



Canadian Rail

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Ottawa's Royal Mail Streetcars, Paul Robin McGee, Photo Gallery,
A Century of Service – Cobourg's Historic Station, Heritage Business Car

Les voitures postales des tramways d'Ottawa : un siècle de bons et loyaux services.

La gare de Cobourg. La galerie de photos du triage Glen du CPR. Extraits du patrimoine ferroviaire.



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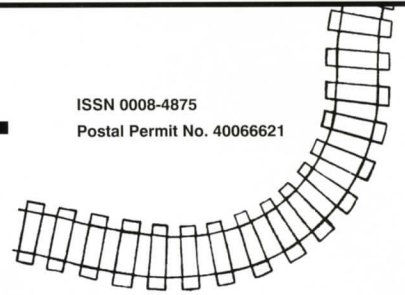


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FRONT COVER: Ottawa Transportation Commission car 854 is working the 'S' Holland - Laurier route in the late 1950s and is heading south on Bank Street. It will swing west on Somerset Street and terminate at the Holland loop, OTC streetcar service came to an end in 1959. CRHA Archives, Fonds Kemp 2341.

BELOW: Royal Mail Car Number 1, of the Ottawa Electric Railway, posed on the "Sapper's Bridge" in front of the Main Post Office. It was likely taken on November 1893 after being converted from one of the horse cars of the Ottawa City Passenger Railway, by the Ottawa Car Company. Thomas Ahearn, one of the owners of the OER and the OCC, is standing behind the car. Library and Archives Canada, C 18684.

PAGE COUVERTURE : La voiture 854 de l'Ottawa Transportation Commission circule sur la ligne S entre les Rue Laurier et Holland, ici elle se dirige vers le Sud sur La Rue Bank puis elle tournera vers l'Ouest sur la rue Somerset pour arriver à son terminus de la rue Holland. L'utilisation des voitures tramway par l'OTC pris fin en 1959. Archives ACHF, fond Kemp 2341.

Ci-DESSOUS : Voiture No 1 de la Poste royale du Ottawa Electric Railway (OER), sur le pont Sapper, devant le bureau de poste principal. La photo est prise en novembre 1893 après que cette voiture a été convertie à partir d'une voiture hippomobile de la Ottawa City Passenger Railway (OCP), par la Ottawa Car Company (OCC). Thomas Ahearn, un des propriétaires du OER et de la OCC, se tient derrière le tramway. Bibliothèque et Archives Canada, C 18684.

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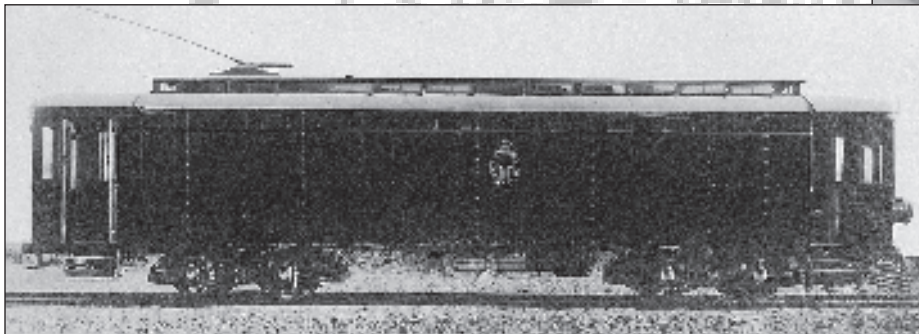
Ottawa’s Royal Mail Streetcars

