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50 Years Since the End of Mainline Steam

50 ans depuis la fin de la vapeur



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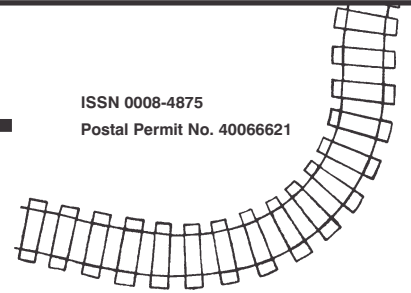


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FRONT COVER: The sound of rolling thunder fills the late afternoon air in the Town of Montreal West on July 20, 1959 as CPR G3 Pacific 2412 accelerates a westbound Lakeshore local over the Westminster Avenue crossing. An eastbound local with Budd RDCs completes this transition era scene in which Montreal West Tower appears in the background. In less than a year, the likes of 2412 and her passenger service sisters will be retired as diesels and RDCs take over by July 1, 1960. Lorne Perry.

BELOW: With only months left for CPR steam hauled passenger service, train No. 248, lead by Royal Hudson 2822 pauses at Montreal West on a snowy February 27, 1960. Ernest L. Modler 1526, Ronald Ritchie collection.

PAGE COUVERTURE : À la sortie de la gare de Montréal-Ouest le 20 juillet 1959, la Pacific G3 2412 du CP est en tête d'un train de banlieue en direction ouest au passage à niveau de l'avenue Westminster, alors que le train qui se dirige vers l'est se compose d'autorails diesels. C'est l'époque de la transition entre la vapeur et le diesel; dans moins d'un an, toutes les locomotives à vapeur seront éliminées (à partir du 1er juillet 1960). Lorne Perry.

Ci-DESSOUS : Avec un sursis d'à peine quelques mois pour le transport de passagers par la traction à vapeur, le train no 248, avec en tête la Royal Hudson no 2822, fait un arrêt à Montréal-Ouest en cette journée de neigeuse du 27 février 1960. Ernest L. Modler, 1526, collection Ronald Ritchie.

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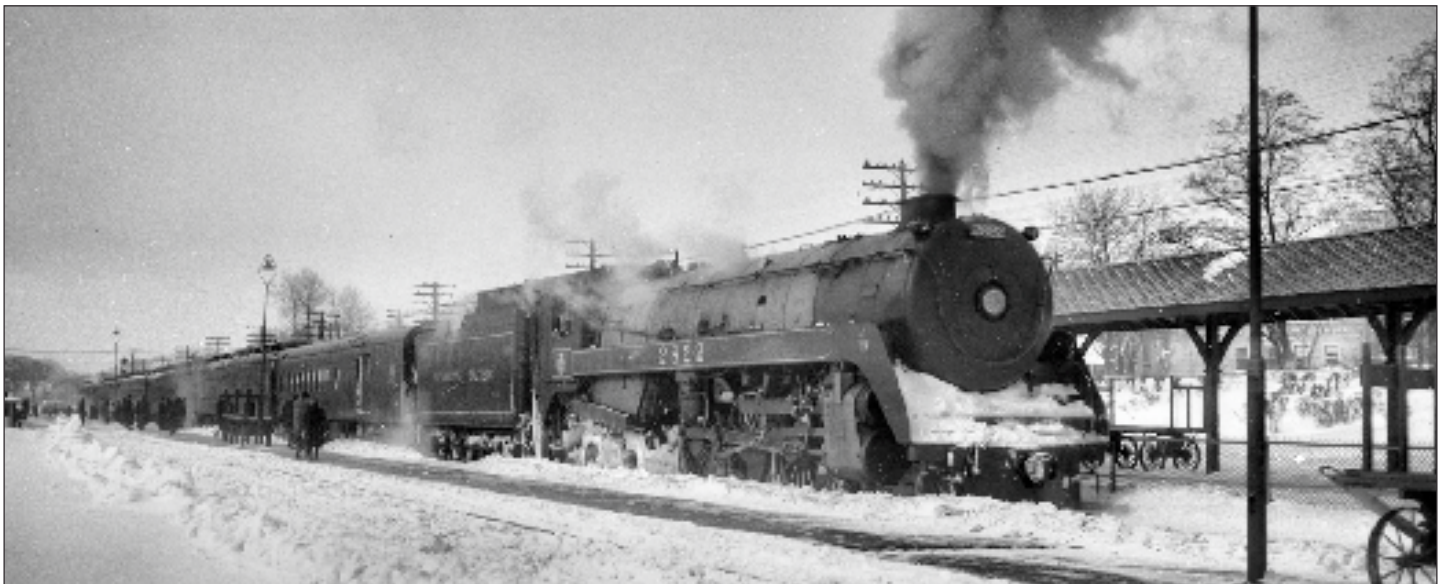
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Steam Out – Diesel In

by Lorne Perry and Stan J. Smaill

Translation by Denis Vallières
and Jean-Maurice Boissard

The two major Canadian railways were a bit late in the dieselization game compared to most of the U.S. railroads. By the end of 1958, only the Colorado & Southern-Fort Worth & Denver, Duluth Messabe & Iron Range, Grand Trunk Western (GTW), Illinois Central, Norfolk & Western (N&W) and Union Pacific rostered diminishing pockets of main line steam.

The N&W was the last medium to large railways to convert in May 1960, in deference to their major customer, the coal fields of West Virginia. In 1957 National Railway Historical Association members congregated in Roanoke, Virginia to check out steam operations, knowing that it wouldn't be long before the big articulateds and the J class Northerns would be retired. But even at that late date N&W was still repairing nearly new home built steam locomotives in its own shop at Roanoke. Soon after that, rail enthusiast photographers congregated on the GTW in Michigan and Illinois and on CNR and CPR in Central Canada to catch the last glimpses of big steam in action on regular trains.

It turned out that the decade of the fifties was the last chance to see main line steam in Canada, aside from occasional excursions in the years following.

CNR says farewell to steam

On CNR the windup of the steam era came with surprising swiftness. Donald Gordon, at the helm since 1950, was attentive to his advisors in Motive Power and Car Equipment and Operations. They began to champion a speedy completion of the process that essentially began in 1948 when the first of the big road diesels of the modern era, General Motors Diesel F3 9000-9005, took to the rails. Plans at the time were for a gentle change-over at more or less the rate at which steam locos took themselves out of service.

But the economics that started to show up a few years later provoked elaborate reports on the overall efficiencies to be gained by quickly converting all power to diesel, area by area and region by region. Factored in were advantages such as much simplified maintenance, reduced manpower requirement, improved schedules, lower fuel consumption and shrinkage of roundhouse and shop facilities. All this translated easily into real dollars coming through to the bottom line.

Of course, the catch was a much increased capital requirement. CNR had struggled with this need for years since its Crown corporation status deprived it of the privilege of issuing stock on the open market. Since the Crown owned all the assets, the only recourse when

De la vapeur au diesel

Par Lorne Perry et Stan J. Smaill

Traduit en français par Denis Vallières
et Jean-Maurice Boissard

Au début des années 1950, les deux principaux chemins de fer canadiens accusaient du retard dans le processus de diésélisation comparativement à la majorité des chemins de fer américains. Vers la fin de l'année 1958, seuls le Colorado & Southern-Fort Worth & Denver, le Duluth Messabe & Iron Range, le Grand Trunk Western (GTW), l'Illinois Central, le Norfolk & Western (N&W) et l'Union Pacific diminuèrent leurs parcs de locomotives à vapeur sur leurs lignes principales. Le Norfolk & Western (N&W) fut le dernier des chemins de fer de moyenne et grande catégories à se convertir, et ce en raison de ses principaux clients, les houillères de la Virginie occidentale. J'ai surveillé les mouvements à la vapeur dans les environs de Roanoke en 1957, sachant que les gros engins articulés et les Northern de classe J seraient bientôt retirés. Cependant, le N&W continuait à entretenir ses locomotives à vapeur presque neuves construites dans ses ateliers de Roanoke. Un peu plus tard, des photographes amateurs de chemin de fer convergèrent vers le Grand Trunk Western (GTW) dans le Michigan et l'Illinois ainsi que vers le CNR et le CPR dans le centre du Canada pour capter les dernières images de locomotives à vapeur en activité sur des trains réguliers.

C'est pendant les années 1950 que se présentèrent les dernières chances d'observer des trains à vapeur sur les lignes principales du Canada, à l'exception d'excursions occasionnelles dans les années subséquentes.

Les adieux du CNR à la vapeur

L'élimination de la vapeur au CNR fut étonnamment rapide. Donald Gordon, aux commandes de l'entreprise depuis 1950, fut à l'écoute de ses conseillers qui s'occupaient de la traction, du matériel roulant et des opérations. On accéléra, à une vitesse foudroyante, le processus de conversion qui avait débuté en 1948. On put observer alors les premières impressionnantes locomotives diesels de ligne de l'ère moderne, les General Motors F3 nos 9000 à 9005. Le plan, à l'époque, était de procéder au changement en douceur en suivant le rythme de la mise hors service des locomotives à vapeur.

Cependant, la croissance de l'économie quelques années plus tard incita les dirigeants à analyser l'efficacité de cette conversion rapide de la traction au diesel, par secteur et par région. Les avantages du diesel consistaient en un entretien simplifié, une réduction de la main-d'œuvre requise, une amélioration des horaires,

purchasing diesels was to add to the debt load with consequent charges; and that required the approval of Parliament.

But Gordon was put into his job by a Government that badly wanted his strong financial background as a distinct advantage in controlling what many regarded as a colossal sink-hole. As a result he had the ear of the right people, and economic logic prevailed. The increase to the debt level was approved and the massive orders for diesel locomotives were placed rapidly.

What observers, such as me, didn't realize was that it made the most sense to eliminate the mix of steam and diesel as quickly as possible to achieve maximum savings. This meant converting large territories one by one as diesel production permitted. Even many active railroaders predicted that this dieselization preoccupation was nothing more than a flash in the pan. The diesels, they thought, would prove to be temperamental and failure-prone resulting in a sensible return to steam. But they were all wrong. Prince Edward Island and Newfoundland (1957) changed over first, because the economics were ideal for the island provinces; but the bigger territories, the regions and subsidiaries (Central Vermont, 1957) soon followed, one by one. It then made sense to pull steam in from east and west coasts, closing or converting the engine houses and shops in those remoter areas. This left Central and Prairie Regions as the last bastions of steam.

One of the interesting by-products was the concentration of steam motive power in certain areas and services where it had seldom, if ever, been spotted before. For example, any locomotive in good operating condition was deemed suitable for any service, as long as weight restrictions and haulage capacity were respected. Former passenger locomotives often showed up on freight trains, and former western locos were shifted east, and vice versa.



Big brute T-2-a 2-10-2 4190 was still in steam as late as February 6, 1959. This locomotive survives today with its original 4100 number at Exporail. Ernest L. Modler, Ronald S. Ritchie collection.

La grosse bête 2-10-2 T-2-a no 4190 était encore active en ce 6 février 1959. Cette locomotive fait partie maintenant de la collection Exporail sous le numéro 4100 d'origine. Ernest L. Modler, collection Ronald S. Ritchie.

une plus faible consommation de carburant et une baisse du nombre de rotondes et d'ateliers nécessaires. Tout ceci se traduisait facilement en économie de dollars.

Évidemment, cela nécessitait une forte augmentation du capital requis. Le CNR savait qu'il devrait se débattre pendant plusieurs années pour obtenir ces fonds, puisque en tant que corporation de la Couronne, il était privé du privilège d'émettre des actions en bourse. Puisque la Couronne possédait tous les actifs, le seul recours était d'augmenter la dette et de demander une autorisation du Parlement pour l'achat de nouvelles locomotives diesels.

Mais Gordon fut nommé par un gouvernement qui usait de son puissant pouvoir financier pour mieux contrôler ce que plusieurs considéraient comme un gouffre sans fond. Il fut entendu par les bonnes personnes et la logique de l'économie prévalut sur le reste. L'augmentation de la dette fut autorisée et on plaça rapidement une importante commande de locomotives diesels.

Les observateurs comme moi n'avaient pas réalisé à quel point il était sensé d'éliminer le plus rapidement possible l'utilisation mixte de la vapeur et du diesel pour diminuer les coûts au maximum, et de convertir de grandes régions au fur et à mesure de la disponibilité des diesels. Plusieurs cheminots prédisaient que le passage au diesel ne serait qu'un feu de paille. Mais ils avaient tort. En 1957, les florissantes provinces de l'Île-du-Prince-Édouard et de Terre-Neuve furent les premières à se convertir au diesel. Les territoires plus vastes de certaines régions ainsi que des filiales de grandes entreprises comme le Central Vermont en 1957 emboîtèrent bientôt le pas. Il allait de soi d'éliminer la vapeur des régions côtières de l'est comme de l'ouest et de fermer ou convertir les hangars à locomotives et les ateliers de ces endroits éloignés. Les régions du centre du pays et des Prairies furent les derniers bastions de la vapeur.

L'une des conséquences de ces mouvements était la concentration de certains types de locomotives à vapeur dans certains secteurs et sur certains services où il n'y en avait eu que rarement ou même jamais auparavant. Par exemple, une locomotive en bonne condition était jugée apte à offrir un service à condition que les restrictions de poids et la capacité de traction soient respectées. Ainsi, on put voir souvent des locomotives pour trains de passagers à la tête de trains de marchandises tandis que des locomotives normalement utilisées dans l'Ouest étaient transférées vers l'Est, et vice versa.



Yellow board east! CNR U-2-g 4-8-4 6226 is at Scarboro Junction Ontario after completing a pusher assignment from Mimico Yard, On May 7, 1959, the end is near. John Freyseng-Helmut Ostermann collection.

Feu jaune à l'est! Le 7 mai 1959, la 4-8-4 U-2-g no 6226 du CNR se trouve à Scarboro Junction en Ontario après avoir servi de locomotive de renfort dans la cour de Mimico. Sa fin est proche!. Collection John Freyseng-Helmut Ostermann.

One of the long-term stand-bys for Montreal area passenger trains, U-1-b Mountain 6017, was shifted to Winnipeg and served there for awhile on freight after conversion to an oil-burner. Pacific 5107 (J-4-d), a denizen of northern Ontario was sent east for shopping and worked in the Montreal area on no less than three excursions in 1962, two of them doubleheaded with 4-8-4 6153. Both engines have been preserved: the 5107 at Cochrane, Ontario and the 6153 at Exporail.

One of the last steam operations in Eastern Canada was in the spring of 1959. A friendly towerman tipped off rail enthusiasts he knew, that the last steam train through St. Lambert, my home town near Montreal, would take place later that rainy day in March 1959.

The end of it all came on April 26, 1960 when 4-8-2 6043, powering train 76 from The Pas, pulled into Winnipeg. The last fire was dumped for trains in regular service, but a few locomotives were retained for some years for occasional excursion service.

La Mountain U-1-b no 6017, une de mes locomotives préférées dans le secteur de Montréal, fut transférée à Winnipeg et affectée pour un temps aux trains de marchandises après avoir été convertie au mazout. La Pacific J-4-d no 5107, affectée au nord de l'Ontario, fut envoyée dans un atelier de Montréal pour une révision et ensuite utilisée pour pas moins de trois excursions en 1962, dont deux en tandem avec la 4-8-4 no 6043. Les deux engins ont été préservés, la 5107 à Cochrane, Ontario, et la 6153 à Exporail.

L'un des derniers départs d'un train à vapeur régulier dans l'est du Canada eut lieu au printemps 1959. Je me souviens bien de l'aimable signaleur d'aiguillage qui m'avisait que le dernier train à vapeur vers Saint-Lambert, où je demeurais, près de Montréal, partirait plus tard en cette journée pluvieuse de mars 1959.

La fin arriva le 26 avril 1960 lorsque la locomotive 4-8-2 no 6043, à la tête du train no 76, quitta The Pas à destination de Winnipeg. Les chaudières furent définitivement éteintes pour le service régulier, mais quelques locomotives furent maintenues pendant quelques années encore pour des excursions occasionnelles.

The last steam hauled passenger train in regular service on Canadian National Railways operated between The Pas and Winnipeg, Manitoba. Here officials and crew gather in front of the locomotive to mark the occasion on April 25, 1960. The 6043 ended 124 years of regular steam locomotion on the CNR and its predecessor companies. Canada Museum of Science and Technology Library, CN Fonds 9309.

Le dernier train à vapeur du CNR en service régulier partit de The Pas pour se rendre à Winnipeg au Manitoba. Nous apercevons ici les dignitaires et l'équipe de train posant devant la locomotive afin de souligner l'événement en ce 25 avril 1960. La dernière sortie de la 6043 mit fin à 124 années de traction à vapeur en service régulier au CNR et chez ses prédécesseurs. Musée canadien des sciences et de la technologie, Fonds CN 9309.



A fitting eulogy was given by J. R. McMillan, Vice-President of the Western Region, when greeting the locomotive engineer and fireman just in on the 6043. He spoke for all when he lamented the demise of “that thundering, glamorous giant of the road.”

The Canadian Railroad Historical Association and Canadian National Railways organized two ‘End of Steam’ excursions on September 3 and 4, 1960 to commemorate the end of steam on the CNR. The following edited account appeared in the September 1960 CRHA News Report.

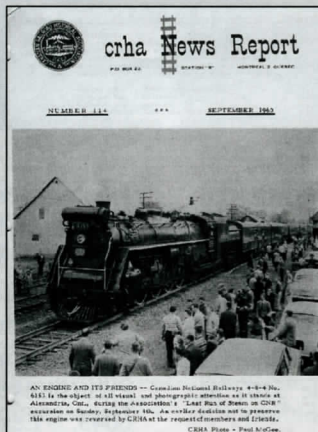
Five hundred members, associates and friends of the Association gathered in Montreal on Saturday and Sunday of Labour day weekend 1960, to pay homage, for the last time, to a Canadian National steam locomotive in operation on that system. As the largest attendance ever experienced in ten years of CRHA railway excursions, it was a fitting tribute to the end of an era which had begun on the CNR’s earliest ancestor more than 124 years before, in 1836. The engine was specifically selected by CNR mechanical officers in view of its good running condition, and it justified official confidence by performing well and flawlessly during the two excursions. The engine chosen was 4-8-4 type number 6153.

