. John Ratter, au nom du conseil d'administration du British Railway, remit le présent à M. Geoffrey Murray, représentant du haut commissariat du Canada.

La 60010 arriva à Montréal le 24 avril 1967. Le samedi 3 juin, une cérémonie officielle eut lieu au musée de l'ACHF à Delson/St-Constant en présence du haut commissaire, Sir Henry Linott, représentant le gouvernement de la Grande-Bretagne et le conseil d'administration du British Railway, ainsi que du Dr Robert Nicholls pour l'Association canadienne d'histoire ferroviaire. La locomotive est en montre maintenant depuis plus de 40 ans à l'intérieur de l'édifice 5.



A gleaming 60010 coupled to idler flat cars was photographed in CPR's St. Luc yard on April 27, 1967. R.S. Ritchie.

Une 60010 étincelante accouplée à un wagon plat, photographiée dans la cour St-Luc, le 27 avril 1967. R.S. Ritchie.

Donald Angus photographed the Dominion of Canada on arrival at the Canadian Railway Museum in the final days of April, 1967. Note the wooden steps ready to make the cab accessible to visitors! CRHA Archives, Fonds Angus.

Donald Angus a photographié la Dominion of Canada lorsqu'elle arriva au Musée ferroviaire canadien à la fin d'avril 1967. À noter, l'escalier de bois donnant aux visiteurs l'accès à la cabine! Archives ACHF, Fonds Angus.



I once overheard a visitor on first seeing 60010 exclaim, “Wow, this engine looks like it’s going fast just standing still”. I think you will agree that we are indeed very fortunate to have such an important and impressive locomotive in our national collection and that the CRHA should feel justifiably proud of saving her from the cutting torch. I hope now that you know a little more of her history, you will appreciate Dominion of Canada all the more on your next visit to Exporail.

J’ai entendu un jour un visiteur s’exclamer en voyant la 60010 : « Ha! Cet engin semble rapide même en ne bougeant pas ». Je crois que vous serez d’accord pour affirmer que c’est un grand privilège de posséder cette importante et impressionnante locomotive dans notre collection nationale. LACHF doit se montrer fière de l’avoir sauvegardée. Maintenant que vous en savez un peu plus sur son histoire, vous apprécierez sûrement davantage la Dominion of Canada lors de votre prochaine visite à Exporail.



The Dominion of Canada as photographed in October 2009 inside Exporail’s building number 5. She is one of the main attractions at Exporail! Peter Murphy.

La Dominion of Canada photographiée en octobre 2009 à l’intérieur de l’édifice 5 d’Exporail. Elle constitue une attraction majeure du musée! Peter Murphy.

The late Al Will rode either the first, or a very early trip on the ‘Coronation’ between London’s King Cross Station and Scotland. This 12 page pamphlet was handed out to the passengers, the odds that the Dominion of Canada would grace the cover were 1 in 34! Stan Smaill collection.

Le regretté Al Will a voyagé à bord d’un des premiers parcours, sinon le premier, du Coronation entre la gare King Cross et l’Écosse. Cette brochure de 12 pages était remise aux passagers. La chance que la couverture soit illustrée par la Dominion of Canada était de 1 sur 34! Collection Stan Smaill.



Dominion of Canada continued on page 247

Stan's Photo Gallery

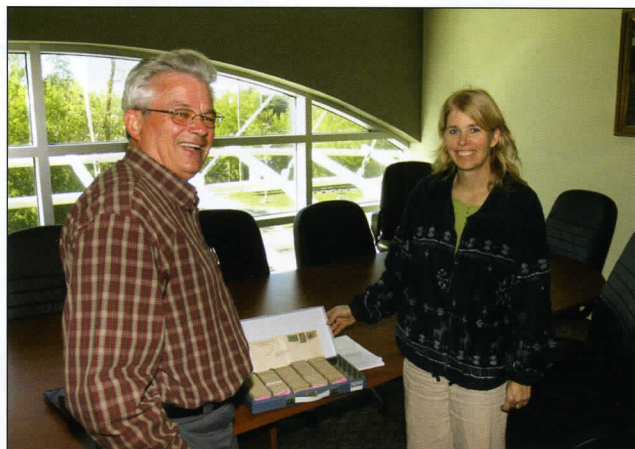
November - December, 2009

By Stan Smaill

French Version Michel Lortie

William Stannard recently donated his collection of railway slides to the CRHA Archives at Exporail, creating the Stannard Fonds. Bill resided in Montreal West, a friend and contemporary of fellow rail enthusiasts Stephen Cheasley, Paul McGee, Forster Kemp and Bill Pharoah. From the 1950s Bill was active in the CRHA. He was a principal participant on the site search committee which investigated possible locations for the Canadian Railway Museum prior to the Delson / Saint-Constant site being chosen. He lived in the transition era of the 1950s when Canada's railways were dieselising and tramway systems were being abolished in favour of busses. Thus, it is not surprising that many of the Stannard images in this gallery are at or near Montreal West.

This Photo Gallery is dedicated to the memory of CPR agent Guy Desy and CPR Transferman Leopold Leduc - both long time legendary Canadian Pacific employees at Montreal West station.



Bill Stannard is all smiles, as is Exporail Archivist Josee Vallerand, as the Stannard slide collection becomes the Fonds Stannard thanks to Bill's recent donation of his images to the CRHA. Jean-Paul Viaud.

Bill Stannard, à gauche, est tout sourire alors qu'il remet sa collection à notre archiviste, Josée Vallerand, créant ainsi le fonds Stannard. Photo Jean-Paul Viaud.

Introducing Bill Stannard:

In the summer 1955 I had completed a year as a CNR office boy and found myself with two weeks holidays and passes good for 1500 miles of travel. I found I could just make it to St John's, Newfoundland with a ride the Newfie Bullet!! So off I went, stopping first at the Nova Scotia coal roads in Springhill, Sydney, North Sydney, and Louisburg. Then it was over to the island and narrow gauge.

There was The Bullet, with twin 2-8-2s on the head end and maybe a dozen miniature-looking cars. I spent most of the trip hanging out the vestibule door. It was the only train I've ever ridden that regularly went six directions all at once: north, east, south, west, up and down! Life inside the train was as much fun as the country and railroading outside. It was one big party the whole

Les photos de Stan

novembre – décembre, 2009

Par Stan Smaill

Traduction française de Michel Lortie

William Stannard a récemment fait don de son imposante collection de diapositives aux archives de la SCHF et du musée Exporail, créant ainsi le fonds Stannard. M. Stannard est un membre actif de la SCHF depuis le début des années cinquante. Il participa activement à la construction du musée et, comme résidant de Montréal-Ouest, il se trouva aux premières loges à l'époque pour observer la transition des chemins de fer de la vapeur au diesel et l'abandon du système des tramways. De nombreuses photos de cette exposition furent d'ailleurs prises dans la région immédiate de Montréal-Ouest.

M. Stannard désire dédier cette exposition à la mémoire de Guy Desy, agent de la compagnie CP, et de son collègue Léopold Leduc, bagagiste, qui furent durant de nombreuses années des piliers de la gare de Montréal-Ouest du CP.

Bill Stannard... par lui-même

À l'été de 1955, après un an de travail au Canadien National comme commis de bureau, je me retrouvai avec deux semaines de vacances ainsi que 1500 milles de voyage gratuit sur le chemin de fer. Parfait pour un aller retour jusqu'à St John's, Terre-Neuve! Prendre le fameux « Newfie Bullet »... Je suis donc parti, en faisant des arrêts en cours de route en Nouvelle-Écosse à Springhill, Sydney, North Sydney et Louisbourg afin de visiter les chemins de fer des mines de charbon de cette région. Et puis, en route pour l'île et le chemin de fer à voie étroite!

L'illustre train était bien là, avec deux locomotives de type Mikado 2-8-2 et une douzaine de wagons passagers de petite taille. Je fis une bonne partie du trajet sur la plateforme du vestibule de mon wagon; ce train est le seul où j'ai eu la sensation de me faire secouer

way, like only Newfoundlanders can party. Hum... I wonder what happened to that cute little student nurse, what was her name?

On the way home I stopped at Grand Falls to ride the Botwood paper train as the only passenger in an open platform combine. Leaving Grand Falls the conductor and brakeman climbed on as we pulled out of the yard, nodded at me, sat down and both fell asleep. On the return trip the conductor inquired why was this mainlander riding to Botwood and back in one day? Finally I asked, "By the way, what do I owe you for the trip?" His reply was, "Owe??? Why no-one ever pays on this train."

Some memories of CRHA streetcar trips in Montreal. On the 1953 excursion with Birney car 200, we were stopped at a traffic light when a truck came up behind us and very lightly bumped into the Birney. Was he ever surprised when the whole carload of passengers leapt up as one man, some rushing to the back of the car, others jumping out the door to examine the damage. Pictures were taken, license number recorded, fists waved. The poor truck driver didn't dare face us; he sat staring out his side window and, when the light turned green, sped down the side street. His helper risked a glance and saw us all standing in the street laughing. I doubt if he ever figured out what that was all about, but I bet he never stopped less than ten feet behind a streetcar again.

August 1958 saw the excursion on MTC 1046 in its old Montreal, Park and Island colours. Half the fun of that trip was the reactions of people as we went by. Other streetcars would approach us and the motormen would all do a double take, the younger men getting the most puzzled looks on their faces, but the older ones would break into giant grins, reach up and make like they're pulling a whistle cord. Of course, we replied with a "toot, toot" on car 1046's interurban style air whistle and, by the look on their faces, we made their day!

I especially remember two occasions where we met the general public. We were stopped at a traffic light waiting to turn right. Two teen-aged girls were on the sidewalk, waiting and chatting. When the light changed they started across without looking so we pulled right up behind them and went, "TOOOOOOT". I'd swear they both went about a foot straight up in the air and ran for the sidewalk, hugging each other as the orange monster went by. In Lachine we wyeed the car in front of a tavern and, of course, we were tooting away. Well you never saw a tavern empty so quickly. Oh yes, we had fun.

I hope you enjoy these few photos that Stan has selected as much as I enjoyed taking them! Bill Stannard

de droite à gauche, de haut en bas et d'avant en arrière ! La vie à l'intérieur du train était aussi amusante que le paysage à l'extérieur : ce fut tout le long du trajet un gigantesque party, comme seuls les Terre-Neuviens peuvent en faire. À propos, je me demande encore ce qu'il est advenu de la gentille petite étudiante infirmière que j'avais rencontrée... et dont, malheureusement, j'ai oublié le nom!

Sur le chemin du retour, je me suis arrêté à Grand Falls pour faire le trajet sur le train de la papetière Bothwood. J'étais le seul passager sur la plateforme d'un antique wagon. À la sortie de la gare, le conducteur et le serre-frein sont montés me saluer, puis se sont endormis. Au retour, le conducteur m'a demandé pourquoi un type venant du continent désirait tant faire ce trajet aller retour le même jour... J'ai voulu payer mon passage, mais il m'a répondu que ce train était gratuit.

J'ai aussi de bons souvenirs des excursions en tramway de la SCHF dans les rues de Montréal. En 1953, lors d'une excursion à bord du tramway 20 de type Birney, nous étions arrêtés à un feu rouge quand un camion vint frapper légèrement l'arrière du tramway. Quelle ne fut pas la surprise du conducteur du camion de voir débarquer tout le groupe de passagers qui examinaient les dommages... Prise de photos, examen du permis de conduire, il crut que nous allions lui faire un mauvais parti. Il se dépêcha de fuir aussitôt qu'il le put. Son passager se retourna... pour nous voir rire aux éclats de cette aventure. Quant au camionneur, je crois qu'il fit bien attention ensuite de se tenir loin des tramways.