By David Knowles

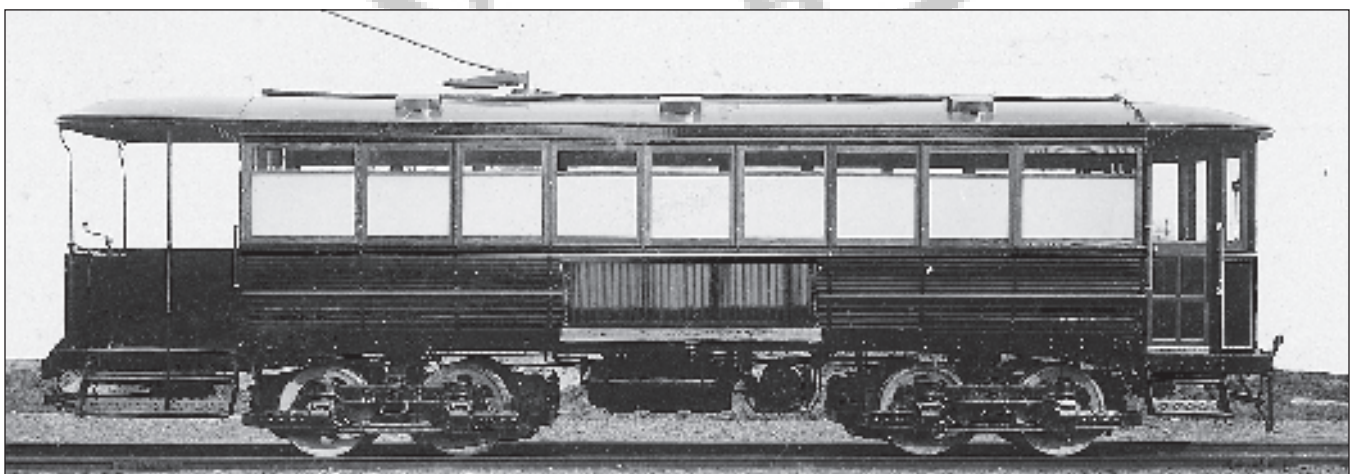
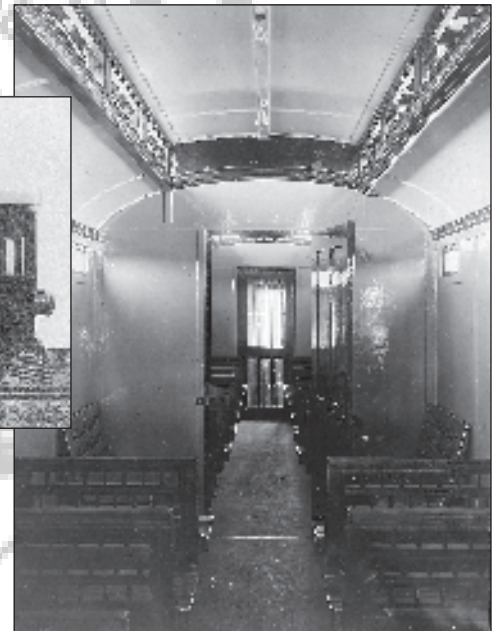
The advent of the electric street railway in the late 1890s and early 1900s brought profound change to the cities and towns of North America. By providing relatively cheap transportation streetcars led directly to development and growth of local suburbs since it was no longer necessary for workers to live close to their work place. Streetcars also enabled city dwellers to reach countryside amusement parks and some even outlying cemeteries. In addition to moving passengers, many companies also offered freight services in their catchment areas. By moving freight between its origins and/or ultimate destinations, they supplemented the role of mainline railways.

The streetcar companies soon added new

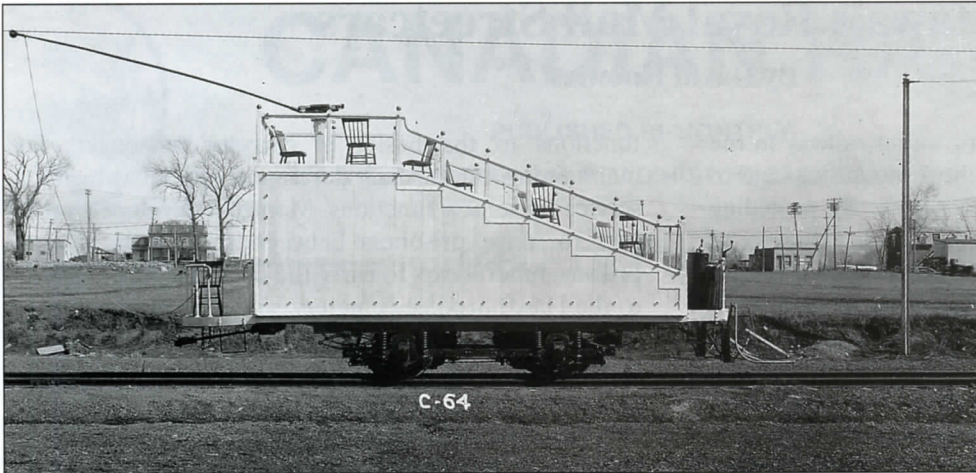
functions to the basics of carrying passengers and maintaining tracks, and developed special vehicles to service these new functions. Montreal developed prison cars to move prisoners between the courts and the prisons, funeral cars to carry the deceased and bereaved to the Hawthorndale cemetery, and a seven-tiered band car to offer music at civic events and parades. Edmonton had a library car to supplement its main and outlying branches. Quebec City, Montreal, Calgary, Edmonton and Vancouver had tiered sightseeing cars. Other cities built company business cars to carry company officials on inspections of the systems and for special charters. Duluth, Minnesota even had a fire car to protect an area on an otherwise inaccessible strip of land.