The observance was divided into two parts: an excursion on Saturday, intended principally for railway enthusiasts, carried 282 passengers from Montreal to Joliette and return. Saturday was a beautiful day, Sunday dawned to a slow, constant rain. Exactly five hundred passengers boarded for the final Sunday trip which operated between Montreal and Ottawa. Extensive publicity had been issued to the general public and consequently for safety reasons no runpasts were held. It was because of this wide publicity that several new members made contact with the CRHA and joined as members. These include your Co-Editor Peter Murphy who was signed up on the spot by Membership Director C. Stephen Cheasley!

The 6153 and train departed Central Station with a passenger stop at Lachine, and an operating stop at Coteau. It then proceeded to the first picture stop at De Beaujeu where we met train number 4. Another stop was made at Alexandria where we met train number 47. As time was lost detraining and entraining

Un éloge approprié fut prononcé par J.R. MacMillan, vice-président de la région Ouest, envers le mécanicien de locomotive et le chauffeur de la no 6043. Il parla au nom de tous en mentionnant la fin du « tonitrueux et resplendissant géant du chemin de fer ».

L’Association canadienne d’histoire ferroviaire et le Chemin de fer du Canadien National organisèrent deux « excursions vapeur » lors du congé de la Fête du travail, les 3 et 4 septembre 1960, afin de souligner la fin de l’ère de la vapeur au CNR. Le texte qui suit parut dans l’édition de septembre du News Report de l’ACHF.



Plus de 500 personnes, membres et amis de l’Association, se sont rassemblées à Montréal le samedi et le dimanche de la Fête du travail en 1960 pour souligner, une dernière fois, l’utilisation d’une locomotive à vapeur sur le réseau du Canadien National. Ces excursions de l’ACHF, parmi les plus achalandées des 10 dernières années, marquaient la fin d’une ère qui avait débuté en 1836, il y avait donc plus de 124 ans, avec le plus lointain ancêtre du CNR, le Champlain & Saint Lawrence Railroad. Des experts en mécanique avaient choisi la locomotive 4-8-4 numérotée 6153 en raison de son bon état de fonctionnement, et leur choix se révéla judicieux, puisqu’elle eut une performance et un comportement impeccables aux deux occasions.

On organisa deux types d’excursions. Celle du samedi s’adressait particulièrement aux amateurs ferroviaires et plus de 282 passagers y participèrent. Elle consista en une escapade aller-retour entre Montréal et Joliette. Les excursionnistes de ce samedi avaient profité d’une belle température, mais il en fut autrement pour les 500 du dimanche, qui durent subir une faible et constante pluie durant le voyage aller-retour de Montréal à Ottawa. Pour des raisons évidentes de sécurité, aucun arrêt-photo avec train en mouvement n’eut lieu. L’événement fut grandement publicisé, ce qui permit à l’ACHF de recruter plusieurs nouveaux membres, dont votre coéditeur, Peter Murphy, qui s’inscrivit auprès du directeur du service d’adhésion, C. Stephen Cheasley!

Le train, avec en tête la 6153, parti de la gare Centrale et s’arrêta une première fois à Lachine pour prendre des passagers, puis à Coteau pour certaines manœuvres. Le train poursuivit ensuite son itinéraire jusqu’à Beaujeu, où il croisa le train no 4 et s’arrêta pour une séance de photos. Un autre arrêt eut lieu à Alexandria, où cette fois le convoi croisa le train no 47. Comme il y eut beaucoup de débarquements et de réembarquements de passagers, le train arriva en gare

the numerous passengers, we arrived in Ottawa one hour and fifteen minutes late. Several thousand citizens of the national capital gave us a welcome we will not soon forget.

The return trip was non-stop except for a water stop at Alexandria where passengers were not permitted to detrain in order to keep on schedule. We arrived at Turcot only a few minutes behind schedule.

At Turcot, the train was moved up to Ste. Marguerite Street, then backed in on the roundhouse lead to allow the passengers to see and photograph the uncoupling of the 6153, and its housing procedure for the last time. Canadian National officers had arranged things very well, and in addition to the five hundred spectators, CNR had four kindred 'spectators' to watch 6153 take its last ride under steam on the turntable, in the form of three engines from the Museum Train, 4-4-0 No. 40, 0-6-0T No. 647 and 2-6-0 No. 713. The fourth 'guest' was the 1165, which had been donated to the CRHA on July 21, 1960.

Amid much whistling, steaming and bell ringing, Engineer Honsinger put 6153 away in stall 53, and as the Vanderbilt tender disappeared into the roundhouse, the doors were closed by Turcot's General Supervisor, Mr. Horsman and CRHA President Dr. R. V. V. Nicholls. Some of the nostalgia of seeing the last CNR steam engine dump its fire for good was dispelled by an announcement that Dr. Nicholls made to the effect that the CRHA Museum Committee had

d'Ottawa avec plus d'une heure et quinze minutes de retard! Ce qui n'empêcha pas des milliers de citoyens de la capitale nationale d'accueillir le convoi d'une manière inoubliable.

Le trajet du retour fut direct avec un seul arrêt à Alexandria pour faire le plein d'eau. Les passagers n'eurent pas l'autorisation d'y descendre. Nous arrivâmes à Turcot avec à peine quelques minutes de retard.

À Turcot, on recula le train vers la rue Sainte-Marguerite, puis sur la voie menant vers la rotonde, pour permettre aux passagers d'observer une dernière fois le dételage de la no 6153 et la procédure de remisage. Les responsables du CNR firent bien les choses : en plus des 500 spectateurs, ils avaient invité quatre « témoins » pour observer cette dernière manœuvre de la 6153 sous pression sur le pont tournant. En effet, on put voir trois locomotives du Train musée : la 4-4-0 no 40, la 0-6-0T no 647 et la 2-6-0 no 713, en plus de la no 1165, offerte à l'ACHF le 21 juillet 1960.

Au milieu des bruits de sifflet, de vapeur et de cloche, le mécanicien Honsinger dirigea la 6153 vers la stalle no 53, puis après que le tender Vanderbilt eut disparu à l'intérieur de la rotonde, le superviseur général de Turcot, M. Horsman, et le président de l'ACHF, R. V. V. Nicholls, fermèrent les portes. Pendant ce moment émouvant où l'on éteignait le feu de l'engin pour une dernière fois, le Dr Nicholls annonça que le Comité du musée de l'ACHF avait placé la 6100 en plus de la no 6153 sur sa liste de véhicules ferroviaires à préserver, leur assurant ainsi un endroit permanent non

On September 4, 1960, the CRHA chartered 4-8-4 Northern Type 6153 for an official 'End of Steam' excursion to Ottawa. Once back in Montreal the train paused at Turcot where the locomotive was uncoupled and ceremonially driven into the Turcot roundhouse for the last time. Association President Dr. R. V. V. Nicholls (on left) and Turcot's General Supervisor, Mr. Horsman closed the appropriately decorated doors behind it and the rest is history. The 6153 forms part of the CNR historic locomotive collection and is on display at Exporail. Canada Museum of Science and Technology Library, CN Fonds 54933-81.



Canada Museum of Science and Technology Library, CN Fonds 54933-81.

Le 4 septembre 1960, l'ACHF (Association canadienne d'histoire ferroviaire) nolise la Northern Type 4-8-4 6153 pour une excursion « fin de la vapeur » à Ottawa. De retour à Montréal, la locomotive est détachée et conduite cérémonieusement à la rotonde de Turcot pour la dernière fois. Le président de l'Association, M. R. V. V. Nicholl (à gauche), et le superviseur général du dépôt de Turcot, M. Horsman, ferment les portes, décorées pour la circonstance... tout le monde connaît la suite. La 6153 fait aujourd'hui partie de la collection historique des locomotives du CN et est exposée à Exporail. Bibliothèque du Musée canadien de la science et de la technologie, fonds du CN 54933-81.

replaced the 6100 on its preservation list with the 6153, thus ensuring it a permanent place, not only in history, but in our projected Museum of Transportation.

After the 6153 was housed, FP9A 6525 coupled on to the train for the run into Central Station. And so ended the era of steam on the CNR.

seulement dans l'histoire, mais aussi dans le cadre du projet de Musée des transports.

Après le remisage de la no 6153, la locomotive diesel FP9-A no 6525 fut attelée au convoi pour parcourir la courte distance qui nous séparait encore de la gare Centrale. C'est ainsi que prit fin l'ère de la vapeur au CNR.



CPR Royal Hudson 2856 awaits its next helper assignment at Leaside, Ontario on December 15, 1959. How the mighty have fallen! The 2856 spent her life hauling crack passenger trains – the helper assignment duties only prevented the inevitable by a few years. James A. Brown.

La Royal Hudson 2856 du CP, réduite au rôle de locomotive d'appoint, attend son prochain ordre de mission à Leaside, Ontario, le 15 décembre 1959. Quelle déchéance pour cette grande dame qui a passé sa vie à remorquer de fameux trains de passagers! Cette nouvelle fonction peu glorieuse n'a fait que repousser l'inévitable de quelques années. James A. Brown.

Lorne Perry's recollections as CPR steam bites the dust

There was less of a surprise aspect to CPR's changeover. The railway was headed up by N. R. (Buck) Crump, a man who grew up with steam in his blood; but that didn't stop him from taking the decisive action necessary to set the dieselization process in motion. CPR was in a much better position than CNR to finance a complete change. It had been a successful, profit-making business for many years and had adequate financial reserves.

There was much excitement among the rail

Lorne Perry se souvient de l'époque où la vapeur du CP mordait la poussière.

Au CP, le changement est moins surprenant. Le réseau est dirigé par N.R. (Buck) Crump, qui bien qu'ayant grandi avec la vapeur, a su prendre la décision de passer au diesel. Le CP est en bien meilleure posture financière que le CN pour effectuer le changement. Ses affaires sont fructueuses depuis de nombreuses années et il dispose de bonnes réserves financières.

Je me souviens de l'enthousiasme de la communauté ferroviaire en 1949 quand les unités A et B de la série 4000 de l'Alco sont arrivées avec la fanfare de

Oiling around. F1 4-4-4 2926 receives lube oil attention from her hogger at McAdam, New Brunswick on December 28, 1959 before powering the St. Andrews local freight. James A. Brown.

Graissage. La F1 4-4-4 2926 est graissée consciencieusement par son mécanicien à McAdam, Nouveau-Brunswick, le 28 décembre 1959 avant de tirer le train de marchandises de St. Andrews. James A. Brown.



enthusiast community in 1949 when the 4000 series Alco freight FA1 and FB1 units showed up with appropriate fanfare. My first photo capture was number 4000. But even then, CPR was just taking delivery of what turned out to be its last new steam locomotive, Number 5935, a 2-10-4 (T-1-c) designed for mountain service. These were soon followed by Alco RS-2s powering freight trains and American built EMD E8s for passenger service.

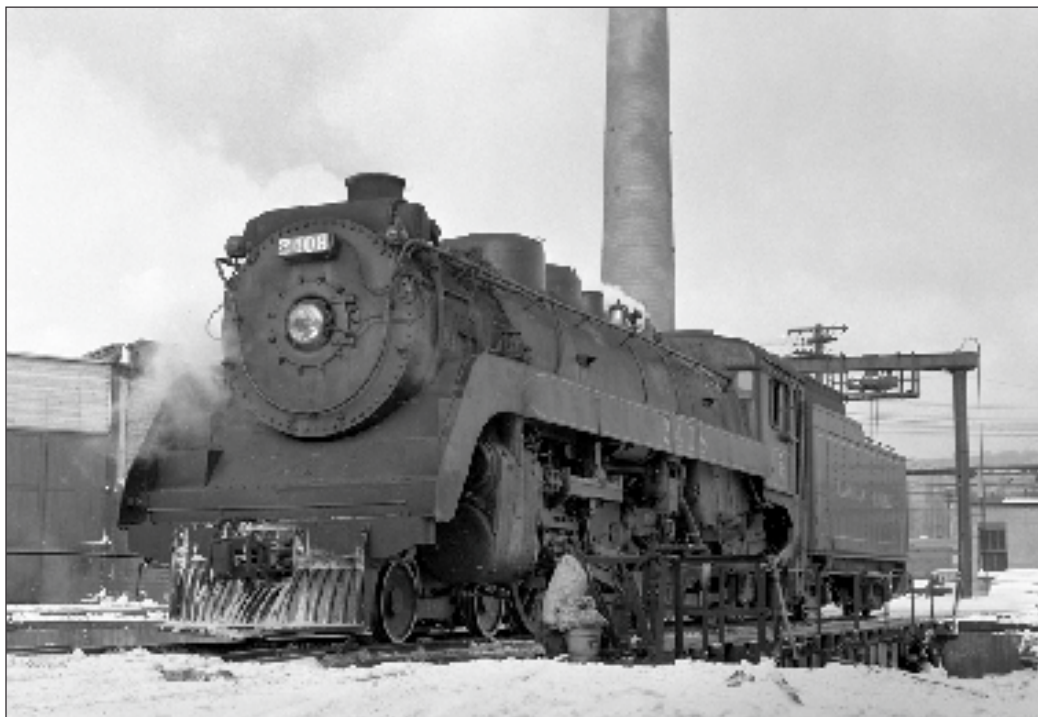
As with CNR, CPR pulled in steam from east and west coasts, ending up with Montreal as the last hold-out. The Montreal commuter service became a depository for high class locomotives down-graded from long-haul service – the 2800 series Hudsons and Pacifics of the 2400 and 1200 series.

Triple-headers became a regular occurrence when CPR assigned otherwise idle main line steam to a transfer movement from the Port of Montreal to St. Luc Yard via the Hochelaga Hill. It happened late at night and the gradient was very steep for the first mile or two as the locomotives tugged a long and heavy train through the otherwise dark and silent cityscape. The syncopated stack music from a Hudson leading two Mikados was accompanied by a towering plume of smoke and steam. My camera of the day couldn't handle it, but the image is clear in my memory.

circonstance. Ma première photo fut celle de la 4000. Malgré tout, le CP venait tout juste de recevoir ce qui allait être sa dernière locomotive à vapeur, la 5935, une 2-10-4 (T-1-c) destinée au service en montagne. Suivirent rapidement les Alco RS-2s, pour la traction des trains de marchandises, et les EMD E8s, de fabrication américaine, pour le service voyageur.

Comme au CN, le CP pousse ses locomotives à vapeur depuis les côtes est et ouest, vers Montréal. Le service de banlieue de Montréal conserve les locomotives de grande classe retirées des services de grande ligne, les Hudson série 2800 et les Pacific séries 2400 et 1200.

La seule fois où je fus témoin d'une traction triple, ce fut lorsque le CP utilisa des locomotives à vapeur de grande ligne pour un transfert entre le port de Montréal et le triage de St-Luc via la côte d'Hochelaga. Cela se passait la nuit. La pente était particulièrement difficile sur les deux premiers milles pour les locomotives, qui tiraient avec peine dans l'obscurité un long train lourd à travers la ville endormie. Le rythme syncopé de la Hudson conduisant les deux Mikado était accompagné d'un panache de fumée et de vapeur. Ma caméra de l'époque ne pouvait capturer ce moment, mais l'image est encore gravée dans ma mémoire.



Even the Glen's turntable days are numbered in this December 30, 1959 shot of CPR 4-6-2 2408, a 1941 Product of Canadian Locomotive Company in Kingston, Ontario. The 2408 formed part of the Montreal commuter pool in the dying days of steam. James A. Brown.

Photo de la 2408, une 4-6-2 du CP construite en 1941 par la Canadian Locomotive Company de Kingston, Ontario, sur le pont tournant de Glen. Ses jours sont comptés en ce 30 décembre 1959. La 2408 faisait partie des locomotives de banlieue de Montréal dans les derniers jours de la vapeur. James A. Brown.

This photo has been published before, but in the context of this project, a revisit is in order. Powering the last main line CPR freight out of Toronto, Ontario, CPR P2 2-8-2 5411 is eastbound for Trenton and Smiths Falls on December 31, 1959. James A. Brown.

Même si cette photo a déjà été publiée, la revoir dans le contexte de ce projet est digne d'intérêt. Tirant le dernier train de marchandises à partir de Toronto, la CPR P2 2-8-2 5411 se dirige vers l'est en direction de Trenton et Smiths Falls le 31 décembre 1959. James A. Brown.



Heading towards the end of steam on the CPR, by Stan Smaill

As 1960 dawned, the last stand of CPR's steam operations was largely concentrated in the Montreal area on commuter and transfer freight services. A few other pockets of steam operation persisted in southern Ontario, New Brunswick, Ontario and Manitoba. Steam power operated on the Quebec Central Railway, the Farnham,

La fin de la vapeur au CP, par Stan Smaill

En janvier 1960, les opérations vapeur du CP sont concentrées à Montréal pour le trafic de banlieue et le transfert de marchandises. Des poches de vapeur persistent aussi à Port McNicoll, Ontario, jusqu'à la fin avril 1960. Dans les triages du Québec Central, à Farnham, Sherbrooke et Mégantic, au Québec, et sur la ligne de marchandises entre Farnham et Drummondville,

Sherbrooke and Megantic yards and on the Drummondville Subdivision wayfreight between Farnham and Drummondville as late as March 1960. The famous “International” mixed train 517 between Brownville Junction, Maine and Megantic, Quebec made its last run with steam on April 8, 1960 powered by P1 class 2-8-2 5107. The following day, the 5107 handled the wayfreight from Megantic to Sherbrooke and ran on to Montreal later that night on train 913. The 3514, a 2-8-0, remained at Megantic as a stationary boiler until the fall of 1960.