En août 1958, nous avons fait une randonnée à bord du tramway 1046 dans le Vieux-Montréal. Ce véhicule portait toujours les anciennes couleurs du Montreal Park & Island. Le plus grand plaisir de ce voyage : observer la réaction des passants à la vue de ce tramway hors de l'ordinaire. Les conducteurs des autres trams semblaient perplexes, mais les plus âgés affichaient un sourire de reconnaissance; certains faisaient le geste de tirer la corde d'un sifflet et nous leur répondions par un « toot toot » avec le nôtre, ce qui leur faisait bien plaisir.

Je me souviens également de deux occasions où nous avons eu affaire au public. Un jour, alors que nous étions arrêtés à un feu et que nous attendions le vert pour tourner à droite, deux jeunes filles attendaient aussi pour traverser, tout occupées à parler ensemble. Elles se sont engagées sans regarder. Nous leur avons alors envoyé un long « tooooooot » qui les a fait sursauter et courir vers le trottoir alors que le monstre orange passait. Une autre fois, rendus à Lachine, nous avons tourné le tramway en utilisant la voie en « Y »; cette voie était située devant une taverne et lorsque nous avons, encore une fois, utilisé notre sifflet, tous les occupants du débit de boisson se sont précipités à l'extérieur. Ce fut bien drôle!

J'espère, sincèrement, que les photos sélectionnées par mon ami Stan sauront vous plaire autant qu'il me fut agréable de les prendre! Bill Stannard



Passenger Extra CNR 6256 West is on the move from CPR's Montreal West Station with an advance section of Montreal-Toronto pool train No.15 in this mid-fifties view. Just over four miles west of Montreal West at Dorval, 6256 will attain the metals of the then-CNR Cornwall Subdivision via the CPR-CNR interchange, sometimes called the 'Pool Track', for the balance of Advance 15's trek to Toronto. In 2009, the 'Pool Track' was dismantled to make way for the reconstruction of the Dorval highway interchange near the Pierre Trudeau International Airport. A new CP-CN connection has been built near Pine Beach connecting the CP Vaudreuil Sub with the present day CN Kingston Sub. All photos, CRHA Archives, Fonds Stannard.

Sur cette photo datant du milieu des années cinquante, on peut voir le convoi de passagers du CN extra 6256 passant devant la gare de Montréal-Ouest. Ce train faisait partie de la première section du rapide Montréal-Toronto, partagé par le CN et le CP. Quelques milles plus loin, ce train passera des rails du CP à ceux de la subdivision Cornwall du CN près de la gare de Dorval pour continuer sa route vers Toronto sur les voies du CN. La connexion entre les deux réseaux fut démantelée en 2009 pour faire place à la construction d'une autoroute vers l'aéroport. Il y a maintenant une connexion entre les subdivisions Vaudreuil du CP et Kingston du CN près de la gare de Pine Beach. Toutes les photos proviennent du fonds Stannard des Archives de la SCHF.

Once again the 'Pool', once again a CNR 4-8-4, this time U2G 6206 on Advance 15 running as a Passenger Extra circa 1954 at the overhead crossing between the CPR's Winchester and Adirondack Subdivisions. Located at mile 0.55 of CP's Winchester Subdivision, the overhead bridge crossing replaced a lower level diamond crossing at grade when the CPR relocated its passenger main line to a more northerly alignment skirting the perimeter of the new Sortin Yard opened in 1913. Messrs. Ron Ritchie and Mike Leduc, this one's for you!



De nouveau, voici le train commun CN/CP, cette fois avec la U2G 4-8-4 6206 en 1954. Il franchit le viaduc au croisement des voies des subdivisions Winchester et Adirondack. Ce viaduc remplace un ancien croisement à niveau entre ces deux lignes. Il fut construit lorsque le CP relocalisa sa voie principale un peu plus au nord afin d'éviter la gare de triage Sortin, inaugurée en 1913. Cette photo plaira sûrement à Ron Ritchie et Mike Leduc!



CPR 'High Pressure' P2g Mikado 5415 is on the North Junction Lead at Montreal West Station returning to St-Luc Yard with a 'caboose hop'. The 5415 was assigned to Farnham as late as December 1952 and the sight of a P2 on a move from the mid-fifties shows is somewhat unusual. Perhaps what we are looking at is a Farnham Division pool crew that operated a passenger extra from Farnham to Montreal and will return to Farnham with a freight train.

La P2G Mikado 5415 du CP se trouve sur la voie de jonction nord de la gare de Montréal-Ouest, avec un fourgon de queue. Cette loco était normalement rattachée à Farnham, ce qui rend cette photo un peu spéciale. On peut imaginer qu'elle était arrivée de Farnham avec un train passagers et devait y retourner avec un train de marchandises.



On the South Junction Lead, near Montreal West in 1954, Bill was fortunate enough to lens CPR K1A class 4-8-4 3100 with outbound train 40 for Saint John, New Brunswick. Northern type 3100 and sister 3101 had spent their career up to this time as the regular motive power for CP's overnight passenger service between Montreal and Toronto. Bumped off this service by diesels in the early fifties, both KIA's were used briefly on trains 39 and 40 between Montreal and Megantic, Quebec. Again displaced by diesels, the two 4-8-4's were converted to oil firing and ended their working lives in freight and passenger service out of Winnipeg. Amazingly, both CP Northern's were preserved. The 3100 is at Ottawa's Canada Museum of Science and Technology and 3101 at Ipsco Park in Regina, Saskatchewan.

Sur la voie de jonction sud près de Montréal-Ouest en 1954, la K1A 4-8-4 3100 du CP est en tête du train 40 en direction de Saint-Jean, Nouveau-Brunswick. Les deux locomotives de type Northern étaient auparavant régulièrement utilisées sur le train de nuit entre Montréal et Toronto. Lorsqu'elles furent remplacées par des diesel, on les affecta aux trains 39 et 40 entre Montréal et Mégantic. Puis, de nouveau remplacées par d'autres diesel, elles furent envoyées à Winnipeg où, après avoir été converties au chauffage au pétrole, elles finirent leur vie utile à tracter des convois de passagers et de marchandises à partir de cette ville. Curieusement, les deux seules Northern du CP ont été préservées, la 3100 au Musée de la science et de la technologie à Ottawa, et la 3101 au parc Ipsco à Regina, Saskatchewan.

Foster, Quebec is the location of this marvellous Stannard image from 1954 which features a CPR Montreal to Sherbrooke main line passenger train, powered by one of CP's 1800 series EMD E8's. In the clear, on the Drummondville Subdivision, D10h 1104 has an all wood consist in tow, including an RPO and coach. When the Sherbrooke train leaves, the 1104 will head south for Knowlton, Enlaugra and her objective terminal of Sutton on the CPR Newport Subdivision. CRHA President Steve Cheasley used these CPR Sherbrooke locals in the E8 era to access a summer job at a Lake Mephremagog resort. Steve, this one's for you!

Cette belle photo, prise par Bill Stannard à Foster au Québec en 1954, nous montre le train de passagers Montréal-Sherbrooke arrêté sur la ligne principale avec une diesel de type E-8 du CP, alors que sur la voie de la subdivision Drummondville, la 1104, une D10h est en attente avec un train composé entièrement de wagons en bois. Après le départ du train de Sherbrooke, la 1104 amènera son train en direction sud vers Knowlton, Enlaugra et son terminus à Sutton. Le président de la SCHF, Steve Cheasley, utilisait ce train alors qu'il était étudiant et se rendait à son travail d'été au lac Mephremagog. J'espère qu'il aimera cette photo!





Between Valois and Strathmore on the CNR Cornwall Sub, U4a 4-8-4 6403 is westbound with what might be an Advance 15 running passenger extra as was the operating practice with these services. Having these trains run passenger extra allowed the extra sections of this service to run ahead of the regular published schedules. Note the Imperial Esso gas station in the background beyond the CPR main line in this circa 1954 view.

Entre Valois et Strathmore, une U4a 4-8-4 du CN amène en direction ouest un train qui pourrait être la section avancée du convoi 15. Faire circuler une section avancée de ces trains en surplus était une pratique commune à l'époque, car ils étaient très achalandés. Cette photo date de 1954.



At McAdam, New Brunswick, Bill found CPR P1d 2-8-2 5108 beside the water tank in July 1955. The CPR had 265 P1 Mikados that were used all across the CPR system in all services including passenger operations on the Kootenay and Kettle Valley Divisions. Locomotive 5108 was retired in December 1959, four years after this Stannard photo was made. Unfortunately, no P1's were saved.

À McAdam, Nouveau-Brunswick, Bill a photographié cette Mikado 2-8-2 P1d 5108 près d'un château d'eau en juillet 1955. Le CP utilisa 265 Mikados de type P1, partout sur son réseau, même en service passagers, notamment dans les divisions Kooteney et Kettle Valley. La 5108 fut retraitée en décembre 1959, soit quatre ans après cette photo; malheureusement, aucune P1 n'a survécu.



Perhaps the most intriguing view in my perusal of the Stannard photos is this view of CPR 4-4-0 136 at Cumberland Bay, New Brunswick on the Norton-Chipman Branch. Engineer Johnny Myers has his sights set on the section forces unloading cinder ballast from the Hart convertible gondola. Rail enthusiasts by the score flocked to CP's Norton-Chipman branch in the fifties to savour railroading's old ways, but this Stannard image is the first photo this editor has seen of one of the famous 4-4-0's in work train service.

L'une des photos qui m'a le plus impressionné en regardant la collection Stannard est celle-ci, qui nous montre la 4-4-0 136 du CP à Cumberland Bay, Nouveau-Brunswick. Le conducteur de la loco regarde une équipe d'entretien déchargeant du ballast d'un wagon tombereau. De nombreux amateurs sont venus sur cet embranchement – Chipman-Norton du CP – pour prendre en photo ces petites 4-4-0, qui rappelaient les débuts des chemins de fer. Mais c'est la première photo que je vois où une de ces locos est en tête d'un train d'entretien de la voie.

Meet at Windsor! Windsor, Nova Scotia that is. In this view from Bill's memorable July 1955 trip to the Maritimes and Newfoundland, a DAR G2s 4-6-2 is just exiting the street running trackage in Windsor in route to Truro. In the clear at Dominion Atlantic's Windsor station is sister G2u 2627 with the Halifax train that Bill was riding. Within four years steam operation on CP's "Land of Evangeline Route" would be but a memory. Budd RDC's replaced the full service first class trains that were a classic fixture in Nova Scotia's Annapolis Valley and French Shore region between Halifax and Yarmouth. Note that both Pacifics have the unique D.A.R. crest on their tenders.

Une rencontre à Windsor, Nouvelle-Écosse. Ces photos, prises lors du mémorable voyage de Bill dans la région des Maritimes et à Terre-Neuve, nous montre un convoi du Dominion Atlantic avec en tête la loco G2 4-6-2 en train de quitter les voies installées dans les rues de la ville de Windsor. Elle est probablement en tête d'un convoi mixte en direction de Truro. À la gare, on peut voir le train en attente avec la loco G2u 2627 et le train en provenance de Halifax à bord duquel se trouvait Bill. Quatre années plus tard, ces locos vapeur ne seront plus qu'un souvenir; elles seront remplacées par des automotrices Budd RDC. À noter : bien que propriété du CP, ces locos abordent toutes deux, sur leur tender, l'écusson distinctif du chemin de fer Dominion Atlantic.