Montreal’s prison car. CRHA Archives, Fonds CTM.
Fourgon cellulaire du tramway de Montréal. Archives ACHF, Fonds CTM.



Montreal’s funeral car, CRHA Archives, Fonds CTM.
Fourgon corbillard du tramway de Montréal. Archives ACHF, Fonds CTM.



Montreal's band car, CRHA Archives, Fonds CTM.
Voiture pour orchestre du tramway de Montréal. Archives ACHF, Fonds CTM.

Edmonton's library car, Anthony Clegg.
Voiture bibliothèque du tramway d'Edmonton. Anthony Clegg.



Vancouver's observation streetcar. Peter Murphy collection.
Tramway observatoire de Vancouver. Peter Murphy collection.



Duluth's fire fighting car, Aaron Isaacs collection.

Voiture pompier du tramway de Duluth. Collection Aaron Isaacs.

Not the least of these specialized vehicles were the cars devoted to moving mail between railway stations, wharves, and main and local post offices. The first such service occurred in St Louis in 1891. Ottawa inaugurated its service in November 1893, with Brooklyn following in 1894, and New York and Boston in 1895. These cars were of two distinct types. The first type merely moved bulk mail between the various

destinations, while the second also included facilities to sort the mail en route.

The citizens of Ottawa were advised of the opening of the streetcar mail service in their city by articles in the local newspapers. The first announcement was made in the Ottawa Evening Journal on Saturday, July 29, 1893, but a more comprehensive article (reproduced below) appeared a few days later on Tuesday, August 2nd.

FIRST ELECTRIC MAIL CARS ARE BEING BUILT AT THE OTTAWA CAR SHOPS

In the sheds of the Ottawa Car Co. are being built the first electric mail cars that have ever been constructed. They are to be used for the carrying of mails from the city post office to the railway depots and the steamboat landings. The three cars which until recently were in use on the street passenger line are being rebuilt for this purpose. The cars will be vestibuled at each end. In the centre of the car on each side will be a double door where the mail bags will be thrown in. There will be no windows on the car whatever, but the interior will be lighted at all times by electricity. Inside there will be shelves for the holding of the bags and everything possible will be arranged for the comfort of the mail clerk who will be the only person allowed within the car. The doors will be made to lock from inside of the car, and so mail clerk can lock himself in to prevent anyone taking the mail, should this be necessary.

CANNOT BE HELD UP

Besides this there will be no side foot platforms on the car and it would be impossible for anyone to board it while it is in motion. A motorman will alone be necessary to run the car while the mail clerk watches the mails. The cars will run between the depots and the post office without stopping. Street crossings will be unheeded. A larger gong and one having a louder tone than those on the electric cars will warn people of the approach of the car, when it is at least two or three blocks away from any of the street crossings. The mail cars will be much lighter in construction than the ordinary electric car and will run at a more rapid speed. Each car will bear the lettering "V.R." "Royal Mail".

It is understood that one car will run to the Union depot and another to the C.A.R. depot and a third to the Empress landing at the Queen's wharf and to points nearest to such places as Cummings Bridge and other suburban post offices.

The change to the mail service takes place on the first of November (1893).

The three cars numbered 1 to 3 were not ready for November 1st, in fact the service did not begin until November 9th. (Canadian Railway and Marine World, April 1898 p.51) At the time the service cost the Post Office some \$4000 annually.

The construction of a fleet of three streetcars for a city of about 46,000 would seem to have been extravagant, but it should be remembered that at that time the telegraph and telephone were not in widespread use, and that business and interpersonal communication was largely by mail. Multiple daily deliveries were common. Some measure of the volume might be gained from the 1893 Ottawa Post Office newspaper advertisement listing the daily times for the opening and closing of both external and city mails. The totals were 77 postal bag closures for outgoing mail, and 70 openings of incoming bags.