Fires were dropped on Prairie Region branch line steam power and yard engines by the first quarter of 1960 as hordes of GP9's and SW1200RS's arrived from General Motors Diesel plant in London, Ontario.

CPR steam operations in the Maritimes came to an end in April 1960. G2 4-6-2 2626 handled train 84 from Aroostook on April 2, 1960. In mid April 1960, A1e 4-4-0 29 made a surprising return to service on the Norton-Chipman branch when she replaced ailing CLC diesel-hydraulic 22. D10 4-6-0 986 closed out steam operations on the Gibson Subdivision local freight out of McAdam on April 12, 1960. Two days later, the erstwhile 986 would make the last steam run out of McAdam handling trains 52 and 51 between McAdam and St. Andrews, N.B. on April 14, 1960.

Regular CPR steam operations in southwestern Ontario ended with the departure of Consolidation 3722 from Port McNicoll on April 30, 1960.

The final regular scheduled operation of CPR steam was the Montreal commuter operations. While the exact date has yet to be recorded, it is believed to have been June 26th, 1960. The steam fleet brought the trains into Windsor Station that Monday morning for the last time as the outbound afternoon and evening trains were all dieselized - or so the story goes.

However steam operations were not quite dead in Central Canada. What could have been the the final regular scheduled operation of CPR steam occurred on the evening of June 29th when K. R. Thomas reported seeing 2820, the first ‘Royal Hudson’ pulling an freight eastbound through the western suburbs of Montreal, presumably from Smiths Falls.

It may have been on the CPR Western Lines that the last regular service steam powered dispatch occurred. On July 27, 1960, noted Canadian railway historian Ron Ritchie saw P2 2-8-2 5441 handling an extra eastbound grain train from Winnipeg, Manitoba to Kenora, Ontario.

A number of special excursions were run with CPR steam as the last days of steam's use in regular service approached. On April 16, 1960 a CRHA excursion ran from Montreal to Mount Orford, Quebec powered by G5 1201, the last steam locomotive built by the CPR. The next day, H1B 4-6-4 2811 operated a

la vapeur est utilisée jusqu'en mars 1960. Le fameux train « international », le 517, entre Brownville Junction, dans le Maine, et Mégantic, au Québec, fait son dernier voyage à la vapeur le 8 avril 1960, tiré par une classe P1 2-8-2 5107. Le lendemain, elle tire un train de marchandises de Mégantic à Sherbrooke, puis le train 913 vers Montréal, tard dans la nuit. La 2-8-0 3514 restera à Mégantic comme chaudière fixe jusqu'à l'automne 1960.

Les feux s'éteignent alors dans le réseau des Prairies et les dépôts sont bientôt envahis par des hordes de GP9 et de SW1200RS tout juste sorties de l'usine General Motors Diesel de London, Ontario.

Les opérations vapeur du CP dans les Maritimes cessent en avril 1960. Le 2 avril, la G2 4-6-2 2626 fait le train 84 depuis Aroostook. À la mi-avril, la A1e 4-4-0 29 fait un étonnant retour sur le réseau Norton-Chipman en remplacement de la CLC diesel-hydraulique 22 et enfin, le 12 avril, la D10 4-6-0 986 termine les opérations vapeur à la division Gibson en assurant un train local de marchandises à partir de McAdam. Deux jours plus tard, le 14 avril donc, la même 986 fait sa dernière sortie en assurant les trains 52 et 51 entre McAdam et St. Andrews, au Nouveau-Brunswick.

Les opérations à vapeur du CP dans le sud-ouest de l'Ontario finissent le 30 avril 1960 avec le départ de la Consolidation 3722 de Port McNicoll.

Les dernières opérations régulières à vapeur du CP s'effectuent en banlieue de Montréal. Même si la date exacte n'est pas encore connue, on considère que c'est le 26 juin 1960. Tous les trains à vapeur rentrent une dernière fois à la gare Windsor ce lundi matin-là, et repartent en diesel l'après-midi. Ainsi va l'histoire...

Cependant, la vapeur n'a pas complètement disparu dans le Canada central. Ce qu'on pense être le dernier train régulier à vapeur du CP est signalé par K.R. Thomas, qui a vu la 2820, la première Hudson Royal, tirant un train de marchandises vers l'est à travers la banlieue ouest de Montréal, vraisemblablement en provenance de Smiths Falls.

Dans l'ouest, l'un des derniers trafics vapeur est signalé par Ron Ritchie, historien réputé des réseaux canadiens : le 27 juillet 1960, la P2 2-8-2 5441 tire vers l'est un convoi de grain entre Winnipeg, au Manitoba, et Kenora, en Ontario.

Pour plusieurs excursions, on utilisera les locomotives à vapeur du CP au début du printemps 1960. La G5 1201 tire un train nolisé par l'ACHF entre Montréal et le mont Orford, au Québec, le 16 avril. Le lendemain, la H1B 4-6-4 2811 en tire un autre entre Montréal et Smiths Falls, et retour.

La 2811 se pavane alors : elle pousse un 90 mi/h (145 km/h) au retour, parcourant les 128,7 mi (207 km) sur la double voie du CP en 130 minutes, y compris quatre arrêts (95,5 km/h de moyenne).

Le 30 avril, la plus vieille locomotive de la flotte

CRHA excursion from Montreal to Smiths Falls and return. The 2811 strutted her stuff, pushing 90 mile per hour speeds on the return leg, she covered the 128.7 miles on CP's double track speedway in 130 minutes including four stops.

On April 30th, the oldest working locomotive on the CPR roster, 4-4-0 136 (a Rogers alumnus of 1883), appeared in Toronto to double head an excursion with D10 815 on a trip to Cooksville. The next day an incredible Upper Canada Railway Society excursion out of Toronto featured a tripleheaded train with 4-4-0 136, D10 4-6-0s 815 and 1057 on a memorable round trip to Orangeville, Ontario. The last CPR operation of steam in Toronto occurred on June 5th with regal Royal Hudson 2857 powering a Toronto-Port McNicoll excursion. This was the one and only time an 4-6-4 traversed the spindly 2,141 foot Great Hog Bay wooden trestle!

Ringling down the curtain on CP operated steam, A1e 4-4-0 29 hauled a CRHA charter trip from Montreal to St. Lin, Quebec on November 6, 1960 to commemorate the 75th anniversary of the driving of the last spike on the CPR.

du CP, la 4-4-0 136 (une Rogers alumnus de 1883) quitte Toronto en double traction avec la D10 815 pour un voyage à Cooksville.

Le jour suivant, une excursion fameuse organisée par la UCRS (Upper Canada Railway Society) présente une traction triple : la 4-4-0 136 suivie de deux D10 4-6-0, la 815 et la 1057, dans un mémorable aller-retour entre Toronto et Orangeville, en Ontario. Par la suite, en juin 1960, la Royal Hudson 2857 effectue un aller-retour entre Toronto et Port McNicholl avec pour la première et unique fois, la traversée par une H1 4-6-4 du frêle pont en bois qui enjambe la Great Hog Bay.

Finalement, le 6 novembre 1960, la A1e 4-4-0 29 tire un autre train nolisé par l'ACHF entre Montréal et Saint-Lin, au Québec, pour commémorer le 75e anniversaire de la pose du dernier crampon par le CP.



On October 16, 1960 the CRHA chartered Canadian Pacific G5C 4-6-2 1270, a 1947 Canadian Locomotive Company product, for a fall foliage excursion to Sainte Agathe, Quebec. This would be the second last CRHA CPR steam charter. James A. Brown captured the scene as the train was wying at Ste. Agathe.

Le 16 octobre 1960, l'ACHF nolisé un train pour que les voyageurs puissent aller admirer les couleurs d'automne à Sainte-Agathe, dans les Laurentides, au Québec. Il est tiré par la G5C 4-6-2 1270 du CP, construite en 1947 par la Canadian Locomotive Company. Ce sera l'avant-dernier voyage de l'ACHF avec une loco vapeur du CP. Photo prise par James A. Brown alors que le train exécute son retournement à Ste-Agathe.

In November 1960, the Glen Yards steam heating plant suffered a breakdown and was rendered out of service. Recently displaced steam locomotives still holding valid boiler certification were fired up at St. Luc roundhouse and sent to the Glen used to heat train consists and buildings until the boiler plant repairs were completed. Among the engines chosen for this service was none other than famous H1b Hudson 2816. The 2816 and her boiler service sisters were sent to St Luc roundhouse for boiler washouts and servicing as the Glen roundhouse had been closed as a steam locomotive facility since the summer of 1960. So, as late as March 1961, the faithful were treated to the sights and sounds of steam power operating (albeit as light engines) between St Luc and the Glen whenever the boiler service engines required mechanical department attention.

One of the other engines chosen for the 1961 Glen Yard boiler service was P2 2-8-2 5343. On March 10 1960, P2 5343 was sighted and photographed by the legendary Ernie Modler at Montreal West station as the motive power for the Barber-Greene snow melter. The snow melter was an ungainly contraption employed by both the CPR and the CNR. It removed snow from between the rails and by means of a conveyor belt deposited the snow in a large, steam heated tank car resembling a CNR Vanderbilt tender. A steam locomotive, (or later a steam generator equipped diesel locomotive) provided steam for both the snow melting and the propulsion of this unique device. It was not a success and the end of steam on the CPR undoubtedly hastened its demise. By April 1961 no steam locomotives were operating in any type of service – steam was finally dead on the CPR!



En novembre 1960, comme le dépôt des vapeurs de Glen nécessite des réfections majeures, il doit être mis hors service. Les locomotives à vapeur dont les chaudières sont encore timbrées sont déplacées à la rotonde de St-Luc pour chauffer les convois et les bâtiments jusqu'à ce que le dépôt de Glen soit réhabilité. Parmi les locomotives choisies pour ce service se trouve la célèbre H1b Hudson 2816. La 2816 et ses consœurs au service des chaudières sont envoyées à la rotonde de St-Luc pour rinçage et entretien, puisque le dépôt de Glen ne peut plus assurer la maintenance depuis l'été 1960.

Ainsi, jusqu'en mars 1961, les inconditionnels profitent du spectacle et du concert de la vapeur (y compris des petites machines) entre St-Luc et Glen quand les locomotives-chaudières ont besoin d'entretien.

Une autre machine choisie en 1961 comme chaudière au dépôt Glen est la P2 208-2 5343. En mars 1961, la P2 5343, vue et photographiée par le légendaire Ernie Modler à la gare de Montréal-Ouest, est choisie pour devenir la force motrice de la fondeuse à neige Barber-Greene, bidule utilisé aussi bien par le CN que le CP. Son principe consiste à débarrasser les rails de la neige, qui est ensuite transportée par un convoyeur à bande jusqu'à un réservoir chauffé à la vapeur et ressemblant à un tender Vanderbilt du CN. Une locomotive à vapeur – et plus tard une locomotive diesel dotée d'un fourgon générateur – fournit la vapeur pour faire fondre la neige et motoriser cet engin unique en son genre. Ce n'est pas un succès et la fin de la vapeur au CP hâte certainement son abandon. En avril 1961, plus aucune locomotive à vapeur n'assure de service : c'est bien la fin de la vapeur au CP!

Probably the last use of steam on the CPR was to power the snowmelter that was used in the Montreal terminals. Ernest Modler took this photo of the contraption at Montreal West on March 10, 1961. While you can't see it in the photo, the power is Class P2C 2-8-2 5343. Ronald Ritchie collection.

Probablement la dernière utilisation de la vapeur au CP : motoriser la fondeuse à neige dans les gares de Montréal. Photo de cet engin prise par Ernest Modler à Montréal-Ouest le 10 mars 1961. Bien qu'on ne puisse la voir, la génératrice est la P2C 2-8-2 5343. Collection Ronald Ritchie.

Towards an End of Steam Timeline

By Stan J. Smail

*But the diesels came and the jobs went,
Like the relics from the age of steam;
Shoved out on the junklines,
Like useless old machines...*

From the song Steel Rail Hero

By Stan J. Smail, Copyright Smailways Music

Those junklines full of “useless old machines” grew as the steam era came to a close on Canada’s mainline railways. The process began in earnest in 1955 and, within a scant six years, diesels replaced steam.

In 1958, the enthusiast in search of steam could find steam locomotives on the Central and Western Regions of the CNR and everywhere on the CPR except for Alberta and British Columbia.

By 1959, the diesel was making serious inroads. The junk lines on the CNR at St. Rosalie, Allandale, London, Stratford, Mimico and Transcona and on the CPR at Weston Shops in Winnipeg and Angus Shops in Montreal held hundreds of displaced steamers awaiting disposition.

By the end of 1960, steam in regular service was a thing of the past on Canada’s two biggest systems – the CNR and CPR. For a brief time longer, Nova Scotia and Saskatchewan ‘coal roads’, British Columbia logging railways and a very few other industrial and short lines ran steam in regularly. But, that is a story for another time. Count down the months and weeks towards the end of steam on Canada’s main line railways with this comprehensive timeline.

Compiling such a list requires input from many of the ‘faithful’. We would like to thank James Brown, Bruce Chapman, George Matheson, Ronald Ritchie, Douglas Smith, Grant Will and Don McQueen. Also we acknowledge the legacy of the late Raymond Corley, Anthony Clegg and Ernest Modler.



It didn't take long before hundreds of dead steam engines were stored between the Maritimes and central Canada. The telltale signs - main rods removed, stack capped and headlight protected - made for a sad sight, truly the end of an era! CPR 1015 awaits her fate on a cold and lonely siding in McAdam, New Brunswick on December 28, 1959. James A. Brown.

En peu de temps, des centaines de locomotives à vapeur furent mises hors service entre les Maritimes et le Centre du Canada. Des indices tels que les bielles principales retirées, la cheminée et le phare recouverts, nous signifient amèrement la fin d'une époque! La CPR no 1015 attend son destin sur une voie de garage à McAdam au Nouveau-Brunswick en ce 28 décembre 1959. James Brown.

Timeline

Month / Date	Railway	Event
1959		
March	CNR	Last regular service steam train through St. Lambert, Quebec, S1f 2-8-2 3436 on transfer freight from Southwark Yard in St. Lambert to Turcot Yard in Montreal.
March 16	CPR	Last steam powered snowplow out of Ottawa to Maniwaki with G5 4-6-2 1277.
March 22	CNR	Streamlined U4a 4-8-4 6402 receives front end throttle repairs at the 'big shop' in Stratford, Ontario.
Mar. 28-29	CNR	Easter weekend means last runs for most CNR southern Ontario local passenger trains with steam power.
April 17	CNR	Last westbound mainline freight train from Turcot Yard in Montreal to Toronto behind U2h 4-8-4 6255.
April	CNR	Last use of X10a 4-6-4T tank engines in commuter service between Montreal and Dorval.
May	CNR	Last use of steam power on Toronto area helper service between Mimico and Scarboro Junction. U2g 4-8-4 6226 is one of the last engines in this service.
May 31	CNR	All steam operations on the Central Region of the CNR cease. Steam power still used out of Winnipeg until circa May 1960.
July 13	CPR	Last steam way freight on the Waltham Subdivision out of Ottawa behind D4g 4-6-0 425.
Sept. 28	CPR	Last use of steam on the Waltham Subdivision passenger trains Nos. 542 – 543 behind D4g 4-6-0 425.
November	NAR	Last head on collision between steam and diesel in Canada. Leased CNR J4d 4-6-2 5115 on Northern Alberta Railways train No. 2 collides with freight train No. 31 at Carbondale, Alberta.
Dec. 24	CPR	Last use of steam on Montreal – Ottawa passenger service, famous Hudson H1b 4-6-4 2816 on train 236.
Dec. 31	CPR	Last steam powered main-line freight train out of Toronto on CPR Extra East to Smiths falls, Ontario behind P2 2-8-2 5411.
1960		
January 2	CPR	No. 293, last steam powered passenger train to Maniwaki, Quebec behind G5 4-6-2 1227.
Feb. 19	CPR	Last steam powered freight train No. 74, Ottawa to Montreal via the Lachute Subdivision (north shore) behind G5 4-6-2 1262.
Feb. 22	CPR	Last steam powered freight train No. 76 from Ottawa to Montreal via the Montreal & Ottawa Subdivision behind G5 4-6-2 1227.
Feb. 24	CPR	Royal Hudson 2841 substitutes for diesels on Montreal – Quebec City piggyback and manifest train No. 88.
Mar. 1960	CPR	All Montreal area commuter trains dieselized (for the first time).
Mar. 1960	CPR	Last use of steam power on local freights out of Farnham, Quebec when D10 4-6-0 946 pulls the local weyfreight known as the Moonlight on the Drummondville Sub.
Mar. 1960	DAR	CPR G1 4-6-2 2209 operates on a hockey passenger extra from Halifax to Kentville, Nova Scotia doubleheaded with GM SW1200RS 8131. The steam engine was used mainly to provide heat to the coaches of this conventional train consist.
Mar. 29	CPR	Last steam powered mixed train 518, the Scoot, from Megantic, Quebec to Brownville Junction, Maine behind P1 2-8-2 5107.
April 4 - 7	CPR	G5 4-6-2 1227 used on Kingston Subdivision way freight between Smiths Falls and Kingston because flooding conditions prohibited use of diesels.
April 6	CPR	G5 4-6-2 1226 substitutes for G5 1227 on the Kingston way freight while 1227 is in for repairs at Smiths Falls.
April	CPR	A1e 4-4-0 29 pinch hits for ailing diesel hydraulic 22 on the Minto Subdivision mixed between Chipman and Norton, New Brunswick.
April 8	CPR	Last westbound trip of the Scoot from Brownville Junction, Maine to Megantic, Quebec behind P1 2-8-2 5107
April 9	CPR	P1 2-8-2 5107 powers Megantic Subdivision way freight from Megantic to Sherbrooke, Quebec. Later that night, 5107 powers train No. 913, the last steam powered main line freight train on the Farnham Division.
April 12	CPR	Engine 986 a D10 4-6-0 powers the last Gibson Subdivision way freight in steam out of McAdam, New Brunswick.
April 14	CPR	D10 4-6-0 986 heads up the last steam powered Saint Andrews Subdivision way freight. This is the last CPR steam locomotive in regular service out of McAdam, New Brunswick.
April 25	CNR	With appropriate signage, U1d 4-8-2 6043 powers the last CNR regular passenger train, No. 76 from The Pas to Winnipeg, Manitoba.
April 30	CPR	N2 2-8-0 3722 operates the last regular service freight train on the CPR in Ontario between Port McNicoll and Orillia.
May 15	NAR	CNR 4-6-2 5104 powers the last steam powered passenger train on the Northern Alberta Railways from Dawson Creek to Edmonton, Alberta.
May 1960	QCR	Last use of steam on the Quebec Central Railway, steam engines no longer held in reserve. M Class 2-8-0 3514 kept at Megantic, Quebec until December 1960 as a stationary boiler.
May - June	CPR	Steam power returns to haul the Montreal area commuter service because diesels were required to haul a large grain contract. G3 and G5 4-6-2s and H1 4-6-4s of both the standard and Royal variety are used. Famous 1201 and 2816 are among the chosen engines to provide service during this incredible reprieve for steam!
June 18	CPR	H1c 4-6-4 2822 powers an extra east from Smiths Falls to Montreal; this is almost the last use of steam in mainline freight service in the Montreal area.
June 29	CPR	On June 29, 1960 2820, the original Royal Hudson, was sighted heading east with a freight on Montreal's Lakeshore. This was probably the last steam movement out of Smith's Falls, Ontario.
July 27	CPR	P2 2-8-2 5441 seen on an extra east for Fort William, Ontario at Whittier Tower in the CPR Winnipeg Terminals by Ron Ritchie. This was possibly the last CPR steam move out of Winnipeg.
Fall	NAR	Last use of steam power on local freights and in yard service: 2-10-0 101 and 2-8-0 74 are among the last engines to operate.
Sept. 4	CNR	CRHA and CNR excursion to commemorate the end of steam on the CNR. U2e 4-8-4 6153 operated from Montreal to Ottawa and return with 500 passengers. There was a final ceremony at Turcot and the train was then pulled into Central Station by diesel.
Nov. 6	CPR	CRHA and CPR operates the last 'official' steam powered passenger train from Montreal to St. Lin, Quebec using A1e 4-4-0 29. Excursion commemorated the 75th anniversary of the driving of the last spike at Craigellachie, British Columbia on November 7, 1885.
Nov. 6 to Mar. 1961	CPR	First movement of 12 steam locomotives, led by H1b 4-8-4 2816, from St. Luc Roundhouse to the Glen yard in Montreal. Steamers fired up to provide stationary boiler service to 'the Glen' facility while the power plant boilers were under repair. Steam locomotives often sighted shuttling back and forth to St. Luc for servicing until March 1961.
1961		
Mar. 10	CPR	P2 2-8-2 5343 (one of the boiler service engines mentioned above) sighted and photographed at Montreal West Station as the motive power for the Barber Greene snowmelter. Possibly the last use of a steam locomotive in any regular CPR service. This probably was the end of the era!