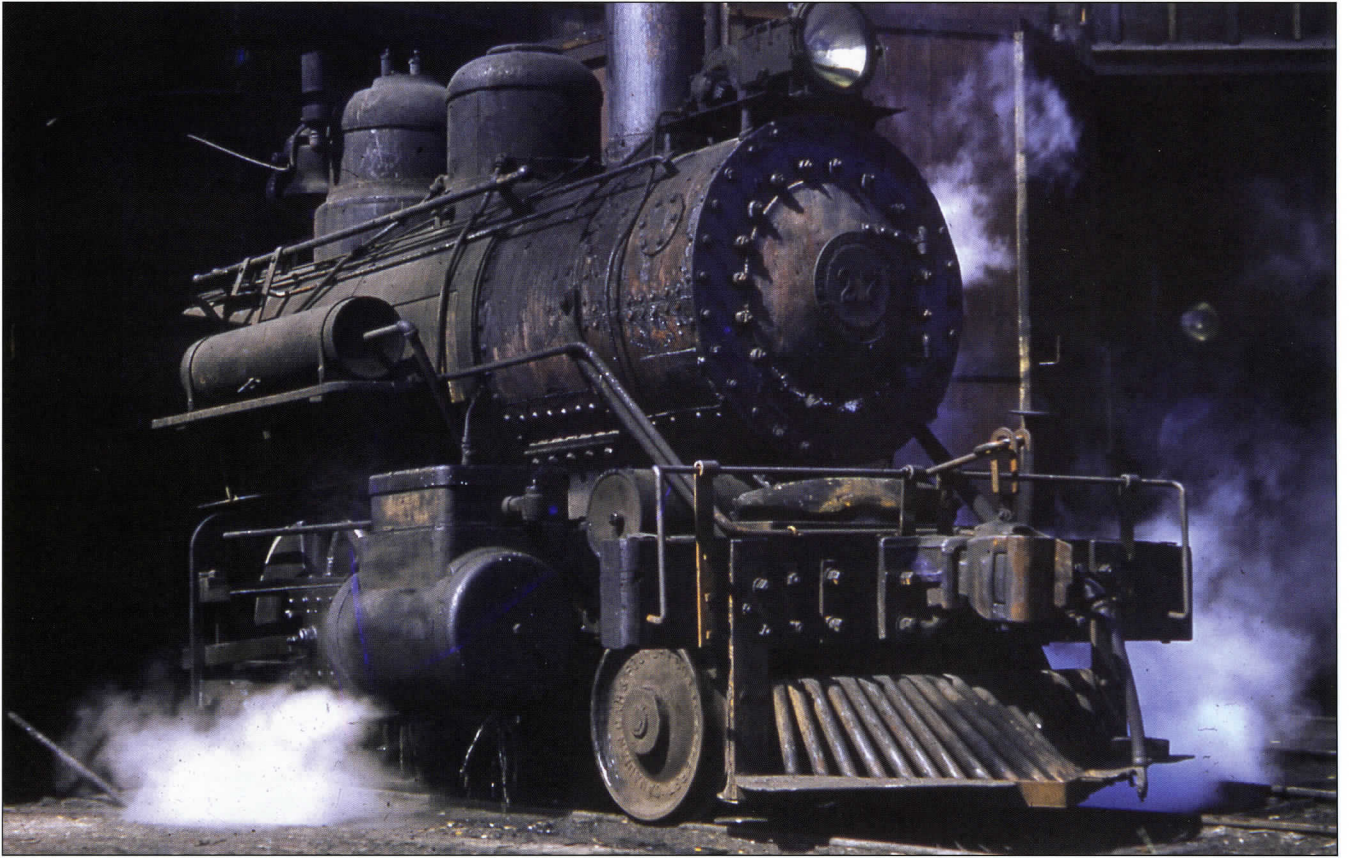
As he states in his introduction to this gallery, Bill's 1955 epic trip "down east" included the Nova Scotia "coal roads". Among the properties Bill inspected was the Cumberland Railway and Coal Company which operated between Springhill Junction and Parrsboro, Nova Scotia. Coal from the Springhill mines was hauled by the CR&C to the CNR interchange at Springhill Junction for furtherance by rail and south to Parrsboro for transshipment to coal boats. The Nova Scotia coal roads had a wonderful roster of steam power acquired second hand from U.S. carriers that had dieselized. Here, ex Chicago and Illinois Midland 0-8-0 number 545 is at Springhill, Nova Scotia shifting CNR hoppers. Coal exports by rail ceased after 1958 when the Springhill mine experienced a terrible explosion which ended mining for good. After abandonment of the line, much of the rail in the Springhill Junction interchange yard was used to construct the upper yard of Exporail's Canadian Railway Museum.

Lors de son voyage dans les Maritimes en 1955, Stan s'est intéressé aux chemins de fer régionaux, qui transportaient le charbon alors extrait des nombreuses mines, entre autres le Cumberland Railway and Coal Co, entre Springhill Junction et Parrsboro, Nouvelle-Écosse. Ce chemin de fer acheminait les wagons de la mine de Springhill à la jonction avec le CN, lequel les amenait à Parrsboro pour transvider leur cargaison dans des navires. Ces chemins de fer utilisaient une grande variété de locos vapeur acquises d'occasion des chemins de fer américains, qui les remplaçaient par des diesel. On voit ici une 0-8-0 la 545 ayant appartenu au Chicago & Illinois Midland, photographiée à Springhill à la tête d'un train de wagons de charbon du CN. Le transport du charbon a cessé en 1958 après une terrible explosion qui mit fin à l'exploitation de la mine; les rails utilisés à Springhill furent recyclés et servirent à la construction des voies du musée Exporail.



Amid the coal dust and filth on the Glace Bay, Nova Scotia shop track of Cape Breton's storied Sydney and Louisburg Railway, 2-8-0's 70 and 77 await assignment. The S&L ran steam in regular service until 1961 on the various shifters and mine runs that serviced the collieries east of Sydney. Second-hand Alco RS1 diesels from the Minneapolis & St. Louis and the Soo Line dieselized these operations. However, the second hand Alco diesels were nowhere in sight when Bill Stannard prowled the Glace Bay shop track.

Deux locos de type 0-8-0 du chemin de fer Sydney & Louisbourg, les 70 et 77, attendent d'entrer en service aux ateliers de Glace Bay, Nouvelle-Écosse. Le S&L utilisa des locos vapeur en service régulier jusqu'en 1961 sur ses voies qui relient les différentes mines de la région situées à l'est de Sydney. Des diesels de type Alco RS-1 achetées d'occasion du Minneapolis & St Louis et de la Soo Line les remplacèrent, mais lorsque Bill visita les ateliers de Glace Bay, tout était à la vapeur.



Old Sydney Collieries 2-4-0 27 is seen here exiting her stall at the North Sydney roundhouse in July 1956. OSC had a small fleet of these 2-4-0 steam locomotives which were built by Baldwin in 1900 for the Nova Scotia Steel and Coal Company as 2-4-0T's. At some point in the careers of these unique locomotives, four wheel tenders were applied. Sister engine 25 welcomes visitors to Exporail and has been a CRHA collection piece since 1962.

La loco 27 de la Old Sydney Collieries, une 2-4-0 photographiée en juillet 1956 alors qu'elle sort de la rotonde de North Sydney. La OSC avait une petite flotte de ces locos construites chez Baldwin en 1900. À l'origine, elles avaient une réserve de charbon intégrée. C'étaient des 2-4-0T, puis on leur ajouta un tender à quatre roues. L'une d'elles, la 25, est exposée au musée Exporail, où, montée sur un socle, elle accueille les visiteurs depuis 1962.

Tramways and electric interurban railways were subjects for the Stannard camera as changes affecting these operations were happening in 1950's Canada. The CP Electric lines in southern Ontario were no exception. In this view from 1954, Grand River Railway car 862 is at Preston in sweet evening light, while a 330 series steeple cab freight motor from the affiliate Lake Erie & Northern awaits her next assignment.

Bill Stannard prit de nombreuses photos des tramways et des chemins de fer électrifiés alors qu'ils en étaient à leur déclin, vers le milieu des années cinquante. Voici une photo prise sur une des lignes appartenant au CP dans la région sud de l'Ontario, en 1954. Une voiture du Grand River Railway, le 862, se trouve à Preston, Ontario, avec, à l'arrière-plan, une loco électrique de la série 330, qui appartenait au Lake Erie & Northern.





Ontario's Niagara St. Catharines & Toronto Railway was the last of Canada's interurban electric railways to operate passenger service. Bill found wooden car no. 130 with its trolley poles down about 1956 at an unidentified location. The bus behind car 130 may be a connecting or even a replacement service for car 130.

Le chemin de fer Niagara St. Catharines and Toronto fut le dernier service interurbain à transporter des passagers au Canada. On voit ici une de leurs voitures, la 130, dans un endroit non identifié avec, en arrière-plan, un autobus qui allait peut-être la remplacer.



MTC car 1046 still in the green! The occasion is an October 1955 CRHA excursion and car 1046 has just crossed the often photographed bridge spanning the CPR Adirondack Subdivision. A 1600 series one man car in the cream is northbound in the opposite direction on the No. 17 route to Cartierville. Omer Lavallee co-ordinated multiple runpasts at this location. Car 1046 began life on the books of the Montreal, Park & Island Railway in 1902.

Le tramway 1046 de la MTC, toujours peint en vert. On le voit ici lors d'une sortie de la SCHF en octobre 1955, alors qu'il traverse le viaduc au-dessus des voies du CP au nord de Snowdon. Le tramway sur l'autre voie est de couleur crème et dessert le circuit 17 pour Cartierville. Durant cette excursion, on effectua de nombreux passages photo sous la direction de Omer S.A. Lavallée. La voiture 1046 appartenait à ses débuts, en 1902, au Montreal Park & Island Railway.

Continued from page 237

"THE CORONATION"
 THE FIRST
 STREAMLINE
 TRAIN
 KING'S CROSS
 FOR
 SCOTLAND

WEEKDAYS
 (except on Saturdays and 30th July and 2nd August, 1937)
 FROM MONDAY, 5th JULY, 1937

LONDON & NORTH EASTERN RAILWAY

THE FIRST STREAMLINE TRAIN KING'S CROSS FOR SCOTLAND

"THE CORONATION"

The travelling public are themselves the soundest judges of new facilities. Their patronage of Britain's first streamline train—"The Silver Jubilee"—has proved that high speed, when it goes with punctuality and comfort, makes a strong appeal. The popularity of "The Silver Jubilee" has encouraged the London & North Eastern Railway Company to plan a high-speed service between London and Edinburgh. The new trains are styled "The Coronation" and cover the 392 miles between the capitals in six hours. One stop only is made—at York on the down journey and at Newcastle on the southbound trip. The average throughout speed is 65½ miles an hour and over some sections of the route the trains travel at eighty miles an hour.

The times of arrival and departure are —

King's Cross	dep.	4. 0 p.m.
York	dep.	6. 40 p.m.
Edinburgh (Waverley)	arr.	10. 0 p.m.
Edinburgh (Waverley)	dep.	4.30 p.m.
Newcastle	dep.	6.33 p.m.
King's Cross	arr.	10.30 p.m.

The accommodation on the trains is limited to 216 passengers (48 First Class, 168 Third Class). In view of the exceptionally fast service provided, a small supplementary charge per seat is made. Charges, varying

LONDON & NORTH EASTERN RAILWAY

THE FIRST STREAMLINE TRAIN KING'S CROSS FOR SCOTLAND

"THE CORONATION"

according to the journey made, are as follow for each single journey :

	First Class	Third Class
London and Edinburgh	6.-	4.-
London to York	4.-	2/6
Edinburgh to Newcastle	3.-	2.-
Newcastle to London	5.-	3.-
York to Edinburgh	4.-	2/6

The supplementary charge, payable at the time of booking, includes a fee for seat reservation.