While important in its day, the use of streetcars as mail carriers in Ottawa is largely an unknown chapter in its history. Fortunately, a few photographs of the early vehicles have survived, including one that appears to be a formal portrait of #1 in front of the Main Post Office, with Thomas Ahearn president of the Ottawa Electric Railway on the sidewalk behind the car. This photograph reveals the car's horse car origins with the distinctive Bombay roof. It varies from the description in the newspaper above in that there are no doors in the centre of the car through which the mail bags could have been loaded. The livery of the cars is not known, but it seems likely that they were either red or green below the belt rail and cream above. The lettering was gold.

No overall account of the streetcar postal service in the city has surfaced, but the newspapers of the day printed occasional articles of their adventures.



Ottawa Electric Railway Royal Mail car #3 was the third of the horse cars from the Ottawa City Passenger Railway converted to electric mail cars. It stands outside the handsome gothic style CPR Broad Street Station awaiting the arrival of mail from incoming trains. Library and Archives Canada, C 8676.

La voiture No 3 de la Poste royale du Ottawa Electric Railway (OER) était la troisième à être convertie à partir d'une voiture hippomobile de l'OCPR. Elle attend le courrier arrivant par train devant la gare de style gothique du CPR, rue Broad. Bibliothèque et Archives Canada, C 8676.

Ottawa map in the Royal Mail streetcar era legend

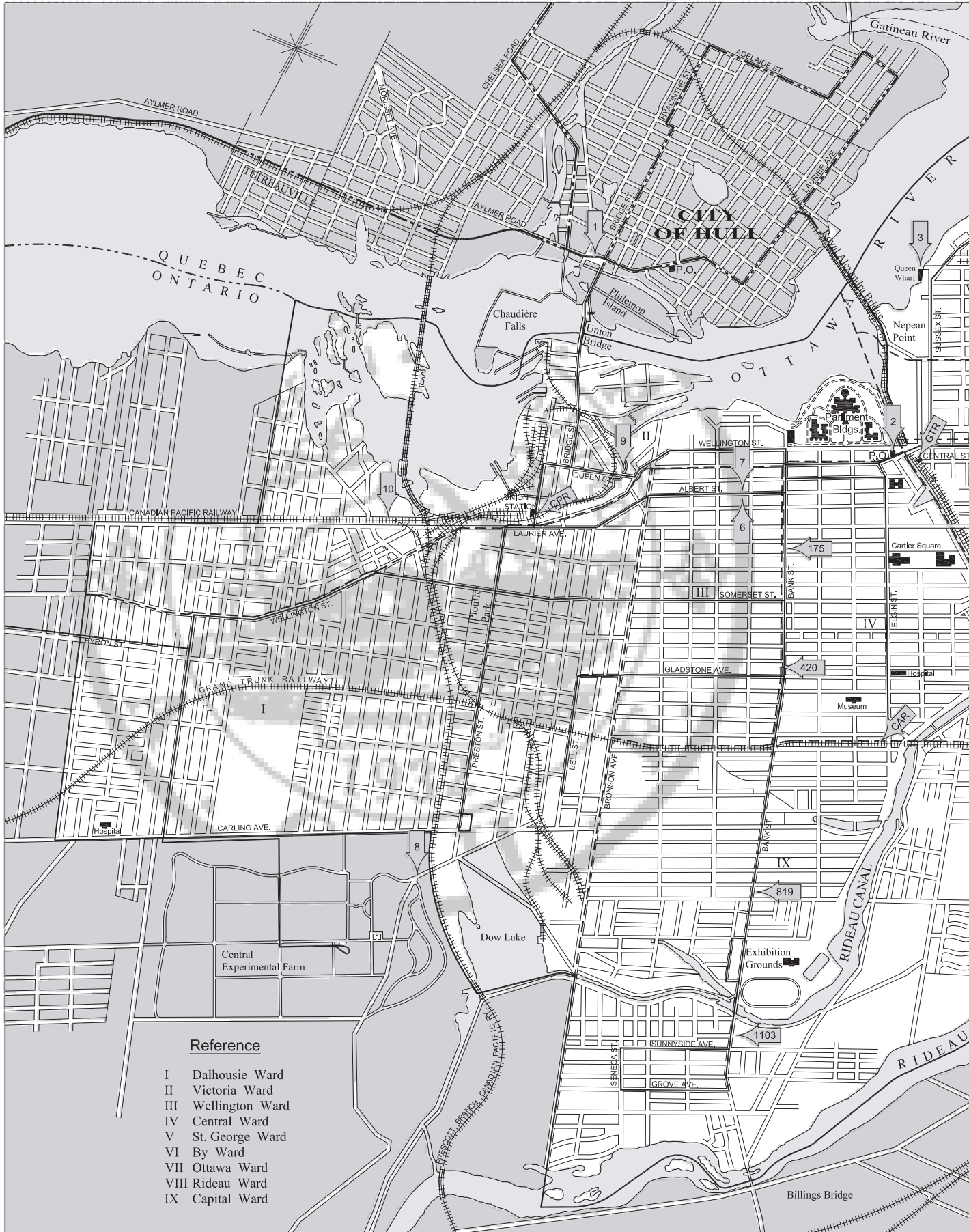
- 1 **Hull**