The Glorious Days of Steam... Or Were They?

It has been fifty years since the last steam locomotives in regular mainline service plied Canadian rails. Steam power was responsible in great part for the first industrial revolution that emanated out of Britain in the 1830s. Steam power revolutionized the world at that time; its power had far reaching effects in mining, textile milling, agriculture, and both land and water transportation. Railway steam locomotives have been immortalized as being 'romantic', and in some cases even compared to living, breathing beings, taking on a life if their own! In reality they were far from 'romantic', but were dirty, grimy, hot / cold, inefficient,

polluting and potentially dangerous moving machines, especially to those who worked on them.

They were, however, nostalgic and beautiful when viewed from afar. We are pleased to present three short recollections: one from Allan B. Peden, who worked on steam, another from David Brown, who rode a CPR cab with his father on many an occasion, and a third recollection from Ronald Ritchie on winter railroading in the steam era. We hope these recollections help immortalize what it was really like to work one of those iron horses!

The Last Days of Steam

By Allan B. Peden

Railroading today with diesel power, centralized traffic control and two-way radio communication between the dispatcher and the train crew is vastly different and immeasurably simpler than it was in the old days of steam locomotives, train orders and hand signals for switching operations. Gone is the thrill of riding on a coal fired steam engine with a keen engineer coaxing every last mile per hour out of his engine to keep ahead of a passenger train. Gone too, is the challenge of railroading by train orders where the teamwork of the crew, in conjunction with a good dispatcher, could often shorten a road trip by several hours.

I was a CNR trainman or, more specifically, a head-end brakeman for nine years and I envy brakemen of today who can do switching with the aid of a two-way radio. How cumbersome and dangerous it often was for us trying to switch out some godforsaken backtrack in 40 below weather in the middle of the night with only the aid of a lantern to relay signals to the engineman. Railroading is vastly simpler today with all the modern technology and electronic aids.

For virtually all the train crews these days, the only steam engines they've ever seen are those few which were mounted in public parks or museums by people with enough sense to try and preserve part of our steam locomotive heritage for future generations. In my own small way, I would like to preserve what I can remember of the end of the steam era from 1951 to 1960, when I was a head-end brakeman on steam locomotives. I kept a record of every trip I made during those nine years on the road, showing the name of the conductor, destination, time ordered, and in most cases engine number as well. This in itself was a big help in recalling events and names of people that I had worked with forty-nine years ago that

had almost faded from memory. On numerous trips I had my camera with me and so was able to get quite a few pictures of engines and train crews.

A family tradition

Working for the railroad, in one way or another, seems to have been a Peden family tradition for the past seventy-five odd years. My grandfather, David Peden, on emigrating to Canada from Scotland in 1907, was a security guard with the railway in Portage la Prairie, four of his sons had jobs on the railway. George, was later employed in the CNR Stores Department there for many years. William, my Dad, worked for the Railway Mail Service for forty years and at the time of his retirement in 1958 was running on the CPR mail line between Winnipeg and Fort William (now part of Thunder Bay) Ontario. My uncle Jock (John) Peden was a CPR switchman in the Winnipeg yard for many years. Uncle Fred, from Portage la Prairie, was a CNR conductor. At the time of his retirement, he was working on the transcontinental passenger train running between Winnipeg and Watrous, Saskatchewan.

My brother, Murray, worked on the CPR as a sleeping car conductor running between Winnipeg and Vancouver during the summer months while attending law school. And finally, my brother Bill was a CNR conductor. At the time of his retirement in 1984, he was flagman on VIA Rail running between Winnipeg and Armstrong, Ontario. Having had that many railroaders in the family, some of the coal dust was bound to rub off on me. And so, during the last decade of steam power, I too became a railroader. Let me relate some of the many experiences I had.



Left to right: Head-end brakeman Al Peden, conductor George Ellis and fireman Ralph Grant at Portage Junction waiting the departure of the Miami wayfreight, August 3, 1951.

De gauche à droite : le serre-frein, Al Peden, le chef de train George Ellis et le chauffeur Ralph Grant à Portage Junction attendant le départ de ce train de marchandises vers Miami en ce 3 août 1951.

In the middle of July 1951 the Canadian National Railways began hiring brakemen again. My brother, Bill, was a good friend of Don McLennan, secretary for A.C. Nicols, Superintendent of the subdivision encompassing the Portage-Brandon area. Bill spoke to Don about getting me on as a brakeman. A few days later, I was hired and had commenced making three student trips. It was necessary to make these three student trips before I could make my first pay trip and establish myself with a seniority number. Don advised me to make these trips as quickly as possible because my seniority didn't begin until they were completed.

Having completed the required three student trips, my name was placed on the "spare board" in the Fort Rouge yard office in Winnipeg, right behind Neil Sorby who completed his third student trip a few hours ahead of me. My official "seniority date" was established as July 18, 1951 and my seniority number as a Freight Trainman in the Manitoba District was 74, one turn behind Sorby.

Anybody, who hired on as a brakeman in this region after that date was junior to me and when the spare board was cut, would be laid-off ahead of me. Similarly, if a job were posted and I bid on it, I would get the job if no one with more seniority than myself bid on it. As things turned out, I didn't have to worry about bidding on many jobs. With steam power soon to be replaced by much more powerful diesel units, it was a struggle just to keep from being laid-off.

In July of 1951, the Fort Rouge terminal was booming as it usually did at that time of the year as grain from Manitoba and Saskatchewan was moving eastwards to the Lakehead elevators where it was then loaded onto boats for shipment to points all over the world. The Transcona terminal on the CNR main line was equally busy hauling all the commodities of a bustling economy – lumber, autos, chemicals, grain and manufactured goods of every description. Crews were working as hard as they could go; booking only a few hours rest at the home terminal and doubling right back from the other end. Steam power was at its zenith in that hot summer and every engine that could make steam, from the tired old 1300 hand fired engines to the 3500 and 4000 class workhorses were pushed to the limit.

It's still hard to believe that only a few years later they would all be cut up for scrap; even the beautiful sleek 6000 class passenger engines with 6 foot drivers --- gone. What mindless railway official would give the OK to put to the cutter's torch the heritage of a nation for the few paltry dollars they were worth in scrap value? Today, the country is left with very few steam locomotives on display and most of the beautiful 6000 and 6200 class passenger engines were put to the torch. Many more should have been preserved for future generations across the country to observe and admire.



Two views of Canadian National Railways Class T-1-c 2-10-2 4030, a 1920 product of Montreal Locomotive Works being serviced at Manaki, Ontario in the 1930s. All of this typical small town servicing infrastructure would be eliminated with the advent of diesels! Al Paterson.

La no 4030 avec une grue puis avec quelques hommes circulant autour. Deux vues de cette locomotive du Canadien National 2-10-2 de classe T-1-c, construite en 1920 par la Montreal Locomotive Works, fait le plein à Manaki en Ontario dans les années 1930. Ce centre de service typique d'une petite localité sera éliminé avec la venue du diesel! Al Paterson.

First pay trip

My first pay trip as an employee of the CNR began on the morning of July 18, 1951 as a freight handler on Train No. 21, the mixed train from Winnipeg to Gypsumville. Gypsumville was a small town about 150 miles north of Winnipeg who's only claim to fame, naturally enough, was gypsum mine – a product widely used in the manufacture of wall board. Train No. 21, however, served many other communities along the way in the inter-lake region. In those days, before paved roads were extended north, the arrival of the train each day was a much heralded community event.

The three student trips that I had just completed and the one trip as a freight handler left me ill-equipped to handle the job of head-end brakeman with any degree of competency. In this regard, I was no dumber than any other new brakeman was because on the student trips, the crews wanted you to stay out of their way on the road. Consequently, you didn't learn much. That part would come later, after you had a year or so experience. Just learning the routines, such as calling the Yard Office to find out where the train was made up, calling the block operator for the block, lining switches to get the engine off the shop track, and finding the way down through the maze of tracks and switches in the yard and onto our train was a completely new experience and one for which my student trips had not prepared me. But this particular morning, with the help of a very patient engineman and fireman, I managed to get the right switches lined. And, for the first time in my life, I had the unique and thrilling experience of climbing up onto the pilot of the engine, then hanging on tight with one hand and with the other giving the engineman a "go ahead signal." We started heading down the yard lead at about 15 miles per hour (mph). It was a tremendously exhilarating feeling, riding on the snout of an engine for the first time with the wind blowing in my face and realizing that this big black beast of an engine blowing smoke into the sky, was responding to a signal that I had gave. I didn't realize it then, but before I left the service of the CNR in 1960, it was a position on the engine that I would be required to take countless times, often in the rain and snow and in the dead of night.

I quickly began to realize there was a lot more to railroading in that era of steam locomotives and train orders than was apparent to the eye at first glance. The engine we had one day on a trip to Emerson was the 1351, a tired, dirty little hand fired engine from some much earlier era of steam power. The 1300 class was described as a 4-6-0, meaning that it had four small wheels up front called pony trucks for guiding the engine around curves, and then six more large wheels (three on each side) called drivers. These were the big wheels on the engine and were driven by pistons with the aid of large connecting rods. And finally, under the cab of the engine, there were no

wheels at all.

The larger engines had either two or four wheels in this location to support the weight of the cab and were called "idlers." Thus, our engine was classified as a 4-6-0 and, as I mentioned, all 1300 class engines were hand fired or as we called them, "hand bombers." They burned coal but were not equipped with stokers so the fireman, usually assisted by the head-end brakeman, had to shovel the coal into the firebox by hand. On a normal return trip this could amount to several tons. Little wonder that the fireman was always glad to get a "hand bomber" back onto the shop track at the end of a trip.

Shovelling coal to Steep Rock

Another day on a train to Steep Rock, the engineer, or "hoghead," as we called him, widened on the throttle and the old 2107 laboured mightily under the load of rock it had to pull. The fireman was bailing in coal at a furious rate and the black smoke was belching out the stack at each turn of the drivers. Gradually, we built up speed to about 30 or 35 mph and the cab of the engine rocked to and fro as the left and right side drivers alternately lifted the load.

The fireman wasted no time in showing me the rudiments of hand firing and promptly handed me the shovel so that he could catch a rest. Even under his professional guidance it took me a little while to get my balance and develop a smooth rhythm.

The firebox doors were operated by stepping with your foot on a pedal about four inches square on the end of a long metal shaft extending out a couple of feet in front of the boiler. The shaft, in turn, operated an air cylinder that opened and closed the doors. It sounds simple enough, but in reality there was quite a knack to it when bouncing and swaying all over the place on rough track. The trick was to get your back up against the side of the cab for support and then pivot on the ball of the right foot as you swung around to get a scoop of coal from the tender. The next part required good timing because as you swung back to throw the scoop of coal on the fire, you had to step on the pedal with your left foot so that the fire doors opened soon enough to receive the coal. As soon as the coal had left your shovel, you took your foot off of the pedal so that the firebox doors would quickly close, thus stopping cold air from streaming into the firebox and cooling down the boiler. If your timing was bad and the doors didn't open soon enough, the coal scoop smashed against the partially open fire doors and the coal went scattering all over the deck. There was one more little trick to successful hand firing. That was to bounce the heel of the shovel off the entrance to the firebox each time you threw in a scoop, so that the shovel full of coal spread out inside the firebox rather than landing in a pile. All in all, there was quite a knack to hand firing a steam locomotive.

Before long I had the hang of it and was able to spell the fireman off at regular intervals on that trip to Steep Rock. It didn't require too much effort at first, but as the miles rolled by and the time wore on, I began to get a much better understanding of just how much effort went into shovelling many tons of coal into the firebox of an engine that was lurching down the track.

The art of good combustion

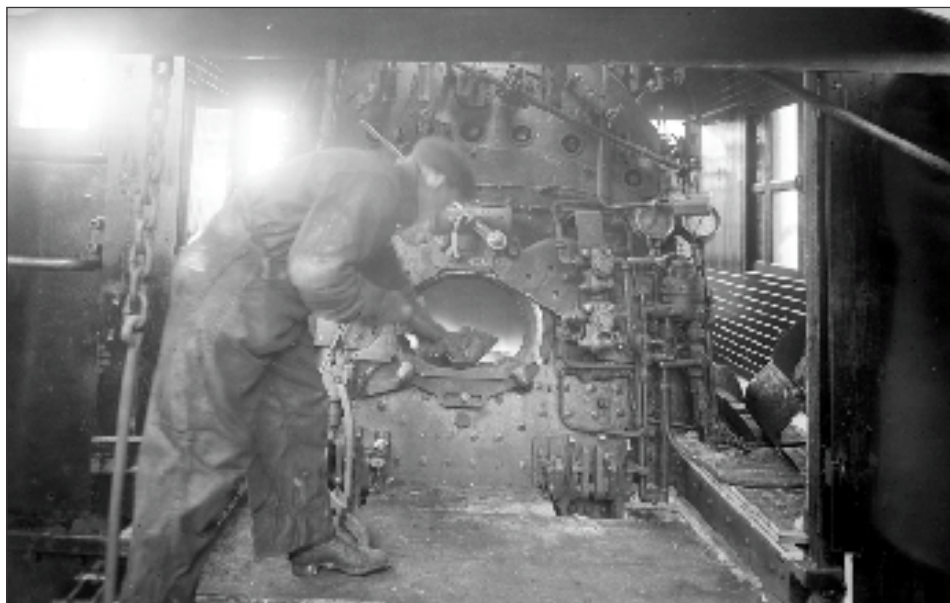
Shovelling the coal into a hand-fired engine, especially on rough track, as is the case on most branch lines, is not the easiest thing in the world to do. It's not enough to just open the fire doors and throw in the coal in any old fashion.

To get proper combustion and even burning, each shovel full had to be spread out uniformly over a section of the firebox so as to prevent piling all in one spot. If the coal did pile up in the firebox, only the outer edges would burn and before long the steam pressure in the boiler would begin dropping. If you were just a beginner and were unlucky enough to get coal piled in several places (as was often the case), then it became necessary to

take the poker and try to spread the piles of coal around to get them burning. This usually did the trick and kept steam pressure up until the next stop. It then was often necessary to shake the grates to get rid of excess coal that was hindering combustion.

The brakeman's seat

When not shovelling coal, I was in the brakeman's little seat jammed in beside the boiler ahead of the fireman's seat. This was a hot place to sit and if you had a bare arm, it frequently got burned on the side of the boiler. From it I frequently looked back for hot boxes. And with the loads of rock, it wasn't at all uncommon for a journal to develop a hotbox, particularly in the winter. After several stops for water, we were finally on the homeward leg of our journey. Shortly after midnight, we set our train out on the siding at St. James, and then proceeded as a caboose-hop over to the Fort Rouge yard. We shoved the caboose into the caboose track, bid farewell to the tail-end crew and then hurried to the shop track with the engine. All in all, it was a very successful trip but I was glad it was over.



Fireman in action on a 'hand bomber'. CPR Archives A 120335.

Un chauffeur "avec sa pelle" en action. Archives CPRA 120335.