Those intending to travel by "The Coronation" are urged to make reservations in advance as early as possible at the undermentioned offices :

Office	Telephone
LONDON	
King's Cross (Enquiry Office)	Terminal 4200
59 Piccadilly, W.1	Regent 3427
71 Regent Street, W.1	Regent 4423
Messrs. Thos. Cook & Son, Ltd.,	Grosvenor 4000
Berkley Street & Branches	
Messrs. Dean & Dawson, Ltd.	Monument 442.3
163 Fenchurch Street, E.C.3	
Messrs. Pickfords, Ltd.	Monument 442.3
205-206 High Holborn & Branches	Holborn 7091
and at any L.N.E.R. London Office or Agency	
and stations in the London Suburban Area.	
YORK	
Station Enquiry Office	2001
Messrs. Thos. Cook & Son, Ltd.	2486
38 Cony Street	
NEWCASTLE	
Central Station Enquiry Office	23567
Messrs. Thos. Cook & Son, Ltd.	22464.5
2 Northumberland Street	

EDINBURGH
 Waverley (Seat Reservation Office) 23081 Ex.32
 Messrs. Thos. Cook & Son, Ltd. 25152.3
 54 Princes Street
 Messrs. Mackay Bros. & Co. 20151
 29-31 Hanover Street
 Messrs. Pickfords, Ltd. 20108
 18 So. St. Andrew Street

DUNDEE
 Station Master's Office. 4892
 Try Bridge Station
 L.N.E.R. Town Office. 5855
 18 South Union Street
 Messrs. Mackay Bros. & Co. 5490
 9 Whitehall Crescent

ABERDEEN
 Town Booking Office } 3214
 9 Bridge Street } 1904
 Station Master's Office }
 Messrs. Mackay Bros. & Co. } 825
 35a Union Street }

If it is not convenient for intending passengers to reserve at the above offices, they may do so at any L.N.E.R. Passenger Agency or station if reasonable notice is given.

An outstanding feature of each train is the rear observation car from which can be had an uninterrupted view of the receding scenery as the train progresses. The car is available for the use of all passengers. Although seats in the observation car cannot be reserved throughout the whole journey, the use of a chair for a session of one hour is ensured by payment of a charge of 1s. to the observation car attendant on the train.

LONDON & NORTH EASTERN RAILWAY

"THE CORONATION"
 THE FIRST STREAMLINE TRAIN
 KING'S CROSS FOR SCOTLAND

SEAT PLAN OF "THE CORONATION"

LONDON END

KITCHEN

KITCHEN

EDINBURGH END

IN ADDITION THERE IS AN OBSERVATION SALOON (16 SEATS)

LONDON & NORTH EASTERN RAILWAY

THE FIRST STREAMLINE TRAIN

"THE CORONATION"

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KING'S CROSS FOR SCOTLAND

All meals are prepared in two up-to-date all-electric kitchens. The electricity used for cooking, lighting, ventilating and refrigerating is supplied by self-driven generators, the total power generated being 32 kilowatts.

To haul "The Coronation" trains, five streamlined locomotives, named after countries of the British Empire, have been built. Their names are:

	No.
Dominion of Canada	4489
Commonwealth of Australia	4491
Dominion of New Zealand	4492
Union of South Africa	4488
Empire of India	4490

The engines have been finished in Garter blue with stainless steel lettering and mouldings, the wheels being coloured a dark red. By permission of the respective Governments, the armorial bearings of each country are displayed on the cab of the engine concerned. Empire of India bears an emblem comprising a plain shield with the Star of India surmounted by the Imperial Crown. The engines are further distinguished by the fact that the whistle of Dominion of Canada has been specially sent from Canada by the Canadian Pacific Railway Company and has the distinctive note of the whistles heard in that country. Union of South Africa is fitted with a whistle as used on the South African Railways.

The leading dimensions are—

Length over Buffers	71' 0"
Weight in working order	167 tons
Boiler Pressure	250 lbs. per sq. in.
Diameter of Driving Wheels	6' 8"
Cylinder Diameter	18"
Stroke	26"
Tractive Effort	35,500 lbs.

The corridor tender follows the general scheme of streamlining. It carries 8 tons of coal and 5,000 gallons of water.

The weight of a train alone is 312 tons, and its length over buffers 513 2½'. The weight with an engine attached is 475 tons, and the overall length 584 ½'.

KING'S CROSS FOR SCOTLAND

"THE CORONATION"

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LONDON & NORTH EASTERN RAILWAY

RESTAURANT TARIFF

AFTERNOON TEA

Tea or Coffee, Toast or Tea Cake, Bread and Butter, Cake or Pastry 1/-

Tea or Coffee, Bread and Butter, or Cake or Toast 9d

Pot of Tea 6d

DINNER

Table d'Hote First Class 5/-

Table d'Hote Third Class 4/6

A LA CARTE MEALS ALSO AVAILABLE

For children travelling with half-fare tickets, half-price only is charged for dinner or a la carte meals, with a minimum charge of 1/9.

TRAIN ATTENDANTS

travel with the train and will be happy to render to the passengers any service which will be helpful in ensuring the fullest possible comfort on the journey. They will undertake the posting of letters or dispatch of telegrams.

The Regent Press

THE FIRST STREAMLINE TRAIN

"THE CORONATION"

10

KING'S CROSS FOR SCOTLAND

**POINT TO POINT MILEAGES
RUNNING TIMES AND SPEEDS
LONDON (KING'S CROSS)
YORK AND EDINBURGH**

Distance from King's Cross Mls. Chns.	Station	Point to Point		
		Times Mins.	Distance Mls. Chns.	Speed Miles per hr.
p.m.				
17 54½	Hatfield	dep. 4. 0		
31 73½	Hitchin	pass 4.18½	18½	17 54½ 57.3
58 69½	Huntingdon (North)	pass 4.29½	11	14 19½ 77.7
76 29½	Peterborough (North)	pass 4.40½	19	26 76 85.1
105 36½	Grantham	pass 5. 3½	15	17 39½ 70.0
120 8½	Newark	pass 5.27½	24	29 7½ 72.7
138 49½	Doncaster	pass 5.39½	12	14 51½ 73.2
155 77	Retford	pass 5.54½	15	18 41 74.0
174 25	Doncaster (Central)	pass 6. 8½	14	17 27½ 74.3
188 11	York	pass 6.24	15½	18 28 71.0
		arr. 6.37	13	13 66 63.9
		dep. 6.40		
210 27	Thirsk	pass 7. 1½	21½	22 16 61.9
218 7	Norhallerton	pass 7. 8½	7	7 60 66.4
232 21	Darlington	pass 7.21	12½	14 14 68.1
245 9	Ferryhill	pass 7.33	12	12 68 64.2
254 24	Durham	pass 7.45	12	9 15 46.0
268 27	Newcastle (Central)	pass 8. 0	15	14 3 56.1
284 77	Morpeth	pass 8.21	21	16 50 47.5
303 16	Alnmouth	pass 8.37	16	18 19 68.4
319 79	Belford	pass 8.51½	14½	16 63 69.5
335 27	Berwick	pass 9. 5	13½	15 28 68.1
346 49	Reston Junction	pass 9.17	12	11 22 56.4
351 49	Grantham	pass 9.22	5	5 0 60.0
363 49	Dunbar	pass 9.32	10	12 0 72.0
375 9	Drem Junction	pass 9.41½	9½	11 40 72.6
379 49	Longniddry Junction	pass 9.45½	4	4 40 67.5
386 57	Monktonhall Junction	pass 9.51½	6	7 8 71.0
389 69	Portobello	pass 9.55	3½	3 12 54.0
392 69	EDINBURGH (Waverley) arr. 10. 0	5	3	0 36.0

Average speed between London and York 71.9 miles per hour.
Overall speed 65.5 miles per hour.

KING'S CROSS FOR SCOTLAND

"THE CORONATION"

11

**POINT TO POINT MILEAGES
RUNNING TIMES AND SPEEDS
EDINBURGH (WAVERLEY), NEWCASTLE
AND LONDON (KING'S CROSS)**

Distance from Edinburgh Mls. Chns.	Station	Point to Point		
		Times Mins.	Distance Mls. Chns.	Speed Miles per hr.
p.m.				
3 0	EDINBURGH (Waverley)	dep. 4.30		
6 12	Portobello	pass 4.34½	4½	3 0 40.0
13 20	Monktonhall Junction	pass 4.38	3½	3 12 54.0
17 60	Longniddry Junction	pass 4.44	6	7 8 71.0
29 20	Drem Junction	pass 4.48	4	4 40 67.5
41 20	Dunbar	pass 4.57½	9½	11 40 72.6
46 20	Grantham	pass 5.10½	13	12 0 55.4
57 42	Reston Junction	pass 5.15	4½	5 0 66.7
72 70	Berwick	pass 5.25	10	11 22 67.7
89 53	Belford	pass 5.38½	13½	15 28 68.1
107 72	Alnmouth	pass 5.53	14½	16 63 69.5
124 42	Morpeth	pass 6. 9	16	18 19 68.4
	NEWCASTLE (Central)	arr. 6.30	21	16 50 47.5
		dep. 6.33		
138 45	Durham	pass 6.51½	18½	14 3 45.6
147 60	Ferryhill	pass 7. 1½	10	9 15 55.1
160 48	Darlington	pass 7.13	11½	12 68 67.0
174 62	Norhallerton	pass 7.26	13	14 14 65.4
182 42	Thirsk	pass 7.33	7	7 60 66.4
204 58	York	pass 7.53	20	22 16 66.6
218 44	Selby	pass 8. 7	14	13 66 59.3
236 72	Doncaster (Central)	pass 8.22½	15½	18 28 71.0
254 19½	Retford	pass 8.36½	14	17 27½ 74.3
272 60½	Newark	pass 8.51½	15	18 41 74.0
287 32½	Grantham	pass 9. 3½	12	14 51½ 75.2
316 40	Peterborough (North)	pass 9.27	23½	29 7½ 74.3
333 79½	Huntingdon (North)	pass 9.42	15	17 39½ 70.0
360 75½	Hitchin	pass 10. 3	21	26 76 77.0
375 14½	Hatfield	pass 10.14	11	14 19½ 77.7
392 69	KING'S CROSS	arr. 10.30	16	17 54½ 66.3

Average speed between Newcastle and King's Cross 68.0 miles per hour.
Overall speed 65.5 miles per hour.

LONDON & NORTH EASTERN RAILWAY

THE CANADA LINE

By David Gawley

All photos Ian Smith, Pacific Coast Division.

On August 17, three and a half months ahead of schedule, within its \$2.05 billion budget, and 45 months after the start of construction, service began on Vancouver's newest urban rail service, the Canada Line. The line joins the downtown area of Vancouver to its airport giving Vancouver the place of honour of having the first rapid-transit link between a Canadian city and its airport. Politicians in both Toronto and Montreal have been saying that their cities will have such links but no development has yet started in either city.

This new line is operationally independent from the SkyTrain's existing Expo and Millennium lines but is considered part of the SkyTrain network. Canada Line is the first public rail transit system in Canada to be built, financed and operated as a public-private partnership, the InTransitBC Partnership. The public partner is TransLink, Metro Vancouver's regional transportation authority; the private partners are SNC-Lavalin Group Inc, British Columbia Investment Management Corporation and the Caisse de depot et placement du Quebec. SNC Lavalin is a Canadian Engineering firm headquartered in Montreal while the other two partners are the investment arms of the public sector pension plans of British Columbia, and Quebec respectively.