The Ottawa Electric Railway had no trackage in Hull except for an across-the-platform terminal with the Hull Electric Railway.
- 2 **The Main Post Office**
This Building stood on the west side of what is now Confederation Square and had a special siding behind it for the Royal Mail Cars.
- 3 **Queens Wharf**
A.k.a. the Empress Wharf. This was one of the original destinations for the mail cars It was at the bend of Sussex Drive where it turns east . There was an OER siding there, but I don't know if it went down the slope to river level or not.
- 4 **Ottawa Electric Railway Car Barn**
The Coburg Street supplementary car barn was built in 1908.
- 5 **Cummings Bridge Post Office**
This was one of the original places envisaged for the street car mail service. It was likely the station later designated as "Eastview", apparently on Cumming's Island
- 6 **The Ottawa Car Company**
It seems appropriate to note the location of the Ottawa Car Company which was responsible for all six mail cars, the converted horse cars of 1893, and the new cars built in 1906.
- 7 **Ottawa Electric Railway Car Barn**
Albert Street car barn (across the street from the Ottawa Car Company)
- 8 **Harboard Post Office**
Might's City Directory lists this Post Office on a "River Road " which no longer exists, having disappeared into part of Dow's Lake.
- 9 **Queen Street Post Office**
This Post Office was at # 40 near the Pumping Station, in the LeBreton Flats on the Ottawa Electric Railway. The street disappeared when the NCC cleared the LeBreton Flats area.
- 10 **Ottawa West Post Office**
I was unable to pinpoint the precise location of this station. It may have been close to the CPR Ottawa West station.