Workers hosing down the grates at Truro, Nova Scotia on May 3, 1943. The 3199 was a S-1-j 2-8-2 built in Pointe Saint Charles Shops in 1926. Al Paterson.

Des ouvriers nettoient des grilles à Truro, Nouvelle-Écosse en ce 3 mai 1943. La no 3199 était une 2-8-2 S-1-j construite dans les ateliers de Pointe-Saint-Charles en 1926. Al Paterson.



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Stan's Photo Gallery

November - December 2010

By Stan Smail

French Version, Michel Lortie

Introduction - Fifty Years Ago

In 1960, fifty years ago, the use of steam locomotives in regular service on Canada's Class One railways ended. While short lines, logging and colliery railways continued to use steam locomotives into the sixties, on the big systems – except for special post steam era excursion runs on Canadian National Railways – steam was dead.

The Canadian railway heritage movement preserved many steam locomotives across the country after the end of regular steam operation. The largest group of these preserved engines are in the CRHA collection at Exporail in Saint Constant, Quebec.

Active steam from our Class One railways was kept alive by the efforts of dedicated enthusiasts such as the Ontario Rail Association with ex CPR 136 and ex CPR 4-6-0 1057, the National Museum of Science and Technology and the National Capital Commission in Ottawa with ex CPR 4-6-2 1201; the Prairie Dog Central with ex CPR 86, and BC Rail/British Columbia Railway with ex CPR Royal Hudson 2860 and 2-8-0 3716. These operations provided a living link with the steam era in the seventies and eighties for new generations of Canadians who never knew steam in regular service.

Today's generation can relive the steam experience thanks to the likes of the Prairie Dog Central in Winnipeg, the Hull-Wakefield operation in Quebec, and the Alberta Prairie Steam Tours in Settler, Alberta, the West Coast Railway Association in Squamish, the Kettle Valley Steam Railway in Summerland as well as the Kamloops Heritage Railway, all three located in British Columbia. Also unforgettable was the amazing repatriation and restoration of CPR H1b 4-6-4 2816 in 1998 by none other than the Canadian Pacific Railway itself.

This photo gallery concentrates on the pockets of main line steam operation remaining in Canada between 1958 and 1961. On short notice, members of the Canadian railway heritage alumni have once again come through with memorable images of Canadian steam's last stand. Most of these photos have never before been published. Ron Ritchie, Lorne Perry, Bob Sandusky, Jim Brown, Peter Cox and Canadian Rail's own M. Peter Murphy, we thank you for having been there and for sharing your works with us all! Merci!

Les photos de Stan

Novembre – Décembre 2010

Par Stan Smail

Version française : Michel Lortie

Avant-propos

Il y a maintenant 50 ans que les locomotives à vapeur ont disparu des réseaux des principaux chemins de fer du Canada. Après 1960, seuls quelques chemins de fer industriels ou petites lignes régionales utilisaient encore ce type de locomotives. Les grands chemins de fer n'en ont gardé que quelques-unes dans un but publicitaire, afin de tracter des trains d'excursion. Plusieurs furent remises à des musées un peu partout au Canada, et on peut admirer certaines au musée Exporail de la SCHF à Saint-Constant au Québec.

Certaines locomotives à vapeur ont été maintenues en état de marche grâce au travail d'un petit groupe de connaisseurs. Citons, entre autres : la Ontario Rail Association, qui a conservé la 136 ainsi que la 4-6-0 1057 du CP; le Musée national de la science et de la technologie; la Commission de la capitale nationale à Ottawa avec la 4-6-2 1201 du CP; le Prairie Dog Central de Winnipeg avec la 4-4-0 36 du CP et le BC Rail/British Columbia Railway avec la Royal Hudson 2860 ainsi que la 2-8-0 3716 du CP. Ces nombreux efforts nous ont permis de garder un lien avec un passé récent et de faire découvrir à de jeunes Canadiens un mode de transport qu'ils n'avaient jamais connu.

La jeune génération, en effet, peut redécouvrir les locomotives à vapeur grâce au Prairie Dog Central de Winnipeg, au train Hull/Wakefield au Québec et au Alberta Prairie Steam Tour de Settler, Alberta. Trois autres chemins de fer de Colombie-Britannique, soit la West Coast Railway Association de Squamish, le Kettle Valley Steam Railway de Summerland ainsi que le Kamloops Heritage Railway, utilisent des locomotives à vapeur. On doit également remercier le CPR pour avoir rapatrié au Canada et remis en état de marche la Hudson H1b 4-6-4 2816, qui lui avait déjà appartenu.

Ces photos vous feront revivre les derniers moments de l'utilisation de la vapeur entre les années 1958 et 1961 sur les lignes des principaux chemins de fer du Canada. Ces magnifiques images, jamais publiées auparavant, nous ont été fournies par des passionnés qui les avaient prises à l'époque. Il s'agit de MM. Ron Ritchie, Lorne Perry, Bob Sandusky, Jim Brown, Peter Cox et de notre éditeur Peter Murphy. Nous les remercions tous de leur précieuse collaboration.



This photo of CPR H1c Royal Hudson 2828 on Ottawa-Montreal train 232 at Montreal West, Quebec, taken by Bob Sandusky on March 29, 1958, has always been a favourite of mine. The steam era was beginning to wane, but two pairs of passenger trains between Montreal and Ottawa often drew Hudsons or Pacifics from the CPR's Montreal passenger engine pool stabled at the Glen roundhouse in Westmount. The 2828 was famous CPR fireman, railway historian, raconteur and writer Duncan H. Dufresne's favourite engine. R.J. Sandusky.

J'aime beaucoup cette photo de la Royal Hudson 2828 du CP en tête du train 232 Montréal/Ottawa, prise le 29 mars 1958 à Montréal-Ouest. À cette époque où la locomotive à vapeur disparaissait, les deux trains aller retour entre les deux villes étaient encore tractés par des Hudson ou des Pacific, qui étaient alors encore garées à la rotonde du triage Glen. La 2828 était la loco favorite de Duncan H. Dufresne, chauffeur du CP, historien et raconteur sans pareil. R.J. Sandusky.

An almost clear stack indicates a perfect job of firing as CPR Royal Hudson 2825 highballs westbound Ottawa train 235 between Dorval and Pine Beach, Quebec on July 21, 1959. Almost one year later, on June 29, 1960, sister Royal Hudson 2820 will handle the last steam powered freight train on the Winchester Subdivision from Smiths Falls, Ontario to Montreal's St-Luc Yard. Lorne Perry.

La Royal Hudson 2825 du CP emmenant le train 235 file à toute vitesse vers Ottawa entre Dorval et Pine Beach au Québec le 21 juillet 1959. Le peu de fumée qui s'en échappe atteste la qualité du travail de son chauffeur. À peine un an plus tard, le 29 juin 1960, la 2820 emmènera le dernier train de marchandises confié à la vapeur entre Smith Falls Ontario et Côte-Saint-Luc au Québec. Lorne Perry.





The legendary Lorne Perry covered the end of steam in Canada as well as anybody. One of Lorne's favourite haunts was CNR's 'MB' tower at St. Lambert, Quebec. As a regular visitor to 'MB', Lorne was well known to the movement directors who controlled the many CNR trains operating through the busy junction at St. Lambert. On a gloomy March day in 1959, a CNR movement director called Lorne suggesting that he come down to the tower to observe and photograph what would be the last regular service CNR steam powered train through St. Lambert: CNR S1f 2-8-2 3436 did the honours on a westbound transfer freight from Southwark to Turcot Yard. A load of Volkswagen Beetles loaded two abreast follows 3436's tender westbound on her unremarked journey into history. Old 3436 was scrapped in May 1961. Lorne Perry.

Lorne Perry a très bien documenté la fin de la vapeur au Canada. L'un de ses endroits favoris pour faire de la photo était la tour de contrôle MB du CN située à Saint-Lambert au Québec. Lorne était bien connu des aiguilleurs qui contrôlaient la marche des trains à cet endroit. Par une sombre journée du mois de mars 1959, le chef aiguilleur appela Lorne pour le prévenir du passage prochain du dernier train tracté par une locomotive à vapeur à Saint-Lambert. Lorne put ainsi photographier la S1f 2-8-2 3436 du CN en tête d'un convoi de marchandises entre les gares de triage Southwark et Turcot. Derrière la locomotive, on voit des wagons plats chargés de voitures « coccinelles » de Volkswagen. Cette loco fut mise à la ferraille en mai 1961. Lorne Perry.

By June 1960, the era of operating steam had ended in the CNR Montreal Terminals. The lines of dead steam power began to grow in many locations as diesels took over. By the summer of 1961, over 120 steam locomotives had been gathered from outlying points and were awaiting disposition at CNR's Turcot Yard in Montreal. Turcot's massive Grand Trunk ramp style wooden coal chute looms large over S1b 2-8-2 3293 on June 4, 1960 whose capped stack denotes its stored status. Ernest Modler, R.S. Ritchie collection.



En juin 1960, la fin de l'ère de la vapeur était devenue une réalité au terminus de Montréal du CN. Le nombre de locomotives à vapeur mises de côté s'allongeait alors que les diesels prenaient leur place. À l'été 1961, plus de 120 locomotives à vapeur provenant de tous les coins du pays attendaient d'être transformées en ferraille dans la cour Turcot du CN. L'une d'elles, la S1b 2-8-2 3293, est stationnée ici sous l'énorme réserve de charbon construite dans le style du Grand Tronc; sa cheminée recouverte indique qu'elle n'est plus en état de marche. Ernest Modler, collection R.S. Ritchie.



Canadian Rail Co-Editor M. Peter Murphy lensed the last of CPR steam in 1960 and 1961 since his residence on Harvard Avenue in Montreal was one house removed from the tracks and near the CPR's Glen Yard in Westmount. H1b Hudson 2811 is being hosed down at the Glen in the spring of 1960. In April 1960, 2811 handled a special CRHA excursion from Montreal to Smiths Falls, Ontario. Apparently, the late Omer Lavallee arranged to have 2811 refitted with a brass number plate for the occasion. Standard Hudsons 2811 and 2813 were both fitted with boosters. M. Peter Murphy.

Au cours des années 1960 et 1961, Peter Murphy était très bien placé pour prendre en photo les dernières locomotive à vapeur du CP. En effet, sa maison rue Harvard était située tout près des installations de la gare de triage Glen. On voit ici la H1b Hudson 2811 qui prend une douche, au printemps de 1960. En avril cette année-là, elle tractera un train d'excursion spécial pour les membres de l'ACHF entre Montréal et Smith Falls, Ontario. Apparemment, feu Omer Lavallée s'était arrangé pour que la loco arbore pour l'occasion une plaque minéralogique en laiton. Les Hudson 2811 et 2813 étaient les deux seules munies d'un propulseur auxiliaire. Peter Murphy.

On Valentine's Day, 1959, CPR H1b 4-6-4 2816 is being coaled at Quebec City's Crown Street engine terminal after powering overnight passenger train 158 from Montreal to Quebec City. Photographer Ritchie was part of a delegation that had travelled from Montreal to photograph the last winter operations on the Q.R.L. & P electric interurban railway in Quebec City. R. S. Ritchie.

Le jour de la Saint-Valentin, 1959. La H1b 4-6-4 2816 du CP, qui vient d'amener le train de nuit entre Montréal et Québec, s'approvisionne en charbon au terminus de la rue De La Couronne à Québec. L'auteur de la photo faisait partie d'une délégation de passionnés qui était venue de Montréal afin de photographier le dernier hiver de fonctionnement du chemin de fer électrique Q.R.L. & P.R.S. Ritchie.





The end is near. CPR steam got a reprieve in the spring of 1960 and Hudson 2816 returned to power commuter train services out of Montreal. Fireman Jack Delaney looks on as 2816 prepares to leave Windsor Station on what might be her last westbound trip on June 28, 1960. Ernest L. Modler, R.S. Ritchie collection.

La fin est proche! La Hudson 2816 du CP est en gare Windsor en ce 28 juin 1960. On lui a accordé un sursis et elle est de retour, cette fois en tête d'un simple train de banlieue. Le chauffeur, Jack Delaney, semble triste à l'idée qu'il s'agit du dernier voyage vers l'Ouest de cette belle loco. Ernest L. Modler, collection R. S. Ritchie.

Once again 2816, twelve steam locomotives were fired up at St. Luc yard and were brought in to provide temporary steam heat for train consists and buildings at the Glen because of a heating plant failure between November 1960 and March, 1961. Hudson 2816 was amongst the twelve locomotives selected for this service. The locomotives were serviced at St. Luc roundhouse since the Glen had been closed as a steam locomotive servicing facility in 1960. M. Peter Murphy.



Le 27 février 1961, une tempête de verglas s'est abattue sur Montréal. Pendant une semaine, des milliers de foyers se sont retrouvés sans électricité, et la gare de triage Glen en fut également victime. On a alors décidé de ressortir 12 locomotives à vapeur du triage Saint-Luc, où elles étaient remisées, afin d'approvisionner le triage Glen en vapeur et en chauffage pour les wagons de passagers. La Hudson 2816 fut l'une de ces 12 locomotives réactivées pour l'occasion. Ce fut la dernière fois que l'on entendit le bruit caractéristique de la vapeur à Westmount. Peter Murphy.



More steam in the snow. At Dorval, Quebec, the CPR Winchester Subdivision and the CNR Cornwall Subdivision were adjacent to each other. From the cab of CNR X10 4-6-4T 49 operating on a CNR Montreal-Dorval commuter train, Lorne Perry used 49's seat box as his vantage point to lens older CPR G3 4-6-2 2328 in snowplow service at Dorval, Quebec in January 1959. Lorne Perry.

Vapeur et neige! En gare de Dorval au Québec, les chemins de fer du CP et du CN se côtoient. Lorne Perry a pu prendre cette photo, en janvier 1959, alors qu'il était dans la cabine de la locomotive X10 4-6-4T du CN. Celle-ci tractait un train de banlieue et la Pacific G3 4-6-2 du CP s'activait à l'enlèvement de la neige sur les voies de la subdivision Winchester. Lorne Perry.

Steam-diesel doubleheaders were quite common in southern Ontario toward the end of the steam era. CNR U2h 4-8-4 6246 was only fifteen years as it headed westward at West Toronto in the company of GP9 4403 on March 15, 1958. The 6246 was retired in 1960. R.J. Sandusky.

Vers la fin de l'ère de la vapeur, il n'était pas rare de voir une locomotive à vapeur se joindre à une diesel. La U2h 4-8-4 6246 du CN, à peine âgée d'une quinzaine d'années, fait équipe avec la GP9 4403 en tête d'un train de plus de 50 wagons de marchandises diverses à l'ouest de Toronto, le 15 mars 1958. La 6246 fut mise à la retraite en 1960. R. J. Sandusky.





Northern sunset at Mimico. March 1, 1959 and the end is near for all CNR steam operations in Ontario. Locomotive 6218, which would gain fame as an excursion engine in the late 1960s, awaits a call at Mimico roundhouse alongside older sister 6304 that began life as a Grand Trunk Western engine. In the background is U2h 4-8-4 6258, which sported a very distinctive circular number plate until her retirement in June 1961. R. J. Sandusky.

Coucher de soleil à Mimico, Ontario, le 1er mars 1959. La fin de la vapeur approche dans cette province. Trois Northern 4-8-4 sont en gare : au premier plan, la 6218, qui allait devenir la locomotive des trains d'excursion du CN à la fin des années 1960; derrière, une loco plus ancienne, aussi une 4-8-4, la 6304, qui avait appartenu au Grand Trunk Western; plus loin, une U2h 4-8-4 6258 qui fut mise à la retraite en 1961. R.J. Sandusky.

Immaculate, handsome and downright distinctive! The 'western' look is evident on CNR U1f 6061 as she heads for Winnipeg Union Station from the Fort Rouge engine terminal on August 18, 1959. Many of the CNR U1f 4-8-2s were transferred from the east beginning in the mid fifties. Gradually they lost their unique bullet nose smokebox covers and were converted to oil firing. Some even acquired square oil tenders from retired 4300 series 2-10-2's. Tonight, 6061 is the power for No. 34 bound for the Lakehead city of Port Arthur. Peter Cox.



La U1f 4-8-2 6061 du CN se dirige le 18 août 1959 vers la gare Union de Winnipeg, où elle sera attelée au train 34 en direction de Port Arthur. Cette locomotive, qui a maintenant les caractéristiques des engins du secteur ouest, avait été transférée du secteur est vers le milieu des années 1950. On lui avait alors fait subir des transformations et elle avait perdu le devant conique de sa bouilloire. On l'avait également convertie au chauffage au pétrole. Certaines autres du même groupe avaient été attelées à un tender carré provenant de vieilles 2-10-2 de la série 4300. Peter Cox.



The pops lift as CNR 2-8-2 3550 displays her 'western' look on a caboose hop in the CNR Winnipeg Terminals on September 1, 1959. The Belpaire firebox and the shorty oil tender distinguish 3550 from her eastern sister 'Mikes'. Lorne Perry.

La vapeur s'échappe de la 2-8-2 3550 du CN alors qu'elle circule avec un fourgon de queue à la gare de triage de Winnipeg le 1er septembre 1959. Cette locomotive a toutes les caractéristique de la région ouest – foyer carré et tender à pétrole –, ce qui la distingue des Mikados de l'Est. Lorne Perry.

A day later, a real CNR classic, first mountain type 4-8-2 6000 is at Winnipeg with an unidentified passenger train on September 2, 1959. The head end of 6000's train includes both freight and passenger service including eight hatch reefers and an older wooden express reefer. Stafford Swain, this one's for you! Lorne Perry.

Un classique à Winnipeg! Le 2 septembre 1959, une 4-8-2 6000, première de la série des Mountain, emmène un train de passagers et de marchandises qui comprend plusieurs wagons frigorifiés en tête. Cette photo devrait ravir Stafford Swain. Lorne Perry.