ProTrans BC, a SNC-Lavalin subsidiary is responsible for operating and maintaining the line over



the 35 year contract that expires in 2040; Translink retains the responsibility for the marketing of the service and monitoring the performance of ProTrans BC. All maintenance staff, technicians, control room personnel and station and train employees are employed by ProTrans BC. Colours and logos on the trains, the uniforms of the employees and the colour of station signs are different than those of the other two SkyTrain lines. The train equipment is different than that of the other lines and is not interchangeable.



Looking through the full length of a car, this view shows a glimpse of the longitudinal seating at right and, at centre-right, an open area for wheelchairs or luggage.

De cette vue pleine longueur d'une voiture nous avons un aperçu de la disposition longitudinale des sièges, à droite et d'un espace pour fauteuils roulants ou bagages, au centre-droit.



The distinctive architecture of Olympic Village Station in the 9-km tunnelled section is shown in this view looking northeast.

On peut distinguer l'architecture particulière de la station du village olympique à partir de la section de 9 km du tunnel en direction nord-est.

The cost to build and supply equipment for the line was \$2.05-billion of which government organizations contributed \$1.4 billion (Government of Canada \$450 million, the Province of British Columbia \$269 million, Translink \$366 million, Vancouver Airport Authority \$300 million and the City of Vancouver \$29 million). The remainder was supplied by InTransitBC partners.

Equipment

The Canada Line uses an automated, driverless system. The vehicles are wider and longer than the Mark I and Mark II vehicles used on the Millennium and Expo lines. Also the trains are powered by a third rail whereas the other two lines use two power rails.

Twenty fully-automated 2-car articulated trains were supplied by Rotem Company, a division of the Hyundai Motor Group. Each car is 41 metres long, 3 metres wide, 3.6 metres high and has a tare weight of 76 tons. This compares with a Mark 11 car which is 34.7 metres long, 2.65 metres wide, 3.3 metres high and has a tare weight of 43 tons. The trains have a maximum speed of 80 kph.

The Line is equipped with an Automatic Train Control (ATC) System using the Seltrac moving block system, the same method as is used on the other two SkyTrain lines.

Train capacity is 400 people of which 88 can be seated. The high ratio of standees was considered acceptable since the transit time for a complete trip is only 25 minutes. There is space in each car for one bicycle.



Cars 104-204 are southbound on the elevated guideway above the Operations & Maintenance Centre in Richmond on June 30, looking east from the Oak Street Bridge.

Vue en direction est du pont de la rue Oak des voitures 104 et 204 qui roulent en direction sud sur la voie élevée au-dessus du centre d'entretien et d'opération à Richmond.

Train Route and Stations

The new service adds 16 stations and 19 route kilometers to the region's existing automated network. Of the 16 stations, four are in Richmond, three on Sea Island and nine in Vancouver. The stations on Sea Island are owned by the airport authority. Provision has been made for the addition of four other stations, two in Vancouver, one in Richmond and one on Sea Island; as well as an allowance was made at the Broadway station for a connection to the future extension of the Millennium line.



The Canada Line starts at Waterfront Station (the former CPR Station) where connection can be made to many Translink services including the Millennium and Expo Lines, West Coast Express, and Seabus. Initially it runs in a tunnel up Granville Street to Nelson Street, where it curves to Davie Street, and from Davie Street, under False Creek to 2nd Avenue near Cambie following under Cambie to 64th Avenue. The line emerges at that point onto an elevated guideway passes over SW Marine Drive, then heads south along the west side of Cambie, over Kent Ave. to the North Arm of the Fraser River where it continues over the North Arm Bridge to Bridgeport Station in Richmond. Crossing the North Arm Bridge, customers will have the opportunity of seeing views of the mountains to the north and the Gulf Islands to the west. Bridgeport is where the majority of the suburban bus routes will terminate. Just east of the station is the Operations and Maintenance center as well as the headquarters of InTransitBC.

At Bridgeport there is a junction with one arm continuing on an elevated guideway south along the east side of No. 3 Road to the terminal at Richmond-Brighthouse Station on No. 3 Road south of Saba Road. The other arm follows an elevated guideway west across Richmond industrial lands to the Middle Arm of the Fraser River and then west across the southern approach ramp of Arthur Laing Bridge, around the north side of Sea Island Interchange, across Templeton Road, then west at grade, separated from traffic for approximately 1.7 kilometres before finishing as an elevated guideway at the Vancouver airport terminal.



Cars 214-114 are southbound on elevated guideway above No. 3 Road, nearing Aberdeen Station in Richmond during testing on June 30, 2009.

On aperçoit les voitures 214 et 114 sur une voie élevée au-dessus de la route no 3 près de la station Aberdeen à Richmond pendant les tests du 30 juin 2009.



Marine Drive Station is seen from a northbound train, with car 205 at the southbound platform on August 17, 2009, the first day of public service.

On aperçoit ici la station Marine Drive d'un train en direction nord, avec la voiture 205 sur le quai sud en ce 17 août 2009, première journée de service.

The line is double track except for segments just prior to the Richmond-Brighthouse and Vancouver Airport termini where it is single track. 49% of the route is in tunnels, 39% on elevated guideway, 9% at grade and 3% on bridges.

During construction, the tunnels were bored in the downtown area while “cut and cover” was used for the rest. A traveler can determine which method was used by the tunnel shape which is round where the tunnel was bored and rectangular in the cut and cover section. Between the King Edward and City Hall Broadway stations, the tunnels are stacked on top of each other so that construction disturbance was minimized.



The twin cylindrical tunnels created with a boring machine are lined with precast concrete sections secured with a keystone. Here's the view looking north from Yaletown-Roundhouse Station into the northbound tunnel.

Des sections de parois de béton précontraint, sécurisées par des clés de voûte, sont insérées à l'intérieur des deux tunnels cylindriques préalablement creusés par un tunnelier. Ici, une vue prise de la station de la rotonde Yaletown de l'intérieur du tunnel nord. Toutes les photos sont de Ian Smith de la Division Pacific Coast.

The Riders' Experience

As the Canada Line is part of the TransLink system, its fares are the same as other parts of the system. The line travels through two fare zones so that the base fare is \$3.75 for a trip between Richmond or airport termini and Vancouver. A supplemental fare of \$2.50 is to be introduced sometime in 2010 for trips to or from the stations on Sea Island, the airport area. This supplemental fare will only be able to be purchased at stations on the Canada Line.

However, there is no charge for person travelling between stations on Sea Island as the airport authority wants to encourage the use of line for travel between the airport terminal and the distant parking lots. This will

also allow employees to travel between areas of the airport.

Currently there are no turnstiles to control entry to the system as is true on the other SkyTrain lines. Rather in every station a line shows where the fare paid section starts and beyond that point a POP (Proof of purchase) must be held; persons in the fare paid area without a POP are subject to a fine.

Translink is considering installing turnstiles and during construction provision was made for installation. Presently ridership is determined by counters placed at station entrances.

Unlike the other two SkyTrain lines the start of service on the Canada Line is the same every day: at 4:50, a train departs Waterfront for the airport. The next 5 departures, every 12 minutes, are also to the airport. Then service to Richmond commences. Frequency thereafter is every 6 minutes with destinations alternating between the airport and Richmond until frequency switches to 4 minutes (07:00 to 18:00 weekdays, 09:00 to 18:00 Saturdays and 10:00 to 18:00 Sundays and holidays). After 18:00 frequency reverts to every 6 minutes until 23:00 where headway reverts to every 10 minutes. The last train leaves the Waterfront at 01:05 to the airport and 1:15 to Richmond Bridgehouse. The last train from the airport is 01:15. There has been no announcement as to whether the latest departure from the airport would be extended in the event that flights were late arriving Vancouver. Already airport employees are complaining that the last departure time does not take into account their off duty time.

Transit time for users of public transit from Richmond to downtown is forecast to drop from two hours to under one hour (25 minutes on the SkyTrain plus time on a bus travelling to the station). However for riders used to using a direct bus, the inconvenience of the transfer and the inability to have a seat for the whole trip may outweigh any time saving.

Passengers on domestic Westjet and Air Canada flights can check in at kiosks located in eight of the line's stations. There is limited space under the seats for baggage.

Future

Ridership is forecast to reach 100,000 per weekday by 2013. In the period prior to that, TransLink is responsible for making up any revenue shortfall to the private operator. A problem is that TransLink has limited financial resources and so how it will be able to carry out this funding is unknown. Over the remaining 31 years of the contract, TransLink is committed to making up any revenue shortfall if ridership falls below the 100,000 level

The line is expected to spur development in the areas near transit stations. The suburb of Richmond



With an airliner above descending toward the airport's north runway, Templeton Station on Sea Island is seen from a Canada Line train on August 17, 2009, the first day of public service.

Vue à partir d'un train du Canada Line de la station Templeton de Sea Island et d'un avion de ligne descendre vers la piste nord de l'aéroport en ce 17 août 2009.

launched an aggressive initiative five years ago to redesign its city around the five transit stations in preparation for new development.

There are already signs of that coming boom. In Vancouver, development company PCI is working on a project near the Marine Drive station that, at this point, includes two residential towers (one of them rental apartments), a cineplex, and a shopping and office complex. At the Templeton station on Sea Island, airport authorities planned from the beginning to create a station that would eventually have a 750,000-square-foot office complex built around it, along with a hotel and conference space.

One business that the new line definitely affected was the Airporter bus service which provided transport between the airport and the downtown. With the opening of the line, business declined and so as of September 30th, 2009 Airporter ceased operation. Taxi drivers are also reporting a decline in business between the airport and downtown.

Sources

Ian Smith's article in 'The Sandhouse', Pacific Coast Division of the CRHA and internet information:

www.translink.ca/en/Rider-Info/Canada-Line.aspx
Translink website for information on Canada Line

www.canadaline.ca/aboutOverview.asp website set up during construction

www.youtube.com/watch?v=kFDSaRWUya0 pre opening trip with commentary

www.translink.bc.ca website for Translink



BUSINESS CAR

November - December, 2009

By John Godfrey

Edited by David Gawley



Bill Linley

HERITAGE

NB Liquor taps historic Fredericton station for new store

Fredericton, NB's, downtown train station will be converted into a new NB Liquor outlet store, ending years of controversy over the future of the historic site. The plans were unveiled in Fredericton by Finance Minister Greg Byrne and officials with J.D. Irving, which owns the station. "The building will return to its former glory as a centerpiece of historic architecture in our downtown," Byrne said. The former CP station will be transformed into a wine boutique and product sampling area. It will also have rooms for food preparation and special promotions. NB Liquor and J.D. Irving have entered into a 20-year lease arrangement for the refurbished building.

The new store will open in August 2010. The company estimates it will spend more than \$2 million in fixing the train station which was built in 1923. Parks Canada's Historic Sites and Monuments Board designated the station as a heritage site in 1991. (New Brunswick Telegraph-Journal)

CN Pointe Saint-Charles shops site

The Office de consultation publique de Montreal has started a consultation on redevelopment projects for the site of the old CN Shops in Pointe Saint-Charles, in the Sud-Ouest borough. In March 2009, the OCPM filed its report on a public consultation on the development of the old CN Shops site, conducted upstream of the projects currently proposed. More than 300 citizens expressed their opinions in the course of the participatory process aimed at establishing a master development plan for the site.