Destined for the old Canadian Northern division point town of Humboldt, Saskatchewan, CNR 2-10-2 4715 has the eastbound tons rolling out of Nutana Yard in Saskatoon on August 7, 1959. Peter Cox.

La 2-10-2 Santa Fe 4715 du CN quitte la gare de triage de Nutana près de Saskatoon, Saskatchewan, en se dirigeant vers l'est et la ville de Humboldt dans la même province, le 7 août 1959. Peter Cox.

Sunrise at Dunvegan. The ever frugal Northern Alberta Railways ran steam out of Edmonton, Alberta a little longer than its parent companies: the CPR and CNR. On the morning of September 16, 1960, 2-10-0 51 is the power for the Waterways local. 'Big' Decapod 101 and 2-8-0 74 will power transfer and yard jobs. GP9 diesels are now handling through freights 31 and 40 but the locals stayed steam powered until the GMD-1 diesels arrived from London. R.J. Sandusky.



Le Northern Alberta Railway, copropriété du CN et du CP, a continué à utiliser la vapeur un peu plus longtemps. Cette photo nous montre, au petit matin du 16 septembre 1960, le terminus des locomotives de Dunvegan près de Edmonton. La 2-10-0 51 sera affectée au train local de la région Waterway, alors que la 2-10-0 101 et la 2-8-0 74 travailleront au triage. Les diesels s'occupent déjà des trains de marchandises 31 et 40 sur la voie principale. Les trains locaux seront encore à vapeur jusqu'à l'arrivée des nouvelles diesels GMD-1 en provenance de London, Ontario. R.J. Sandusky.

Continued from page 263

Steam at night

Riding in the dimly lit cab of a steam locomotive at night was always thrilling for me. The feel of the powerful pistons as they rocked the engine from side to side, the smell of the coal smoke, the illuminated pressure gauges and the water glass indicating the water level in the boiler, created an atmosphere that can never be duplicated. The engine was alive: a big heavy monster responding to the commands of the engineer at the throttle. We picked up speed rapidly as the track dipped down toward the Assiniboine River. In a moment or two the big overhead span of the bridge loomed out of the darkness in front of us, illuminated by our headlight. As we shot across, there was a sudden change in the sound as the reflected noise level changed each time we passed a girder on the bridge. We had a good swing on our train heading over from Brandon to Shilo and as the train order board appeared in the distance in front of us Alistair shouted, "Clear board."

The 'California' style cab

We got called for a trip to Brandon at 22:15K on October 16, 1956 with engine 3335 and didn't arrive at our destination until shortly after noontime the following day, being on duty slightly over fifteen hours. With less than four hours sleep, we were called again for 18:30 to return to Winnipeg with engine 2503. This was an old brute of an engine with a 2-8-0-wheel configuration and a California style cab. It was referred to as a 'California' style cab because there were no doors on the cab of the engine where the crew rode, only heavy canvas curtains. These curtains were pulled across the door openings on each side and tied shut with a piece of string or wire to keep them from blowing open in the cold night air. As far as the head-end brakeman was concerned, it was a real pig of an engine because, just like the old 1300 and 2100 class engines, the brakeman had to ride jammed into a little seat beside the boiler and ahead of the fireman. To get into this seat, you had to fold the back of it down and then climb over. The side window would not slide forward far enough to make it easy for the brakeman to get his head out for an unobstructed view ahead when on a left-hand curve. He had to stand on his toes and push back to get his shoulders far enough back to get his head out of the window. Alistair McGregor was the engineer this evening and eighteen-year-old Robert Kellock was our fireman. Robert had only hired out on the railroad three weeks earlier.

Checking the water in the tender

The fireman and the brakeman often helped each other out in their respective jobs. Sometimes the fireman would get a switch for the brakeman or the brakeman would shovel coal for the fireman. It made for good friendly relations and a sense of comradeship.

On one particular cold winter night we were heading for Dauphin. As we were approaching McCreary, the fireman was having some trouble and was quite busy with his fire. The engineman was hoping to run the tank and go right to Dauphin, but was afraid to do so without knowing for sure exactly how much water he had left in the tender. He looked over to me and asked if I would mind checking the level. I wasn't at all enamoured with the thoughts of climbing out onto the swaying tender in the dark through the smoke and the steam to see how much water we had left. But, I figured that if the fireman had enough guts to climb out there under those conditions, then so did I. So, out I went with my electric lantern slung over my arm.



Oiling was a big part of keeping the steamers rolling. Here a fireman is oiling CPR Selkirk 5935 circa 1950. This locomotive forms part of the CPR historic collection at Exporail.

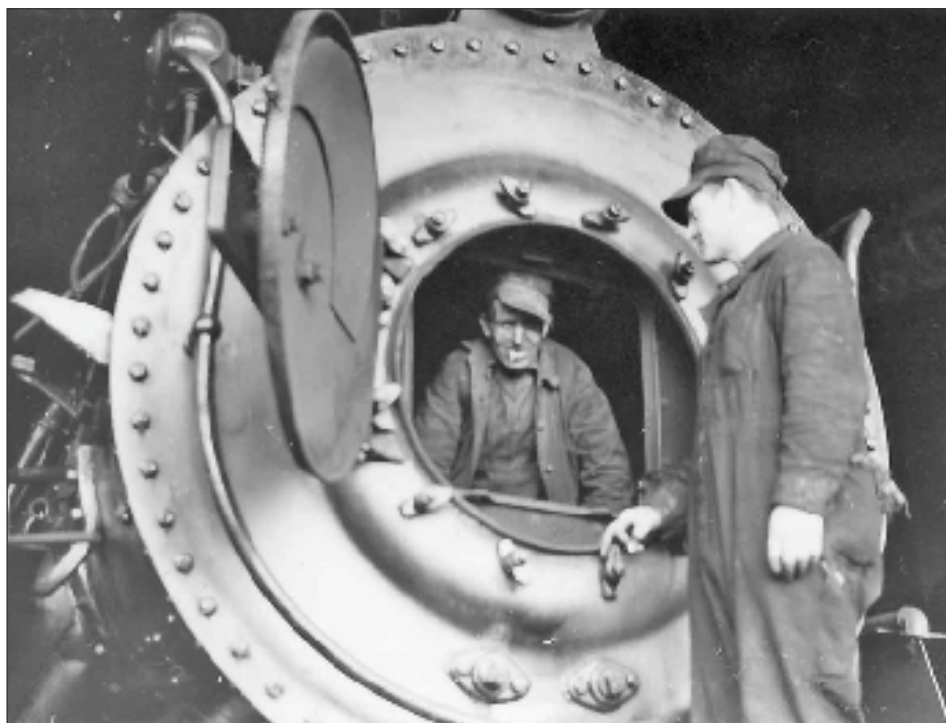
La lubrification était une tâche importante pour maintenir le bon fonctionnement d'une locomotive à vapeur. Ici, un chauffeur lubrifie la Selkirk no 5935 du CPR dans les années 1950. Cette locomotive fait partie de la collection historique du CPR à Exporail.

The ladder on the side of the tender was covered in smoke and steam and was only visible for a fraction of a second at a time. I waited in the door of the cab for what seemed an inordinate length of time for the smoke and steam to clear, but all I got were momentary glimpses of the ladder. I could sense the engineman getting impatient with my procrastination (yellow streak) so, the next time the ladder appeared I swung over and reached for the rung. The rung I was reaching for was visible one instant and gone the instant I made my move.

My foot was already on the bottom of the ladder and I clutched blindly in the steam for the rung I needed to hold myself onto the side of the tender. I felt myself going backwards and in a fleeting instant, I knew that if my grasp missed that rung, I was a goner. In the instant the thought was forming in my mind, my gloved hand closed securely around the rung of the ladder. I climbed up and onto the tender and measured it with no problem. We had half a tank, enough to pass-up the McCreary water tank and go to Dauphin. Climbing back into the cab of the engine was a simple task and the engineman was very pleased with my report. But I have often thought how stupid I was to attempt to climb that ladder under those conditions. Far better to have stopped and taken water and been an extra half hour on the road, than risked a life measuring the water level in the tender.

Railroading career of A. B. Peden comes to an end

I wouldn't want to have missed the thrill of railroading during those last days of steam



Dirt and grime in the steam era was not limited to the running trades, these two views of locomotive building and overhauling attest to the labour intensive nature of steam! CPR Archives 5529, Northern Ontario Railroad Museum via Dale Wilson.

La crasse et la poussière ne sont pas un apanage réservé aux métiers reliés au roulement des engins. Ces deux photos de la construction et de la révision d'une locomotive illustrent bien le dur labeur relié à la vapeur! Archives CPR 5529 du Northern Ontario Railroad Museum par Dale Wilson.

power for all the tea in China. Every trip seemed to be full of excitement; at least for me that seemed to be the case. There couldn't possibly have been a more exciting occupation on a day-to-day basis.

In August of 1960, I could no longer stand the frequency and duration with which I was being laid-off my job as a trainman. The company was purchasing more and more diesels every year and, although my seniority was getting greater, it was not growing nearly fast enough to compensate for the change of an era from steam to diesel.

It was very disheartening to be continually laid-off. And it was very hard to find temporary work if your prospective employer suspected that you were a railroader and would go back when called. What was most frustrating of all was being laid-off for several months just prior to the festive season and, when called back for a couple of quick trips during the Christmas and New Year period, told that if you didn't respond you would lose your seniority. This was followed by another lay off for another four months starting about January 2nd.

What used to infuriate me, was the 'mile hogs' we had amongst the conductors and trainmen. Although our pay scale was somewhat less than that paid to engineers and firemen and, consequently, we would have to work extra miles to make the same money, there were those amongst the conductors and trainmen who literally lived from one pay period to the next on the road. They could care less whether the spare board brakeman was able to make a living or not. It was these same mile hogs who abandoned their jobs in the festive season and felt it the responsibility of the spare board men to cover for them. The engine crew, on the other hand, were automatically pulled out of service each month when they reached 3800 miles, which gave the younger men a chance to earn a living. It took a Royal Commission, long after I had quit, in order to bring any semblance of proper working conditions to the job.

But, having said that, railroading was a thrilling way to earn a living and I'm not sorry for one minute that I gave it a try. I look back with fond memories to those trips when I was up on a steam locomotive in the middle of the night, going 'hell bent for leather' to keep ahead of a passenger train and make several 'meets' as well. I wish I could have stayed with it till I received a pension, but that was not to be.

I'm glad I took my camera along with me on some trips. I only wish I had taken it along much more often. I was able to use the old photographs to bring back memories that had long since vanished, some of the photos having been taken over fifty years ago. Anyway, I'm glad we got the photos because some of the fellows have long since passed on and without the photos they would be hard to remember.

Well, 'let's get this train out of town,' and get the car knocker to 'High Ball the Gate.'

The above are edited extracts from The Last days of Steam, the memoirs of Trainman Allan B. Peden taken from a 75 page souvenir book Allan wrote and sold to his CNR co-workers after he left the company. His CNR career spanned from July 18, 1951 to August 1960. To read his complete memoir search the internet for 'the last days of steam'. Our abbreviated version featuring some of his steam locomotive experiences are presented with the permission of Al Peden of Winnipeg, Manitoba.

How deadheading ended a career

By Dave Brown

At first, there didn't seem to be anything unusual about the small train heading north towards the Prince of Wales Bridge at 10:35 a.m. Sunday. I was riding my bike along the Ottawa River Parkway and daydreaming when the feeling that something was out of place hit me. It took a while to sink in. First the sound – steam. Then the sight.

That train didn't belong there. It was engine 1057, gurgling along contentedly and pulling a short string of old passenger cars, off on its first excursion of the summer to Wakefield. Being from a railroad family (both grandfathers and my father were CPR trainmen), I have in the past watched so many similar trains and engines from a bicycle that time has lost its meaning. That's why it had been difficult focus in on what was wrong with the scene around me.

I stopped on the overpass and in the sounds and smells of steam, easily slipped back 25 years and remembered how my railroading career was cut short at age 12.

Start of a lesson

I had informed my father that I wasn't too interested in long-range education planning because I was going to be an engine driver just like him. He tried to talk me out of it, but nothing seemed more fun. So he taught me out of it.

A few days later, he asked me if I wanted to be his fireman on a deadhead run to Markstay, near Sudbury. It was a warm summer night and darkness had fallen when we approached the roundhouse to pick up our engine. We walked past many big and modern engines of the day. There were coal-burners and they all seemed as streamlined then as a rocket ship today.

In the locker-room in the roundhouse, I was introduced to the fireman, who thought it a good idea that he would be getting the night off. Then the suspense ended as we went out to meet our engine.

Biggest let-down

It was a small and tired old hand-bomber. It looked much like 1057. It was embarrassing. We chugged out backwards beside those gleaming modern engines.

Getting to Markstay didn't take much shovelling. Then we had to wait for the incoming train. About three hours later, we were hooked to the front of the freight train and running at the hill. The other engine was a big coal-burner and I felt a bit like a dog trying to help pull a horse.

The fireman had killed time in a nearby tavern and was sleeping on the jump-seat in front of the fireman's seat, propped up on one side by the wooden wall of the cab, and on the other by the rounded wall of the boiler. The piercing whine of a pump sending water to the boiler was constant.

Sudden change

On the engineer's seat now was an engineer, not a father. And he was screaming for more steam and that meant more shovelling. The whole front of the firebox was glowing red. The noise was painful, and so was the heat. The clam-like doors over the firebox couldn't be left open because of the blast-furnace heat that they let out, so every shovel thrown in meant stepping on a treadle, and the clank and hiss of the doors added to the noise.

The engineer kept screaming. The little engine seemed to be rocketing and standing was difficult. I was afraid of falling against the red-hot firebox.

The frequent trips into that firebox soon had the end of the shovel red-hot.

The run back became a blur of heat, sweat, head-hurting noise and back-breaking work. Coal dust got into my eyes and gritted in my teeth, I couldn't stop or the gauges in front of me started to drop. I think I cried.

Next day, my father was up and off on another run before I was out of bed. I left him a note saying that I would like to attend the school that he wanted me to enroll in. It was my resignation from railroading.

Parting shot

Watching 1057 chug its way up into the Gatineau Hill Sunday, there was a strong feeling that I had made a mistake. I wished that I was driving it.

Dave Brown wrote a column for the Ottawa Journal for many years. He is now retired and living in Ottawa, this article appeared on Tuesday, July 8th, 1975, and is reprinted with his permission.

Canadian Pacific Railway engineer Seth Partridge reads his orders prior to departure on a run in 1945. CPR Archives M 2801.

1945, le mécanicien du Canadien Pacifique, Seth Partridge, lit les consignes avant le départ. Archives CPR M 2801.



The Joy of Winter Railroading!



The joy of winter railroading, CPR No. 50 at Portage La Prairie in the 1880s. CPR Archives A 17610.

Les joies hivernales du ferroviaire, la CPR no 50 à Portage la Prairie dans les années 1880. Archives CPRA 17610.

In the days of steam, conditions under which railroaders work were far different from what they are today. While many of the activities are similar, the conditions, particularly in winter, are much improved. Track maintenance forces, for example, in snowstorms worked under difficult conditions cleaning track and switches. Now such modern technologies as ballast regulators and switch heaters have made the work less arduous. Perhaps the greatest change, however, has been that of locomotive engineers. Many of the activities remain the same such as observing signals and other physical objects, but the conditions under which these activities are carried out are far better.

Consider the steam locomotive engineer who was required to keep a lookout for block signals, whistle posts, mile posts, flagmen, etc. failing which disastrous consequences could, and did, ensue. In order to maintain

scheduled time, fast passenger trains often had to operate at 80-90 mph, and maintaining a lookout for signals, etc. at speed with very low visibility was stressful in the extreme. The identification of a block signal and its colour aspect in the second or two available required extreme vigilance. Not only the snow, but smoke and steam from the locomotive added to the hardship and visibility from the front window was impossible. The only alternative for the engineer was to keep his head out of the window in order to catch a glimpse of the imperative signals.

These hardships were dramatically demonstrated one February night in 1952 when pool train No. 6 from Toronto arrived at Canadian Pacific's Montreal West Station hauled by one of the magnificent Canadian National Northern's. The locomotive engineer was Charlie Banges, the regularly assigned engineer. The right-hand side of Charlie's

face was covered with ice and he was asked whether his face was frozen. His reply was "Not at all". The ice which formed from the snow melting on the side of my face forms a coating which protects my face from frostbite in the wind created by the train". This was a dramatic reminder of the difficulties encountered by engine crews especially in the winter months.

In the days of steam whether in freight, passenger or yard service the conditions were the same in that the head had to be out of the window. The difference was that the higher the speed the more difficult the conditions became.

Although the passing of the steam locomotive brought many regrets, the advent of other forms of motive power made life overall much easier on those who had to operate them.



Canadian Pacific Railway 917 a D10g 'ten wheeler' built by the CPR in 1911 in snowplow service on January 4, 1947 at Tweed, Ontario. Al Paterson.

La locomotive D-10-g ten wheeler no 917 du Canadien Pacifique, construite par le CPR en 1911, pousse un chasse-neige en ce 4 janvier 1947 à Tweed en Ontario. Al Paterson.

Ron Ritchie was a CPR Official who retired in 1987 after forty years of service and is now living in Hudson, Quebec. He has been a lifelong student of railway histories and an avid collector of railway memorabilia. He was a

close friend and associate of Omer Lavallee and Ernest Modler during their lifetimes and, besides his own, holds the railway photographic collections of both.



BUSINESS CAR

November - December 2010



HERITAGE

Historic rail station in McAdam, New Brunswick, gets repairs



CPR Archives

A conservation project will help spruce up the chateau-style McAdam railway station, a national historic site, and one of the rare surviving examples of a combined rail station and hotel, says Parks Canada. The federal government is contributing up to \$209,500 to the project, which will include repairs to the canopies, windows, doors and masonry. It's part of a long-term effort to restore the site. "The total cost to restore the McAdam station is estimated at around \$12 million," says Greg Davidson, project manager for the McAdam Historical Restoration Commission which manages the property. "This is just one component of an ongoing restoration that the village (of McAdam) has been doing now for about 10 years."