This second public consultation on the subject will allow citizens to express their views on the development projects proposed by the developers for the site of the old CN Shops, and on related draft by-laws. The development concept proposed by the developers involves three different types of occupancy. The northern portion of the site is slated for railway operations. The Agence Metropolitaine de Transport plans to use the space for equipment maintenance. The central part would be reserved for industrial and commercial enterprises, while the southern part is earmarked for the construction of some 1000 housing units. At least 25% of the new units would consist of social and community housing. The project is also geared to the construction of affordable housing. Moreover, one building will be converted for commercial and community use.

(Canada Newswire)

Toronto's Railway Heritage Centre update



Wayne D. Shaw

On July 8, 2009, a Leon's Furniture store opened in stalls 18-32 of the former Canadian Pacific Railway John Street Roundhouse in Toronto. The rent paid by Leon's tenancy, along with that of Steam Whistle Brewing which occupies stalls 1-14, is a significant and innovative source of funding for the Toronto Railway Heritage Centre.

The following projects have been completed or will be finished by 2010:

- The restoration of stalls 15, 16 & 17 of the Roundhouse for museum purposes.

- The rebuilding and restoration to operation of the turntable.
- The construction of a mile of new standard gauge railway track throughout Roundhouse Park, including the restoration of the 32 radial tracks surrounding the turntable.
- The building of half a kilometer of 7.5 inch gauge track and the purchase of a live steam locomotive for a passenger-carrying miniature railway.



The “Sweet Creek” locomotive built in the John Street machine shop for the 7.25” gauge miniature railway steams up in front of her bigger sister. Lance Gleich

La locomotive “Sweet Creek”, construite dans l’atelier de mécanique de John Street pour le chemin de fer miniature à l’échelle 7:25”, à toute vapeur devant sa grande sœur. Lance Gleich.



The turntable and engine house under construction for the miniature railway in June 2009. Derek Boles

La plaque tournante et le garage de la locomotive en construction pour le chemin de fer miniature, juin 2009. Derek Boles.

- The movement of the 1896 CPR Don Station from Todmorden Museum to Roundhouse Park and its complete restoration.



The Don Station, moved from Todmorden in December 2008, had the metal siding removed in preparation for a full restoration. Derek Boles

On a retiré les pièces métalliques latérales en vue de la restauration complète de la gare de Don avant de déménager celle-ci de Todmorden en décembre 2008.

- Canadian National steam locomotive No. 6213 has been moved from the Exhibition Grounds to Roundhouse Park.



Oiling the main rod of CNR 6213 at Truro, Nova Scotia on June 15, 1943. The 6213 is a U-2-g Class Northern built by MLW in 1942. CRHA Archives, Fonds Corley

Lubrification de la bielle principale de la CNR 6213 à Truro en Nouvelle-Écosse, le 15 juin 1943. La 6213 est une Northern de classe U-2-g construite par la MLW en 1942. Archives ACHF, Fonds Corley.

- The restoration of the 1896 Grand Trunk Railway Cabin D interlocking tower.



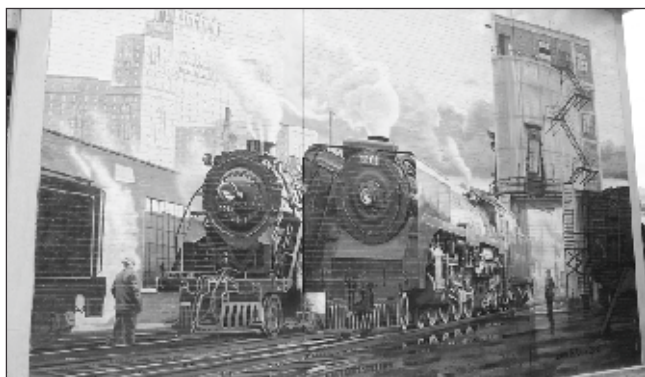
The 1896 Cabin D interlocking tower and toolshed being restored in Roundhouse Park. Derek Boles

La tour du poste d'enclenchement "D" et le hangar d'outils, datant de 1896, en restauration dans le parc de la rotonde. Derek Boles

- The restoration of two other historic railway structures, all four buildings comprising a "railway village" in Roundhouse Park.
- The installation of a dozen permanent interpretive plaques in Roundhouse Park explaining the history of the site and the artifacts.
- A computer simulation through which visitors can experience the railway corridor as it existed in 1954 while sitting in the cab of a real diesel locomotive.

The Toronto Railway Heritage Centre is also involved in the following long-term projects:

- The 12,000 square foot Machine Shop annex to the Roundhouse will house interpretive displays on Toronto railway history, a visitors' centre, a school room, and a theatre and lecture hall.



Artist David Oram's painting, "A John Street Morning" was transformed into a mural painted on the side of an underground parking access structure that supports the coaling tower. Russ Milland

Le tableau de l'artiste-peintre, David Oram, est le sujet de la murale située sur le côté de la structure d'accès au stationnement intérieur qui supporte la tour à charbon. Russ Milland.

- Restoration of the Canadian Pacific passenger cars Cape Race and Jackman, built in 1929 and 1931 respectively, the same years in which the Roundhouse was under construction.

Canadian Pacific 'Cape Race'

The Cape race was built for the Canadian Pacific Railway in 1929 as the "River Liard." It was one of a series of 15 "River" cars fabricated at National Steel Car in Hamilton for \$66,300 apiece.

It's opulent interiors were finished at CP's Angus Shops in Montreal and featured individual ladies's and gentlemen's showers, leather-upholstered smoking rooms, ladies' lounge and observation parlour as well as a small buffet to serve snacks and beverages. Instead of the traditional open observation platform on the rear, the cars featured a high-windowed solarium furnished with eight leather chairs.

When built, they contained no revenue-producing space; they were completely for the comfort of passengers occupying space in other sleeping cars. They were built primarily for CP's "Trans-Canada Limited," an all-sleeping car train between Montreal/Toronto and Vancouver that ran in the summers only between 1919 and 1930. In the winter, the cars operated on the Toronto-Vancouver "Dominion" as well as other CP trains.

In 1931, due to the deepening Depression, CP cancelled the Trans-Canada Limited and mothballed most of the River cars since they were too





The 'River Liard' and Cape series exterior and interior views. Canadian Pacific Archives

Vues de l'intérieur et de l'extérieur du "River Liard" et de la série Cape. Archives Canadien Pacifique.

expensive to operate. In 1941, with heavy demands on the CPR's equipment due to World War II, the River Liard was renamed "Cape Liard" and was air-conditioned. Lounges and showers were taken out and replaced with revenue producing sleeping accommodation, a compartment and four double bedrooms.

It was renamed "Cape Race" in 1947 and saw service on Montreal-Toronto trains and the Dominion until that train was re-equipped with stainless steel cars in 1954. It was converted to Business Car 13 in 1963 and used by CPR for the superintendent based in Kenora, Ontario. In 1969 the car was sold to the Upper Canada Railway Society. The

UCRS used the car to bring up the rear of their frequent railfan excursions that operated out of Toronto. The Cape Race also functioned as a clubhouse for UCRS board members while stored in Toronto yards.

Over time both CN and CP became less receptive to hauling excursions, particularly with equipment that didn't belong to them. The car had also become prohibitively expensive to maintain and operate and was retired by UCRS in the 1970s. Cape Race was moved around to various locations as the railway lands were redeveloped and finally ended up at the John Street Roundhouse.

Canadian Pacific 'Jackman'



Interior view of the sleeping car 'Jackman'. Canadian Pacific Archives

A so-called heavyweight 14-section sleeper later modified for work train service. Jackman was constructed by Canadian Car & Foundry of Montreal in 1931. It is a good example of the standard type of economy overnight accommodation operated on Canadian railways until the streamliner era (circa 1955).

The accommodation consisted of seven sets of upper and lower berths or bunks along each side of the car. During the day, the lower berth converted into a pair of facing coach seats; at night, these seats became one bed and an upper berth or bed folded down out of the wall and ceiling area. Only the lower berth had a window. Privacy was assured by the hanging of heavy curtains in the aisles. To access the upper berth, it was necessary to climb a small ladder. Beds were prepared, curtains arranged and ladders provided by sleeping car porters.

At each end of the car, there was a large washroom - one for men, with a smoking lounge, and one for women, without a smoking lounge but with additional sinks, mirrors and other amenities. These cars were generally not air conditioned until after 1945.

Jackman is a good representative of the generation of all-steel passenger cars used in North America after 1918. Prior to the First World War, most passenger cars were constructed of wood or some combination of wood superstructure and a steel or iron frame.

Subsequent streamlined lightweight cars were constructed of lighter materials such as stainless steel or even aluminum. They would weigh about 60 tons. This allowed for longer trains and higher speeds, but ride quality was sometimes an issue.

Such heavyweight cars were widely used by families, commercial travellers, in troop trains and by immigrants. It is in the latter connection that we believe Jackman has the most significance for Toronto, as several successive waves of immigration moved up from Halifax, Saint John and the St. Lawrence River ports to this city in just such cars on the Canadian Pacific or Canadian National. Just as Pier 21 is the Ellis Island of Canada, so, too, Jackman is part of the story of the arrival of hundreds of thousands of new Canadians in this City.

Converted to work train service in 1960, the car is in rough condition. The mahogany inlaid woodwork inside has been painted over; the interior paint is peeling badly and the original varnished finish is reappearing from beneath. The tarpaper roof is badly decayed and needs replacement, probably with a sheet steel or rubber membrane roof; some of the interior sections or berths are missing, as are walls of one of the large washrooms. Nevertheless, we consider the car eminently restorable and plan to make it a keynote of our display on the history of immigration, railways and the development of Toronto. The car is owned by the City. (Derek Boles)

- The Railway Heritage Discovery Trail will link the Roundhouse and Union Station through the Skywalk with interpretive panels, guided walks and a downloadable I Tour. The Skywalk passes over the sites of the 1858, 1873 and 1896 Union Stations.
- The restoration of the glass walled display rooms (otherwise known as vitrines) adjacent to the VIA concourse in Union Station and the installation within them of interpretive displays depicting the history of the present 1927 Union Station.
- TRHC offices, an archives, a library, and historical exhibits at Union Station, timing dependent on the City of Toronto's \$640 million restoration and revitalization of the station, now scheduled for completion by 2015.
- The acquisition of one of the Toronto Terminals Railway interlocking towers (at either Scott Street or Cherry Street) once they are decommissioned by GO Transit in 2014. An interpretive display illustrating the interlocking operation, the history of the TTR and the building of the Waterfront Railway Viaduct will be housed therein. (Derek Boles)

Toronto council finally approves Union Station renovations

In August Toronto council approved a \$640-million plan to revitalize Union Station.

Ottawa, through its Infrastructure Canada program, will kick in nearly \$140 million, while GO

Transit will donate \$172 million to the revitalization. The plan also includes funding for the construction of office space for the provincial transit body. The city is expected to raise a large portion of its \$303.5 million obligation from the planned retail concourse that will be leased to an unnamed private partner.

The five year revitalization of the storied transportation hub, scheduled to begin in 2010, will restore the building's crumbling Great Hall, as well as add a retail concourse level underneath the station. (National Post and News)

St. Thomas Railway Hall of Fame gets \$2.77M federal grant



Ron Bareham – Keith Sirman Shutter Studios

A \$2.77 million federal grant for the North America Railway Hall of Fame in St. Thomas, Ontario is a huge boost for the city and the boosters who have been cobbling together money for years to save the historic Canada Southern Railway Station, says the head of the operation. Paul Corriveau, President of the board of the Hall of Fame, who has been fighting to save the massive Italianate structure on Talbot St. since 1994, said the grant "gives a sense of confidence to our donors and shows this work does matter."