The 2 1/2-storey stone building, which resembles a Scottish castle, serves as a visitor information centre and a museum displaying local crafts and exhibits of railway artifacts. Located near the Maine border 80 kilometers west of Fredericton, the station was commissioned by CP President Cornelius Van Horne as part of the main CPR line into Atlantic Canada. Davidson said his organization will fundraise to match the federal contribution. (Canadian Press)

Exporail's 'Plan B' development program progress report

Starting this year, Exporail has been carrying out a \$1.3 million capital improvement project called Plan B. The major elements of the plan call for the modernization of Hays station and converting Building 5 into an open reserve. Also included are the creation of three station gardens, installing three interpretation islands, new signage and the restoration of steam locomotive Maritime Railway number 5, and of Montreal Street Railway streetcar 274.



One of three new interpretative display islands, this one titled 'maintaining the Iron Horse'. C. Stephen Cheasley.

L'un des trois îlots interactifs. Celui-ci est intitulé Entretenir le cheval de fer. C. Stephen Cheasley.

Hays Station has received all new windows and doors, new floors, and now is fully climate controlled to today's archival standards. The second floor has been made into exhibition space permitting the installation of the Wellington Tower train control panels from the approach to Central Station in Montreal and display more artifacts for public viewing. Also a new, large viewing window has been installed on the second floor giving visitors an excellent view of the turntable and yards.



Jean-Paul Viaud

Building 5 has received new doors and its aluminum roof has been resealed. Additional lighting has been installed along with new stairways and interpretive signs for each piece of equipment on display.

There are new station gardens in front of the Angus Pavilion, Hays Station and Delson Station.



C. Stephen Cheasley

Maritime Railway number 5 has been cosmetically restored and is on display inside the Angus pavilion. Montreal streetcar MSR 274, the first piece of rolling stock acquired by the CRHA, will be placed into the Angus Pavilion upon completion of its restoration. Once repairs to the front truck of CNR diesel electric car 15824 are completed, it will also be moved into the Angus Pavilion.



It is expected that all of the work will be completed before March 31, 2011.

As part of Plan B, major switching work had to be carried out to rearrange the exhibits in Building 5. This was carried out over a six day period from July 19 to July 24 by our team of volunteers headed up by Dave Barnard.

A highlight of the moves took place on a rainy Saturday, July 24th, when the John Molson was steamed up and carried out the switching of our three European locomotives under the supervision of James Scott.

Exporail has taken delivery of a new 7 ¼ inch gauge locomotive for use on its popular outdoor miniature railway. Numbered 1751 and decorated in authentic Canadian National ‘green and gold’ colour livery, the locomotive is 8 feet long and weighs 875 pounds. It is powered by a two cylinder Briggs and Stratton engine which drives a hydraulic pump. There are two hydraulic motors, one per truck and all axles are chain driven.

The locomotive is a replica of Canadian National’s first GP9s that were numbered between 1725 and 1750; the number 1751 was chosen to identify the locomotive within the series but not to duplicate a number. This locomotive is presently undergoing final testing and slight safety modifications at Exporail and will be in service alongside its CPR decorated companion for the 2011 season. The locomotive was custom built by the Mountain Car Company of Salem, Virginia for Exporail. The miniature train ride is the second most popular attraction at Exporail after the streetcar ride!



Maritime Railway No. 5 posed outside Barrington Station as its display was being marshalled for exhibition in the Angus Pavilion. Number 5, built by the Pittsburgh Locomotive Works in its final display position. Both photos, Jean-Paul Viaud.

La Maritime no 5 près de la gare Barrington au moment où on lui préparait un espace à l'intérieur du Pavillon Angus. La no 5, construite par la Pittsburgh Locomotive Works, sur son site définitif. Les deux photos sont de Jean-Paul Viaud.

Gilles Bouthillier, who piloted the 1751 project, takes the new locomotive out for a test run on October 20, 2010. His sole passenger was Jean-Paul Viaud, the museum's curator. C. Stephen Cheasley.

Gilles Bouthillier, qui a dirigé le projet de la no 1751, manœuvre la nouvelle locomotive lors d'un test de roulement en ce 20 octobre 2010. Jean-Paul Viaud, conservateur du Musée, est son unique passager. C. Stephen Cheasley.



Tunnel offered dining experience unlike any other

The Brockville Museum held a unique fundraising dinner this past summer titled "Keefer's Tunnel Banquet". Celebrants enjoyed a four-course menu reflecting 1860 tastes, when Brockville's railway tunnel was completed. Inspiration for the menu came from a banquet prepared for the Prince of Wales (late Edward VII) during a North American visit the same year, said museum volunteer coordinator Viktor Kaczowski. "French cuisine was very much de rigueur."

Anyone who attended the dinner in the south end of the tunnel could return the next day in rubber boots for a guided tour of the entire, 1,700 foot-long tunnel, which has muddy sections. Local historian Doug Grant said it was Canada's first railway tunnel and its construction generated controversy - similar to the way the debate over Tall Ships Landing and the Maritime Discovery Centre has divided the community more recently.

Grant said the railway tunnel is a major landmark in Brockville and in the city's history and could be developed into a bigger tourism attraction. Kaczowski said the railway tunnel is a solid structure. Repairs have been under way at its north end at Pearl Street. With proper funding and renovations, the entire tunnel could one day be opened up to pedestrians and

cyclists. The banquet was sponsored by Canadian Pacific Railway and the 1000 Islands Community Development Corporation; a raffle prize of a trip for two was donated by VIA Rail. (Brockville Recorder and Times)

Toronto Railway Heritage Centre and Roundhouse Park official opening

On Friday morning, May 28, 2010, Mayor David Miller of Toronto cut the ceremonial ribbon, and the Toronto Railway Heritage Centre and Roundhouse Park was officially open. After almost thirty years of trying to make it a reality, Toronto could now boast that it has a functioning railway museum. It is true that Toronto did at one time have a small railway museum at Harbourfront Centre owned and maintained by the Toronto and York Division of the Canadian Railroad Historical Association, but unfortunately it had to be closed and the equipment dispersed because of the complete re-development of the Harbourfront lands.

The day's activities began with a performance of a Dixieland Band to entertain the assembled audience, followed by brief remarks from Glenn Garwood of the City of Toronto, Mayor David Miller, Orin Krivel, Toronto Railway Historical Association President, Derek Boles, TRHA Historian, and Don Loucks, the Restoration Architect. After the Ceremonial Ribbon Cutting, the inaugural run of the miniature railway took place.



Cutting the ribbon at the official opening of the Toronto Railway Heritage Centre on May 28, 2010. From left to right: roundhouse heritage architect Don Loucks, city project manager Glenn Garwood, Toronto Mayor David Miller, Toronto Railway Historical Association President Orin Krivel and TRHA historian Derek Boles. The ceremony took place in front of the 1896 Don Station whose restoration is nearing completion. Douglas Wannamaker.

Inauguration officielle du Toronto Railway Heritage Centre en ce 28 mai 2010. De gauche à droite : Don Loucks, architecte des travaux de la rotonde; Glenn Garwood, responsable de projet à la ville; Davis Miller, maire de Toronto; Orin Krivel, Président du Toronto Railway Historical Association et Derek Boles, historien pour le TRHA. La cérémonie eut lieu devant la gare Don datant de 1896 et dont la restauration est sur le point d'être achevée. Douglas Wannamaker.

Toronto Mayor David Miller drives Toronto Railway Heritage Centre No. 3 under the watchful guidance of TRHA Vice President Michael Guy, Derek Boles.

Le maire de Toronto, David Miller, conduit la locomotive no 3 du Toronto Railway Heritage Centre sous la supervision de Vice-président, Michael Guy. Derek Boles.

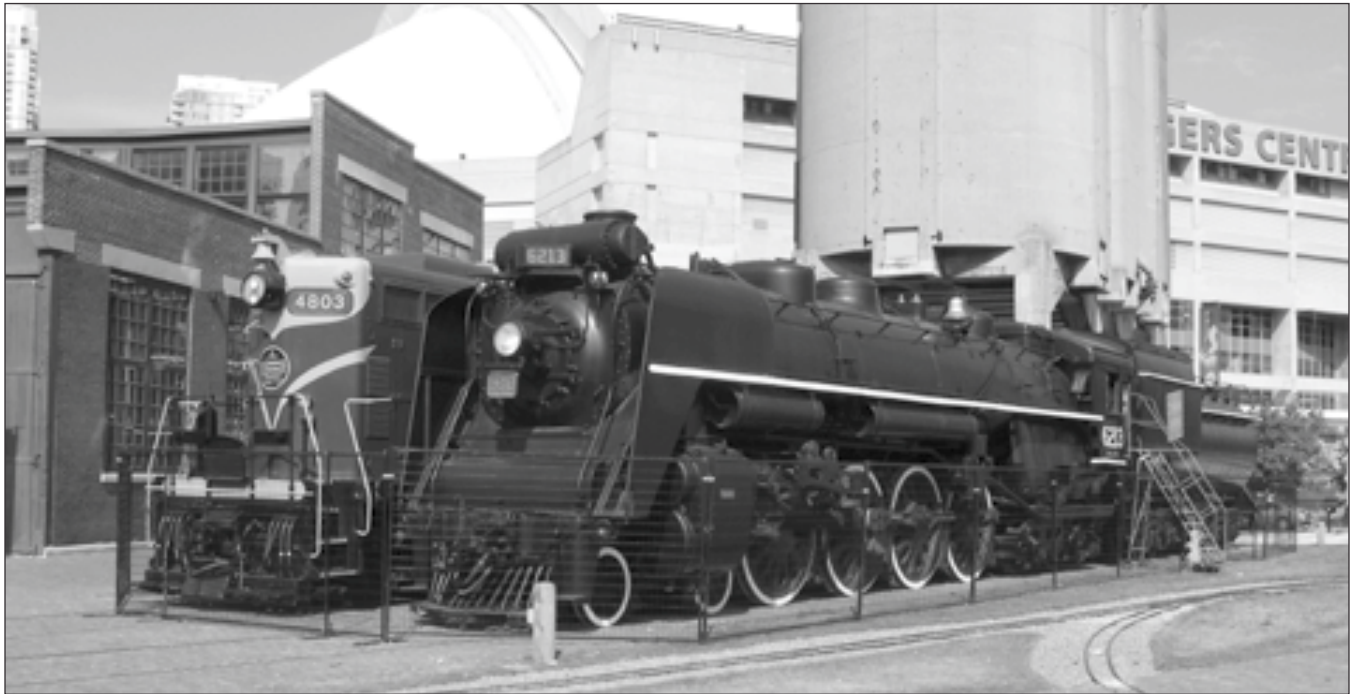


The 17 acre site has several restored heritage railway structures, three roundhouse bays which can be used for restoration of equipment, locomotives, freight and passenger cars, simulators, an operating turntable, and a miniature train ride, which, no doubt, will be a real attraction for families visiting the site.

The museum is still very much a work-in-progress and although it is now officially open, there are

many future projects in the works.. The website www.trha.ca of the TRHA provides current information on the development of the Museum.

The Toronto Railway Heritage Centre and Roundhouse Park, is located on Bremner Boulevard directly across from the CN Tower and the Rogers Centre. (Tony Rubin, CRHA Toronto & York Division)



Douglas Wannamaker

Mimico Station Restoration Update

In the May/June 2008 issue of Canadian Rail, there was an item in the Business Car Heritage section about the restoration plans for the 1916 Mimico railway station building. While some improvements were made by MSCO volunteers in 2008, major work could not be

started until heritage grants were received and the results of fund raising activities began to come in. With some funds available, including a grant from the Ontario Trillium Foundation, for the purchase of building supplies and services, and some businesses donating the labour for a few specialized construction tasks a lot of work was accomplished in 2009. As a result the building, in its final

location in Coronation Park, was secure from the weather of the 2009/2010 winter. The work of MSCO volunteers has continued through the spring and summer of 2010.

The station and its later extension are now on a permanent concrete foundation. Included is a full basement with washrooms, kitchen, and storage area. The building was roofed with new plywood over the old boards and new dark green asphalt shingles, closely matching the originals. The work was generously donated by Viana Roofing and Sheet Metal, a local firm located on Dundas Street in Etobicoke, Ontario.

The exterior stucco walls have been repaired. The stucco has been lightly scored to replicate the original mock stone coursing lines. The tongue and groove vertical wood dado around the exterior has been completed. Approximately 50 per cent of this is new wood milled to match original boards. New outriggers were fabricated, and these and the wood soffit have been installed. Volunteers are currently at work painting the exterior.



Carol Fordyce

Where possible original window frames and sashes have been removed, rebuilt, and restored to their original appearance while new matching frames and sashes have been made where required. All of these have been installed except the clerestory windows over doors. Work is proceeding on the installation of doors and frames. Some are restored originals and some matching new doors.

As soon as the building can be made watertight—by having glass installed in the windows and all doors completed and installed—volunteers will start stripping and finishing the tongue and groove boarding on the interior walls and ceiling.

The City of Toronto LIVE GREEN program has granted the station funds to install ground source heating and ventilating and to undertake other energy efficient

initiatives. The engineering for this work is under way.

Over the next couple of years, more funds will be raised which will allow the completion of the work already underway, plus the land around the building rough graded to final contours, and gas, water and sanitary sewer services installed (gas, water, and sanitary sewer)

Further information can be found at www.mimicostation.ca. (Carol Fordyce).

Waterloo, Ontario extends operating agreement with train enthusiasts

Waterloo council has turned down a group of train enthusiasts who asked to take control of a historic city-owned railway station. Instead, the city will extend its operating agreement with the Waterloo Central Railway for another year. The railway, a charitable venture, runs historic trains to St. Jacobs from the station at Father David Bauer Drive. Railway president Ron Dancey is unhappy about aspects of the current agreement. But council would not budge, citing in part uncertainties about the future use of tracks owned by regional government. (*Waterloo Region Record*)

City to start cleaning up former CP station in Owen Sound

Due to delays in buying the CP railway station in Owen Sound, Ontario, from the federal government, and work that needs to be done, Mayor Ruth Lovell Stanners said she has adjusted her expectations as to when the building will be ready to open up shop. "I'd love it if it could be done by Christmas," she said in a recent interview. "It all depends on what's going in there and what work needs to be done." City council approved a time-line to clean up the building and start the

process of renovating it. Council has directed city staff to groom the building's weed-infested grounds and remove debris from inside. Staff will then apply to the Green Energy Fund for 50% funding toward the cost of a study that will determine the renovations needed to make the east-side structure energy efficient.

The city also plans to apply to the provincial green fund for a low-interest loan and grant to renovate the shell of the building. Council also directed staff to seek expressions of interest for the building from businesses and individuals. Owen Sound purchased the vacant station and its property for \$153,500, which will be paid over three years. The deal closed in late May, a year-and-a-half after the city put in its offer. The city is working to have the building designated under the Ontario Heritage Act, which is a condition of sale. (*Owen Sound Sun Times*)

Prairie Dog Central celebrates 40 years (1970 -2010)

In the spring issue of *The Journal Box*, there was a photo essay about life back in 1970 when the Winnipeg's Prairie Dog Central first began regular operations. For many present members, this was an eye-opener because most of the scenes in the photos have long since gone, and sadly, so too have most of the people. Thanks primarily to the late Ted Shores, much of the PDCR's first 25 years of history was photographically documented.

President Bob Goch looking back over the forty years said that:

- The train has operated 1,294 days and safely completed 2,325 trips
- It has traveled over 131,316 miles; and our members past and present have accomplished this by donating approximately 461,000 volunteer hours.
- Over these past four decades, as an organization we have consistently worked with one goal in mind: to sustain the operation of our vintage train. Maintaining our focus is unquestionably the one thing that has enabled us to survive.
- Many years ago, during an interview, Pierre Elliot Trudeau was asked, "What do you consider to be your greatest accomplishment?", to which he replied, "I survived". Leaving everything political aside, Mr. Trudeau's comment is perhaps the best description of The Vintage Locomotive Society and the PDCR's best accomplishment over these four decades.
- So, providing we continue to remain focused, we should expect to survive another 40 years. (*The Journal Box*)

Kettle Valley Steam Railway uses new technology to test track

Using new technology, the Kettle Valley Steam Railway has conducted a study of the track used for the tourist train. Staff from EBA Engineering Consultants conducted the assessment of the track. Darel Mesher, chief technical officer for the project, said the Edmonton-based company used sophisticated electronic gear to conduct the study. Radar technology was used to examine the condition of the ballast and the ballast substructure. High-resolution camera technology examined the ties, fasteners and rails. A height measurement laser system also measured the wear of the track on the ties. The gear was all mounted on a truck.

Using the technologies, the company will make a map which shows the condition of all the track. Mesher

said the company is the only one in the world to provide this sort of high data study of railway tracks. While the study will help the railway determine where work is needed, Mesher said it will also help EBA to fine-tune the equipment. Mesher said the company was able to run repeated tests since there was no other use of the tracks at the time. In addition to the work in Summerland, EBA is also scheduled to work on more than 1,600 kilometres of track elsewhere shortly. (*Summerland Review*)

CPR heritage maps dedicated at museum in BC



Cranbrook was once a key hub for CP and nowhere can this be better appreciated than at the Canadian Museum of Rail Travel, which now has three spectacular railroad maps on display in its entrance hall. The three 12 foot by 7 foot framed maps (a fourth is on its way) were dedicated recently in a ceremony attended by Museum Executive Director Garry Anderson, Board Chair Bob Bennison, Cranbrook Mayor Scott Manjak and Carrie Schafer of the Columbia Basin Trust. "There's a lot of history associated with Cranbrook," Anderson told invited guests and officials in the museum's entrance hall. "It's not just based on one industry." As he viewed the giant maps showing Cranbrook's strategic location on CP's historic "Imperial Highway" of trains and ships between Britain and the Orient, Mayor Manjak reflected on just how important the rail museum is to the city. "We love this place ... It's truly a jewel for the community." Schafer said the CBT was also glad to be part of the historic project. "We're pleased to be associated with this and glad that it will be on display for generations to come."

The historic maps show the prominent location of Cranbrook on the entire CP Ships-Hotels-Railway

system. There will be a fourth large map relating to the historic trains on tours that will be colour coordinated with the large maps, as well as other railway heritage in the region. The map is not yet complete, but is expected shortly. The maps, which are blow-ups of smaller maps in the museum's collection, were designed to increase appreciation of the significance of the historic trains that are on display at the Museum. (Cranbrook Daily Townsman)

The "500-year" Canadian Museum of Rail Travel strategic plan begins

Recently, seven consultants were at the Canadian Museum of Rail Travel in Cranbrook to begin a half-year major study on the Museum and its future. The study will assess risks to the museum, particularly the historic railcars and the governance structure, and recommend solutions for the short and long-term. It will also provide recommendations on the proposed new Trains Display Building and its preservation systems and then bring everything together into a long-term Business Plan. The perspective of this exercise is hundreds of years, not the usual 5 or 20 year plans, since Museums are expected to survive - literally - forever!

The \$ 103,000 plan is funded by Museum with assistance from the Columbia Basin Trust's Community Initiative Funds, the City of Cranbrook, the Museum Assistance Program (MAP) of the Dept of Canadian Heritage.

The plan involves assessing the current facilities and their operating systems, determine capital and operating budgets, and recommend new efficient systems that will result in "dramatic" energy reduction from what would ordinarily be expected in the new 78,000 square-foot trains display building. The Board and Committee made it clear that they want a re-evaluation of environmental control systems that are expensive to operate and which are normally used for the preservation of artifacts, but the solution must also still meet national conservation standards

The team led by Lee Boyko who has an extensive background in museum work and planning includes:

- Conservator Andrew Todd who will assess the current condition of the railcar collection and provide input into the museological standards that will be required in the new building
- Architect Nick Milkovitch, who with colleague Neil Prakash will provide an overview of the +/- 78,000 square-foot trains display building, its impact on the current site and buildings and on the city itself, and some of the overall considerations to give an architectural "wow"

factor worthy of a national museum. Detailed building plans will not be done at this time, as that expense is well beyond the plan budget

- Equilibrium Structural Engineering which will investigate and recommend on the type of structure needed, including wood, since BC is a wood-producing province
- Jamie Dabner of Cobalt Mechanical Engineering who will provide critical recommendations on options for the building operating systems, particularly the environmental controls system options, which must use new efficient technologies - including government mandated "green" technologies
- Roger Dupuis of Applied Engineering who will provide recommendations on the electrical requirements and the systems needed
- Roger Artis of BTY Group who will be responsible for developing capital costs needed to complete the current buildings and the new Trains Display building, as well as all of the operating costs

The historic passenger railcars belong mostly to specific sets of equipment of certain era and are considered "Deluxe Hotels-on-Wheels". The collection is still stored outdoors, but contains rare and extremely fragile interiors of significance to Canada. Current partial environmental control systems in some cars assist with preservation, but this type of system is becoming increasingly expensive and is not an optimum solution for the long-term. The originality and construction nature of the railcar-artifacts themselves prevent more intrusive measures, such as added wall and ceiling insulation, being introduced that would provide more efficiency, but partially destroy the artifact.



This photo shows the vast historic trains display area at the Canadian Museum of Rail Travel in Cranbrook. It is taken from the roof of the Museum's Royal Alexandra Hall, which is adjacent to the trains. This fenced site is almost 1000 feet long. Garry Anderson.

Cette photo illustre le vaste espace d'exposition du Canadian Museum of Rail Travel de Cranbrook. Le cliché est pris du toit du Royal Alexandra Hall du Musée, adjacent aux trains. Le site clôturé a une longueur de près de 1000 pieds (305 mètres). Garry Anderson.

Another major challenge, particularly for the Business Plan, will be how to develop and sustain both tourist programming and attendance (and its earned revenue), and local programming and attendance, while at the same time meeting the challenges of preserving the railcar collection to national standards. The plan will end with a note of what the consequences would be to the institution and to the railcar-artifacts (and indirectly to the community) if nothing is done.

Revelstoke Railway Museum helps Canadian Pacific Railway celebrate the 125th anniversary of the driving of the last spike

The Revelstoke Railway Museum was honoured to help the CPR plan for the 125th anniversary celebrations of the driving of the last spike. The museum among other things was responsible for on-site visitor services at the last spike site.

In a major ceremony witnessed by hundreds of guests and marked by the donation of almost \$2 million in grants and legacies, the Canadian Pacific Railway and Parks Canada jointly marked the 125th anniversary of the driving of the Last Spike at Craigellachie on Sunday, November 7, 2010.

“The work has indeed been done — well done in every day,” said Fred Green, the CPR’s CEO as he quoted the railway’s hard-driving visionary Cornelius Van Horne.

Green told a 400-strong crowd of invited guests,

spectators and journalists that the vision and determination that CPR founders Van Horne and Donald Smith employed to make the national dream a reality back in 1885 still exists within the company.

With thousands of employees, the CPR continues to ensure that the Canada it helped forge remains a vibrant and technologically advanced country.

And to mark the occasion he announced several major grants: \$50,000 to a special legacy program in Revelstoke; \$100,000 to two native scholarship programs at Trinity College and the University of Saskatchewan; \$100,000 to the Military Families Fund, which assists the families of Canada’s serving soldiers (this marks, he said, a renewal of the CPR’s historic ties with the Edmonton-based Lord Strathcona’s Horse Regiment); \$500,000 to UBC to digitize the remarkable collection of images and documents related to the experience of Chinese labourers collected by Dr. Wallace and Madeline Chung; \$1 million to the Van Horne Institute at the University of Calgary and; \$30,000 for digital devices at Revelstoke’s new schools.

Green’s remarks — and the effort put into the celebration of 125 years of accomplishment by the company and Parks Canada — were appreciated by the crowd and by invited guests.

Ku’kpik (Chief) Wayne Christian of the Shuswap Nation was deeply gratified by the invitation extended to him and Adams Lake Band Chief Nelson Leon. 125 years



Mr. Fred Green addresses the dignitaries at the ceremony commemorating the 125th anniversary of the driving of the last spike on the Canadian Pacific Railway on November 7, 1885. CPR Archives.

Monsieur Fred Green s'adresse aux dignitaires lors de la cérémonie commémorant le 125^e anniversaire de la pose du dernier crampon sur le chemin de fer du Canadien Pacifique le 7 novembre 1885. Archives CPR.

ago not a single native was at the original driving of the Last Spike.

“Canada followed our pathways across the country to this place,” he said, describing the ways explorers used the rivers to cross the continent, before publicly blessing the undertaking at Craigellachie.

For Ned Harris, Sunday’s event brought to mind the determination of people with vision.

“The men who built this railroad were tough men, men with vision who overcame unimaginable difficulties and obstacles,” he said as he showed me a stickpin containing a fragment of the original Last Spike that was given to his great-grandfather George Harris, then a director of the CPR, back in 1885.

George Harris was a Boston financier who raised much of the American money that kept the CPR afloat financially. Ned Harris inherited not only his ancestor’s stickpin but a love of railroads. The American-born retired US Army officer and civil engineer is now a manager on the light rail construction project in Sacramento, Calif.

David Johnson, President of the Revelstoke Heritage Railway Society, the commemoration was also an opportunity to connect Revelstokians with the past by invited them to participate in the Last Spike Special Legacy Project. The Society, which owns and operates the railway museum, has acquired a Victorian-style trunk and is inviting people to place within it objects they think are emblematic of the Last Spike and railroading.



Highlight of the 2010 edition of Railway Days was a visit by CPR’s 2816 and heritage train including CPR’s museum car. David Johnson.

La visite de la no 2816 du CPR et de son train historique, incluant le wagon-musée du CPR, constitua le temps fort de l’édition 2010 des Railway Day. Davis Johnson.

The objects can be anything as long as they are related in some way to the Last Spike, he said.

The museum will accept these objects until December 15th. The trunk will be treated as a time capsule and won’t be opened for another 25 years – 2035.

The federal government, too, used the event to announce, through MP Dean DeI Mastro of Peterborough Parliamentary Secretary to the Minister of Canadian Heritage, that November 7 will henceforth be known as National Railway Day. (Revelstoke Current Edited)

Work gets underway on CPR station renovation in BC

Shovels have hit the ground in the long-awaited project to renovate the former CP station at the west end of Baker Street in Nelson, BC. Crews are currently on site at the abandoned building installing a metal construction fence and securing the building as they prepare for the first construction phase to begin. In the works since 2005, the Nelson and District Chamber of Commerce recently got the go-ahead from the federal government’s Heritage Canada office to begin renovating the building with plans to turn it into a new visitor centre and tourism hub for Nelson.

Approximately half of the \$5.6 million project will be allocated to a Visitor’s Centre and CPR offices. The Visitor’s Centre will include a regional visitor gateway and an interpretive centre, a Made in the Kootenays marketing centre, chamber offices, economic development offices and the Nelson and Kootenay Lake Tourism Society. Tom Thompson, executive director for the NDCOC, said there is still a bit of process left to be worked out before the construction can fully move forward, but he expects the work to begin shortly. Thompson said the first two phases of the project are planned for completion, and include re-roofing of the building, some structural repairs, renovations on washrooms in the building and a small amount of work on the exterior. (Nelson Daily News)

Hope’s Station House finally getting new roof

Supporters of the Hope, BC, Station House announced recently that the historic building is getting a new roof thanks to fundraising efforts, a great deal on roofing from Pioneer Building Supplies and a generously low estimate by Vanderpool Roofing. Once the roof is secure, the painting of the building - the showcase entrance to the community at the corner of Old Hope-Princeton Way and Wallace Avenue - will also be completed. The project was originally estimated at approximately \$46,000 to replace the 6,000 square feet of roofing tiles but with the support from sponsors, suppliers and some heavy pounding of the streets for the great deal the project is expected to run approximately \$20,000.

The Hope Station was built in 1916 and served for many years as Hope's CN station. Once decommissioned by the railway it was moved to its current location by the Hope Village Arts and Crafts Society in 1984. (Hope Standard)

British Columbia Electric Railway 1225 being restored



Fraser Valley Heritage Railway Society
La Fraser Valley Heritage Railway Society

Former British Columbia Electric Railway car 1225 returned to Canada in 2005 after spending some fifty years in California. The car is now housed at the Fraser Valley Heritage Railway Society facility located at Sullivan, B.C.

The car is undergoing a major restoration to operating condition; the trucks have been removed for rebuilding and restoration of the body wood work is nearing completion. Once restored it is hoped that the car will operate on a portion of the former BCER Chilliwack line through Surrey and the Fraser Valley linking heritage destinations.

West Coast Railway Association's new CN Roundhouse & Conference Centre opens



Royal Hudson 2860 steams onto the turntable before entering the new roundhouse WCRA.

La Royal Hudson no 2860 sous pression sur le pont tournant avant son entrée dans la nouvelle rotonde de la WCRA.

June 30, 2010 saw the culmination of five years of fundraising and construction as the new CN Roundhouse and Conference Centre at the West Coast Railway Heritage Park in Squamish, British Columbia was officially opened.

For the occasion the John Hardie Mitchell Gallery had an exhibit of historic photos of Squamish provided by the Squamish Historical Society, as well as the WCRA's 1937 Ford, the former PGE railway inspection car.

The opening ceremonies overseen by Don Evans, President and CEO of West Coast Railway Association included speeches by John Weston, MP West Vancouver / Sea to Sky / Sunshine Coast, Joan McIntyre, MLA West Vancouver – Sea to Sky and Rob Kirkham, Acting Mayor for the District of Squamish.

David McLean, Chairman of CN, then took the podium and shared with the crowd how CN came to grant the donation to this project that resulted in the naming of the new facility the CN Roundhouse & Conference

Centre. He noted that this was the largest donation to a single organization ever granted by CN and said that CN respected the professional development of the West Coast Railway Heritage Park and supported it as a good model in the preservation of railway heritage.

In conclusion, he asked Evans to unveil the special memento from CN on the occasion of the dedication of the new facility, a lovely restored steam locomotive bell (off CN steam loco 3449) mounted on a stand with a plaque noting the occasion.



WCRA

The official ribbon cutting was done by Ron Anderson, Chair of the board of WCRA. At that point the doors of Track Four then were swung open revealing a wonderful sight outside, the Royal Hudson #2860 steaming and the newly installed, fully restored turntable

that was donated by CN some years ago. The 2860 steamed forward and eased onto the turntable under the control of engineer Mark Liggins, fireman Andy Faris and conductor Roy Crowston.



WCRA

Work begins on revitalizing Kinsol Trestle on Vancouver Island

Work has finally begun to fix the historic Kinsol Trestle, one of the world's highest wooden trestles. Close to \$7.4 million has been raised through government and other contributions to refurbish the structure, which measures 44 metres high and 188 metres in length and crosses the Koksilah River in the Cowichan Valley, BC. But up to \$765,000 is still required to finish the project to a standard where it can become part of the Trans Canada and Cowichan Trails "We've had donations from all across Canada – that shows how important this is for the entire country," said Jack Peake, chairman of the Cowichan Foundation's Kinsol capital campaign, at a press conference.



Kevin Oke Studios

For years, the Cowichan Valley Regional District board debated whether to dismantle the bridge before opting to save the deteriorating structure. Construction of the trestle was begun in 1911 by the Canadian Northern Pacific Railway and completed in 1920 by CN. The trestle was used by trains until 1979 and abandoned in 1980. It has been closed to pedestrian traffic for years and is now dilapidated, with rotting timbers falling away. Those who donated to the project will have a chance at driving in the last spike and being the first members of the public to

cross the trestle. Donations can be made online at www.kinsol.ca. (Victoria Times Colonist)

Station celebrates 100th birthday on Vancouver Island

The Parksville, British Columbia E&N train station has served the community for 100 years. "It is the oldest train station on the Island," said Jacie Herbison, president of the Arrowsmith Potters' Guild which has occupied the building since 1995. The station opened in 1910 when the Esquimalt and Nanaimo Railway was extended to the area. The station was a focal point of the area for decades, with a separate station agent's residence, telegraph service, gardens, a restaurant and several works buildings.

By the time the last station agent left in 1982, the building was showing its age, which wasn't helped by 10 unoccupied years before the potters' guild moved in. Over the years the station's platform was considerably shortened, windows and doors were boarded or moved, the restaurant and other buildings were removed and a fire in the early 1990s required the re-building of the freight shed portion of the roof. The guild took over in 1995 with an agreement with CPR to maintain the building and keep it open for trains. CPR planned to demolish the water tower around that time, since steam trains hadn't run on the line since the 1950s and it was considered a safety hazard. But the tower was saved by the Water Tower Preservation Society, relocated closer to the road and completely restored. It is the older of the only two remaining towers on the Island.

The building the guild took over had boarded up windows, no heat or electricity, well water and considerable vandalism damage and dry rot, Herbison said. The guild is happy to continue using the building as their studio, retail store and repository of pottery equipment and books, but Herbison points out there is huge potential in the railroad for "green" transportation and she hopes it becomes a busier route, making the station more of a transportation hub. These days the public can experience the station as the pottery guild base, or as a working train station, where they can catch the



James Woodyatt

daily VIA train between Courtney and Victoria.

The 100th anniversary celebration included heritage rail cars, locomotives and a miniature train ride from the CRHA, E&N Division based in Victoria. There

also were also displays from the Parksville Museum, Oceanside Community Arts Council, the Port Alberni steam train, along with prize draws and family fun for all. (Parksville Qualicum Beach News)

Historic New Orleans streetcar line has been operating for 175 years



The famous St. Charles streetcar line in New Orleans turned 175 this year. It was opened on September 26, 1835 and was electrified on February 1, 1893. It is the oldest continuously operated streetcar line in the world. (Gord McOuat).

La célèbre ligne de tramways de la rue Saint-Charles en Nouvelle-Orléans arrive à ses 175 ans d'existence cette année. Elle fut ouverte le 25 septembre 1835 et électrifiée le 1er février 1893. C'est la plus ancienne ligne de tramways encore existante au monde. (Gord McOuat).

BACK COVER TOP: CPR Royal Hudson 2859 is on the move westbound on the Winchester Subdivision between Pine Beach and Strathmore, Quebec back on May 21, 1959. As the big Hudson's 12,000 gallon tender passes in review, note the exhaust from the 2859's stoker motor. Lorne Perry.

COUVERTURE ARRIÈRE : La Royal Hudson du CP 2859 en route vers l'ouest sur les rails de la subdivision Winchester entre Pine Beach et Strathmore au Québec, le 21 mai 1959. Sur le dessus de l'énorme tender de 12 000 gallons, on peut voir la fumée qui s'échappe du moteur du chargeur mécanique. Lorne Perry.

BACK COVER BOTTOM : CNR U1E 4-8-2 6055 appears to have been just outshopped by the craftsmen at CNR's Transcona Shops near Winnipeg as she highballs a westbound manifest for Dauphin, Manitoba on September 4, 1959. Steam's last stand on the CNR took place on the Prairie Region and sister 4-8-2 6043 hauled the last steam powered passenger train, No. 76, from The Pas to Winnipeg in April 1960. Locomotive 6055 was retired in May 1960, less than a year after this photo was taken. Lorne Perry.

COUVERTURE ARRIÈRE : La U1E 4-8-2 6055 du CN semble fraîchement sortie des ateliers d'entretien de Transcona à Winnipeg alors qu'elle se dirige vers l'ouest le 4 septembre 1959. Les dernières utilisations de la vapeur au CN ont eu lieu dans la région des Prairies; la 4-8-2 6043 a tracté le dernier train de passagers entre Le Pas et Winnipeg en avril 1960. La 6055 fut retirée de la circulation en mai 1960, moins d'un an après la prise de cette photo. Lorne Perry.

Canadian Rail

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