It's the largest single contribution toward saving the station. Individual donors have contributed \$500,000 so far, a third of the public fundraising goal. The donation from Ottawa was announced by Joe Preston, MP for Elgin-Middlesex-London, under the community adjustment fund to assist smaller centres hit by a downturn in manufacturing and natural resources. Corriveau said the money will help restore a dining room that can become a conference centre and meeting room. It will also provide electrical, heating and cooling systems, an elevator and washrooms. He said in about a year the Hall of Fame expects to move its offices into the building. It's expected to cost \$8M to \$10M to turn the station into a self-sustaining venture saluting the contribution of the railways to St. Thomas. (Sarnia Observer and Ron Bareham, Elgin County RR Museum)

City of St. Thomas and museum buy rail lands

The future of St. Thomas's railway heritage brightened considerably recently with the announcement that the Elgin County Railway Museum had purchased its building from CN and the city acquired rail connections to the former L&PS nearby, now city-owned.

If the deal is finalized, it paves the way for St. Thomas residents to hear the sound of rolling stock moving along portions of the former Canada Southern line. "At long last we have reached a stage for the purchase of the property," Mayor Cliff Barwick said, addressing a small audience outside the railway museum. Barwick estimated the city and railway museum had been in negotiations for two years to buy the building and railway yard from CN.

"The opportunity is here to give us back railway history," Ron Bareham, president of the Elgin County Railway Museum said. While the city paid \$75,000 for the four acres of connective lands, Bareham said the museum cannot disclose what it paid for the museum until the deal is finalized. Barwick was asked what he thought was the turning point in the negotiations with CN for the purchase of the building. "Persistence," he replied. "If you saw me a year ago in Ottawa, patience would not have been a word you would have used to describe me."

City officials agreed there would be several issues to address after the sale is confirmed, such as zoning. Bareham said the long-term vision for the building would be to add tracks to the west side of the property and eventually welcome Port Stanley Terminal Rail tourist trains coming north to St. Thomas.

Bareham said the museum will concentrate first on replacing the roof in the building, then the windows. With a new roof, visitors can walk up to and into equipment on display that currently is inaccessible because of the dangerous roof conditions. Structurally, Bareham said, the museum is sound although some roof and brickwork is needed. Bob Hammersley, president and CEO of the St. Thomas and District Chamber of Commerce, said the news is welcome. "The significance of this can't be understated," he said. He compared the development of the railway museum to a shopping mall which relies on an anchor attraction to succeed.

"If we can get Port Stanley Terminal Rail to come into St. Thomas, it makes a world of difference. It would give the Canada Southern station train service." (Ron Bareham / St. Thomas Times Journal)

CRHA transfers CN F7 9171 to Elgin County Railway Museum

CN 9171 was built by EMD in May 1948 as GTW 9013 as part of a group of 22 similar units (9006 to 9027). These units were used throughout the GTW system and were regular visitors in southern Ontario, making regular visits to Toronto. The last of these units was retired in 1972.



Peter Murphy

In the early 1970's, being somewhat in a motive power crunch, CN elected to rebuilt 30 of its freight assigned GMD built F7 units (into the 9150 to 9179 series) and 10 F7B units (into the 9190 to 9199 series). Being available at the time and recently retired, GTW 9013 was shipped to CN Transcona shops in Winnipeg, and like her 29 other sisters, was given a thorough rebuild which made her compatible with the rest of the fleet.

Mainly used in western Canada, it would continue on until it was retired in the early 1990s and was donated to the Toronto & York Division of the CRHA for their John Street Roundhouse project. With no available space to store it at the time of its donation, the division arranged with Exporail for its storage on their site.

Subsequent changes to the project and most of all, the decision by the division to divest itself of its rolling stock collection, led to the decision to find another home for this historical unit. A Canada-wide museum search, led the CRHA to conclude a transfer deal with the Elgin County Railway Museum in St. Thomas Ontario, where CN 9171 will be placed on display inside the former Michigan Central shops. The unit will be on display close to her home turf! (Len Thibeault)

Waterloo Central Railway gets federal funding for upgrade

The federal government announced \$483,390 in funding to restore and upgrade Waterloo Central Railway's shop facilities. "Waterloo Central Railway not only facilitates tourism with its trips between Uptown Waterloo, ON, the Farmer's Market, and St. Jacobs, but the railway is also becoming part of this area's attraction to tourists," Harold Albrecht, MP for Kitchener-Conestoga, said in a news release.

Woolwich Mayor, Bill Strauss, said the improved facilities will be a welcome addition to the township. The project was part of the up to \$102 million investment made through the Community Adjustment Fund for 2009-2010, announced on Aug. 27 by Gary Goodyear, newly appointed Minister of State for the Federal

Economic Development Agency for Southern Ontario. Ron Dancey, President of the Southern Ontario Locomotive Restoration Society, which operates Waterloo Central Railway, said he was grateful for the federal cash. "These investments will help us maintain our fleet of vintage trains, and will improve the esthetics of our St. Jacobs station," said Dancey. (Waterloo Chronicle)

Tourist train back in Stouffville

The York-Durham Heritage Railway, the GTA's only tourist railway, resumed service to Stouffville, ON on September 12th. Mechanical issues with one of the railway's locomotives forced the service to offer abbreviated trips out of Uxbridge this summer. The heritage train operated between Uxbridge and Stouffville each Saturday until Oct. 31. The round trip lasts approximately three hours, including time out to explore the towns at either end of the route. (Whitchurch-Stouffville Sun-Tribune)

Cranbrook's Royal Alexandra Hall cornice has been installed



Gary Anderson

After being stored for almost 3 years, the large decorative cornice for the exterior of the Royal Alexandra Hall at the Canadian Museum of Rail Travel is finally being installed. This will complete the neo-classical look of the building. At almost 150 feet in length, and 25 high off the ground, it is made of 18 sections that are joined together to form on a long architectural band along the top of the 1906 heritage hall.

The cornice was actually constructed under a previous Job Creation Project in 2006-07, but was unable to be installed due to insufficient funds. Since then, it has been stored in the new exhibition galleries on the upper floor of the freight shed, taking up all that space and preventing further work in that area.

The cornice construction value in terms of labour and materials is about \$ 15,000, but that is far less than the estimate received in 2002 from a firm in New York City to make a new cornice for almost \$ 100,000.

The current Job Creation partnership project at the Museum, which started in early August, has allowed the project to proceed. Even though the Museum must pay several thousand dollars for a contractor to install the units using a lift system, the JCP labour assistance has reduced the overall costs and made it feasible at this time. Finishing work such as filling and painting the joints is to be done later by the JCP crew, but the main structural installation work was done in mid-August by Steeples Construction, who also installed the similar, but shorter, cornice over the Museum entrance in 2004. (Gary Anderson)

Canadian Museum of Rail Travel working on car 621



Gary Anderson

Car 621, a 1901 day coach built by Canadian Pacific Railway at its Montreal Hochelaga Shops, came to Cranbrook in 1990, after being used for a time as a summer cottage at Priddid, Alberta.

Current restoration of the car calls for the filling in of a section of an exterior wall, installation of 24 original seats, re-glazing 6 mahogany frames, clerestory and glass window covers and flashings. Electrical work will be carried out as well as stairs and the painting and installation of the four doors. (Gary Anderson)

West Coast Railway Association receives a 2 million dollar grant from Government of Canada



Peter Murphy

On Wednesday, September 2, 2009 the Government of Canada announced that it would make a \$2 million dollar investment in WCRA's CN Roundhouse & Conference Centre now being built in Squamish, British Columbia. The funds come from the Canada Cultural Spaces Fund. The Minister of Canadian Heritage and Official Languages, the Honourable James Moore, came to the West Coast Heritage Park to personally deliver the good news!

Minister Moore talked about the proud heritage in Canada connected to the railways and their development of our country and communities, and how the work of the West Coast Railway Association was significant in preserving and telling that story. The news was welcomed by WCRA Chair Colin Smith, and local federal, provincial and municipal officials, as well as the staff and volunteers of the WCRA.

The CN Roundhouse and Conference Centre as of September 16, 2009. With the confirmation of a \$ 2 million grant from the Government of Canada, work on the project recommenced on Monday, September 14th. (Peter Murphy)

Association of Railway Museums (ARM) convention held in Squamish, B.C.



WCRA

The 2009 conference of the Association of Railway Museums was held in Squamish, British Columbia from September 16th. to 20th. at WCRA's Heritage Park. Some 115 registrants participated including three Directors from the CRHA and several members. Canada, the United States and Mexico all had railway museums represented at the conference.

An excellent program was presented with seminars on many aspects of museum management and operation including fundraising, marketing, equipment restoration, etc. It is interesting to see how all railway museums are facing the same challenges in one form or another. ARM conventions are important as we can all learn from each other and go back to our respective museums better informed and reinvigorated to face the challenges at hand.

WCRA pulled out all the stops and had a different operating train set every day of the conference.



Wednesday, September 16th. PGE 561: This is an RS3m built by MLW in 1951 and was the first Road Diesel operated by the PGE. It was withdrawn from service in 1986 after 35 years of service. Peter Murphy, all five photos



Thursday, September 17th. Budd cars RDC-3 BC33 and RDC-1 BC21: BC33 was built in 1956 for the PGE and operated from North Vancouver to Prince George until 2002. It has been restored to its 1956 PGE paint scheme. BC21 was built in 1962 for the Reading railroad as 9156 and was acquired by BC Rail in 1983. Both Budd cars were purchased to preserve a typical PGE RDC train.



Friday, September 18th. CPR 4069: CPR 4069 is a GMD type FP7A built in 1952, she also carried CPR road number 1425 and VIA Rail 6569 before being acquired by WCRA. This class of locomotives helped usher in a new era of train travel in Canada when they were assigned to the Canadian in 1955



Saturday, September 19th. CPR 2860: Unfortunately the Saturday planned steam excursion to North Vancouver had to be cancelled due to threatened labour action by CN locomotive engineers as of midnight, Friday, September 18th.; highway coaches were substituted. Nevertheless 2860 put on quite a show in the humid fall air on the WCRA grounds. Royal Hudson 2860 is a H1e built by MLW in 1940; she was purchased by BC Rail from CPR in 1974 and operated in excursion service from North Vancouver to Squamish for many years. She was recently restored to operating condition by WCRA.



While in Vancouver on Saturday, delegates had a chance to see CPR 4-4-0 374 pulled out and cosmetically

steamed up! The 374 pulled the first CPR trans-Canada train into Vancouver on May 23, 1887. A municipal bylaw permits 374 to be pulled, steamed and whitelise three times a year. This was the third and final event for 2009.



Sunday, September 20th. CPR S3 switcher 6503: This 660 HP switcher was built by MLW in 1951 for the Canadian Pacific Railway. It was sold to United Grain Growers in 1983 and used in switching service for that company until 1987 when it was acquired by the WCRA.

Full steam ahead for Rails to Trails in BC

The cities of Cranbrook and Kimberley, along with Canadian Pacific Railway announced recently that work on the Rails to Trails project is about to begin. The Environmental Assessment work is now complete and work will begin on removing rails and ballast material in order to create a recreational trail joining the two cities.

Before either of the cities can begin spending the \$1.8 million in federal/provincial infrastructure funding granted to them for the trail, CP must remove the track, ballast, ties and any other contaminated soils. Tracks and ties will be recycled and all rail bed and soil materials will be transferred to a landfill in the Teck Cominco tailings ponds in Kimberley under a BC Ministry of Environment permit. The material must be removed because it originated from Sullivan Mine waste rock, and has higher than allowable levels of lead and zinc. Since the tailings ponds already store contaminated material from the Sullivan's 100 plus years of mining, they were deemed an appropriate site for all material removed from the rail line. A road has already been put in behind Marysville so trucks hauling ballast can access the tailings ponds without driving through the residential community.

Once CP has completed their work, which is now out to tender, the right of way will be officially gifted to Kimberley and Cranbrook. "Canadian Pacific has enjoyed a decades-long relationship with Kimberley and Cranbrook," said Jane O'Hagan, SVP, Strategy and Yield. "We're pleased to donate the former right-of-way to the communities and their residents once work is complete." (Cranbrook Daily Townsman)

E&N needs tenants before restoration of burned out station



Nanaimo's burnt out station will hopefully soon be restored once enough tenants have been identified. Peter Murphy

La gare de Nanaimo incendiée, espérons qu'elle soit bientôt restaurée. Peter Murphy.

Restoration work for Nanaimo's historic E&N Railway station won't begin until the Island Corridor Foundation can line up tenants for the site. Only the shell of the Nanaimo station built in the 1920s remains after an arsonist torched the building in August 2007.

Before any work can be done, the ICF must resolve the question of ownership of other E&N stations along the route, said executive director Graham Bruce. He said he's pleased with the exterior design drawings for the \$2.4-million restoration but expressed concern regarding details with Via Rail about the transfer of other stations up and down the 160-kilometre run route. When the ICF assumed control of the Nanaimo station from VIA in 2007, Bruce said it also gained control of the other stations. VIA wants to hammer out a few details regarding the transfer of some other stations to ICF before restoration work begins in Nanaimo. "The design work is finished and now we just need the construction drawings," he said. "We would love to move the schedule forward for the restoration work of the Nanaimo station. I don't know why this has to be linked. Right now, the Nanaimo station is sitting there open to the elements and deteriorating daily." Bruce said ICF has a good working relationship with Via and he hopes to have these "small details" nailed down in the near future. (Harbour City Star)

70th. Anniversary of the Royal Train of 1939

In 1939 Canada was still in the throes of the depression and War was becoming imminent in Europe. It was no accident that a cross-Canada (and part of the USA) Royal Tour was organized for King George VI and his bride Queen Elizabeth. This was the first visit to Canada by a reigning monarch. The tour served as a

gentle reminder of our ties to the motherland, our imperial duty and of the need for the New World to support Britain.

A special train was assembled for the 44 day tour. Competing companies Canadian Pacific Railway and Canadian National Railway joined forces and rolling stock to ensure a state of the art train for the Royal Couple. The outward journey from Quebec City to Vancouver was handled by then new CPR Hudson 2850, the return trip from Vancouver to London / Niagara Falls / Washington / New York / was handled by CNR using several locomotives notably the then new streamlined Northern type 6400. The Delaware & Hudson brought the train from New York to Delson, Quebec where CPR 2850 picked up the train for the Delson – Sherbrooke, Quebec leg of the tour.

The train consisted of 12 cars, a mix of CPR and CNR equipment as well as Canada's two Governor General's cars. The train was newly painted in royal blue



The Royal Train arrives at Delson, Quebec from New York on the Napierville Junction Railway (Delaware & Hudson Railway in Canada) hauled by double headed Delaware and Hudson steam locomotives numbers 603 and 609. The date was June 12, 1939. Within minutes, the D&H power will cut off and CPR's 2850 will again be in charge as the train immediately begins its journey to Sherbrooke, Quebec, where the 2850 will be replaced by a pair of lighter Quebec Central steamers. They will haul the train to Joffre where it will be turned over to CN for the Halifax, Nova Scotia leg of the tour. Leonard Seton caught the action on his folding Kodak. This is the only known photograph of the Royal Train on the D&H. Leonard Seton.

En provenance de New-York, ce 12 juin 1939, le train royal arrive à Delson au Québec à la jonction Napierville (Chemin de fer Delaware&Hudson au Canada) avec en tête le tandem des locomotives à vapeur no 603 et 609. Dans quelques minutes, les engins de la D&H seront remplacés par la no 2850 et le train partira aussitôt vers Sherbrooke au Québec où la 2850 sera remplacée par deux locomotives à vapeur légères du Québec Central. Ces dernières amèneront le train jusqu'à Joffre où il empruntera la voie du CN vers Halifax en Nouvelle-Écosse, fin du parcours. Leonard Seton a capté ce cliché avec son appareil Kodak rétractable. C'est la seule photo connue du train Royal sur le D&H. Leonard Seton.

with a band of aluminum across the window area as well as aluminum striping and panels. The last two cars on the train, the Governor General's cars carried the Royal Coat of Arms. The royal couple spent all nights on the train except for four (Ottawa, Banff, Jasper, Victoria).

The tour was a great success, towns and cities all over Canada decorated their buildings to mark the occasion. Thousands of people came out to see the royal couple as it whistle-stopped its way across Canada and part of the USA.

Because of the flawless performance of CPR's 2850 in pulling the Royal Train across Canada without relief, permission was granted to name the class Royal Hudsons; crowns were attached to their running boards and the rest is history. The 2850 resides at Exporail as the centerpiece of our world class collection. (Ed)



Peter Murphy

100th. Anniversary of CPR's spiral tunnels

One of the most spectacular pieces of railroad engineering on the North American continent is 100 years old this year. Canadian Pacific railway's two spiral tunnels located between Field and the Kicking Horse Pass in Yoho National Park in British Columbia were completed and open to traffic in 1909.

The tunnels were designed by CPR's Assistant Chief Engineer J.E. Schwitzer modeled after a similar

system in Switzerland. When the tunnels were opened the grade was reduced from 4.5% to 2.2%. The 'Big Hill' which had been constructed in 1884 across the Continental Divide was intended to be a temporary route but remained in service for some 15 years until the spiral tunnels were opened.

With the reduced gradient, two locomotives replaced four on eastbound trains while increasing speed fivefold. Safety, a critical concern on westbound trains descending the 'Big Hill' was greatly improved. Scheduling delays were also greatly reduced with the elimination of pusher locomotives and other operating procedures.



Workers on scaffolding at one of the spiral tunnel portals. Canadian Pacific Archives.

Ouvriers sur des échafaudages à l'un des portiques des tunnels en spirale. Archives Canadien Pacifique.

The spiral tunnels are the most popular roadside attraction in Yoho National Park and can be safely viewed from two vantage points. Some 30 trains a day use the tunnels including the Rocky Mountaineer on its scheduled Calgary – Vancouver runs. (Ed. / The Spiral Tunnels and the Big Hill by Graeme Pole, Altitude Publishing Company)

BACK COVER TOP: Cars 218-118 of the Canada Line approach Marine Drive station in Vancouver with a northbound train to Waterfront, while a southbound train in the distance prepares to ascend the North Arm Bridge. Peter Murphy

COUVERTURE ARRIÈRE HAUT: Les voitures 218 et 118 du Canada Line approchent de la station Marine Drive à Vancouver avec un train en direction nord vers Waterfront tandis qu'un autre en direction sud, à distance, se prépare à descendre le pont North Arm. Peter Murphy.

BACK COVER BOTTOM: Canada's famous spiral tunnels are 100 years old this year, this CPR Archives rendering gives an excellent 'birds eye view' as to the tunnel layout. It isn't hard to visualize the route of the early 'Big Hill' if you visually connect the top incoming and bottom outgoing rail lines! Canadian Pacific Archives

COUVERTURE ARRIÈRE BAS: Les fameux tunnels en spirale fêtent leurs 100 ans cette année, ce document d'archives du CPR donne un bon aperçu à vol d'oiseau du tracé des tunnels. Il est facile d'imaginer la grande côte (Big Hill) en reliant d'un trait l'entrée du premier tunnel à la sortie du deuxième. Archives Canadien Pacifique.

Canadian Rail

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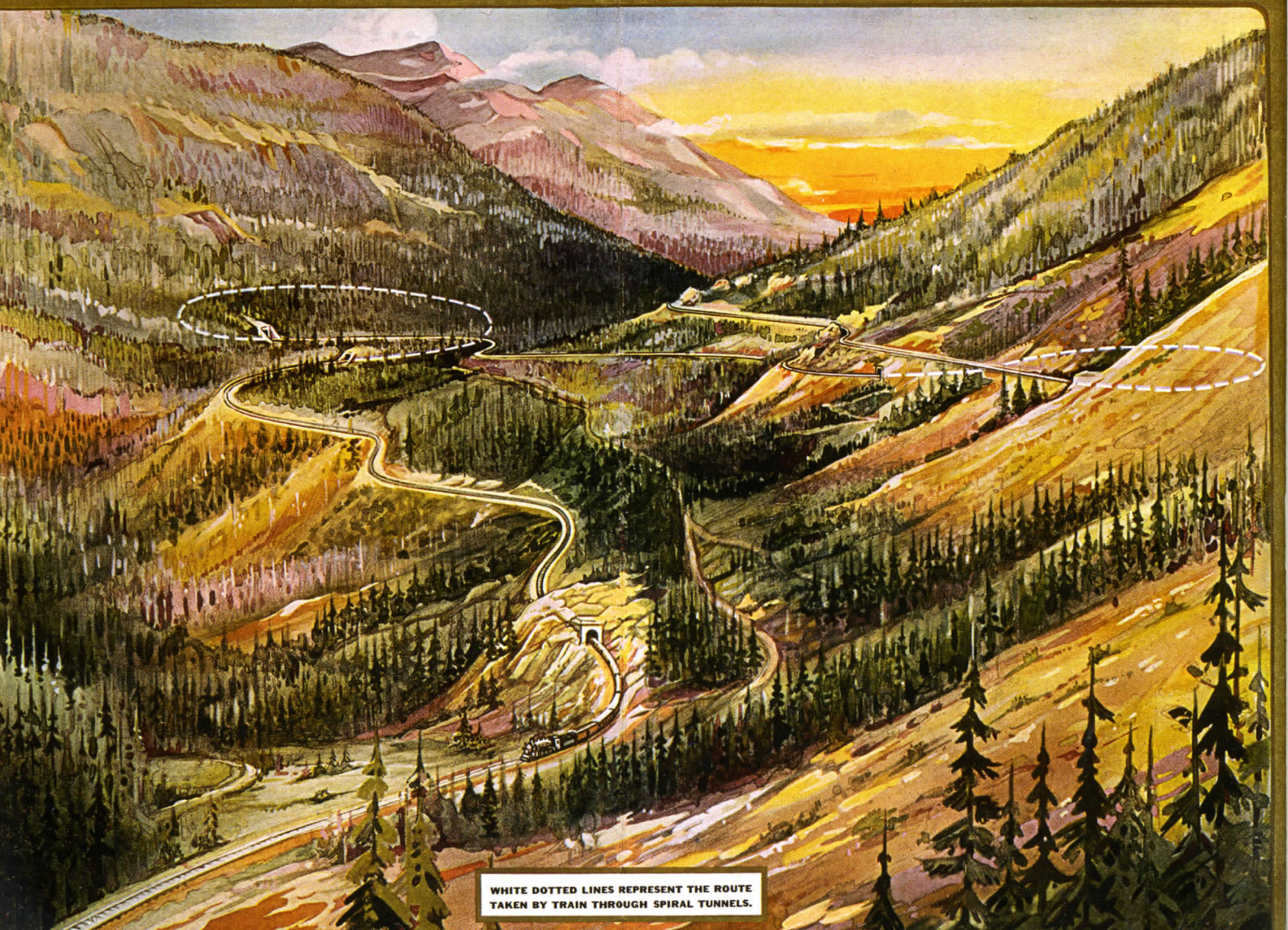
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