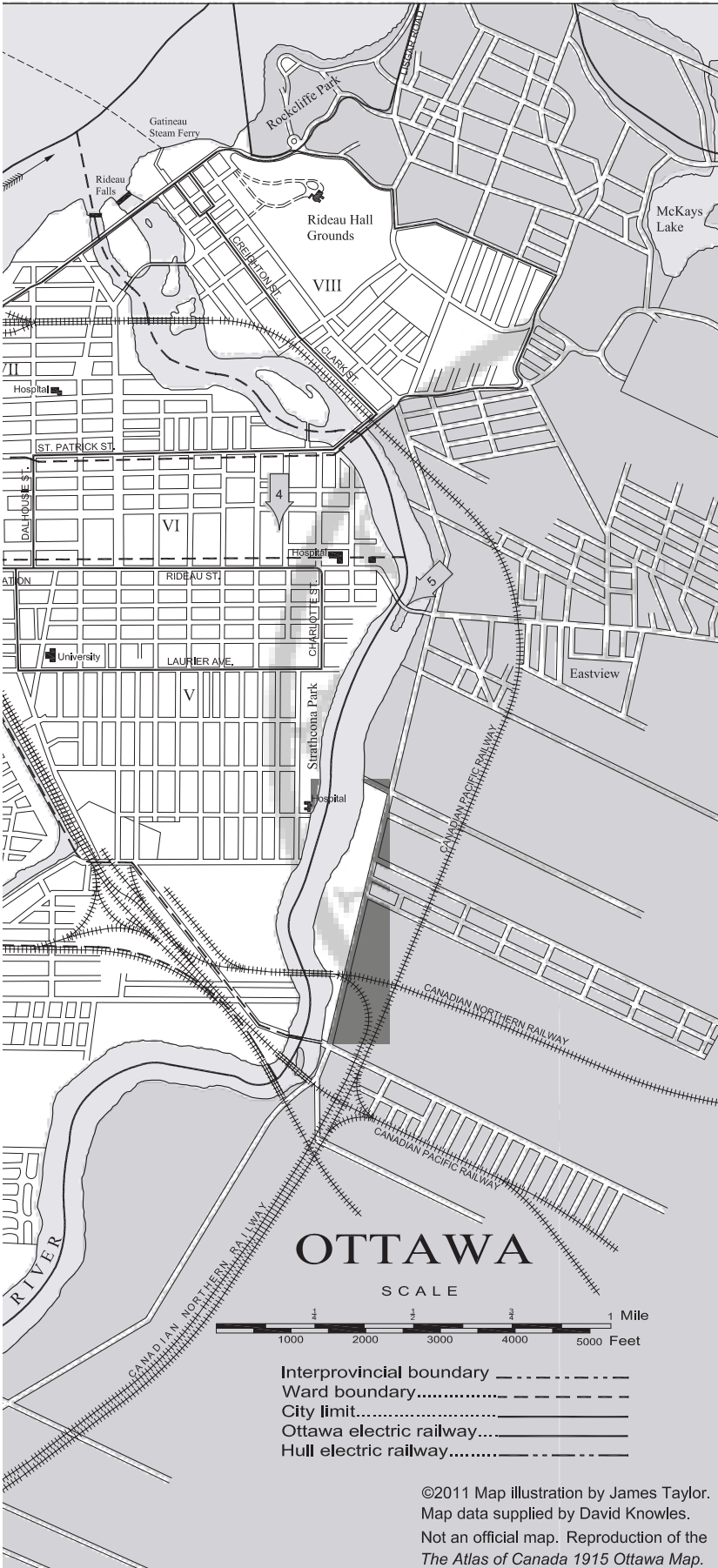
Bank Street Post Offices

175, 420, 819, 1103 There were 4 Post Offices on Bank Street
175, # 420, # 817, # 1103 Bank Street. My locations are based on current 2010 numbering. Some of these were listed as branches at the same locations as stores and were probably just wickets or counters.

Ottawa Railway Stations

CPR, CAR, GTR, The Canadian Pacific Railway, Canada Atlantic Railway and Grand Trunk Railway were operational during this period and had Ottawa Electric Railway tracks close by. They would have been calls for the mail cars.





THE MAIL CAR ERA IN OTTAWA 1893 - 1911

NOTES:

No information about the actual track routes taken by the three mailcars has yet turned up. However, the number and proximity of Post Offices to the streetcar tracks suggests that all the lines could be used. Hence this map is indicative of the overall environment in which the Ottawa mailcars operated.

[The recent transfer of old files from OC transpo to the City Archives may well have some materials on this, but the Archives move has interrupted the cataloguing.]

Hull

I have made no comment on a possible mail link with the Hull Electric Railway. It could have happened at the cross-platform interface in Hull. (#1 on the map.) However, the HER had a line across the Alexandra Bridge with an under-street turning circle in the Chateau Laurier / Wellington street area. (The circle is still there but used, I believe, to store rental bicycles.) The circle is a short distance from the Main Post Office downtown and it would have been a more likely place for the P.O. to transfer mail to and from the Hull / Alymer area.

The Britannia Line Post Offices

I have been unable to locate specific locations for the **Hinton, Westboro & Woodroffe** P.O.s.

The **Britannia** P.O. is listed at the same place as the CPR Britannia station which was definitely contiguous to the end of the OER track.

Britannia Line 2: The western extension of the OER to Britannia is outlined on the inside maps of Bill McKeown's book and on the inside of the dust cover.

Rockcliffe

I have found no trace at all of a P.O. in Rockcliffe and / or a P.O. at the end of the line which ran out to a rifle range, roughly where the Police College now stands. However, I have found mention of a mailman who was an "institution" in Rockcliffe.

The Rockcliffe Line: The eastern extension of the OER to the Rifle Ranges is outlined on the inside maps of Bill McKeown's book and on the inside of the dust cover.

Billings Bridge

Might's City Directory lists a P.O. at this location but with no specific address.

Main Sources:

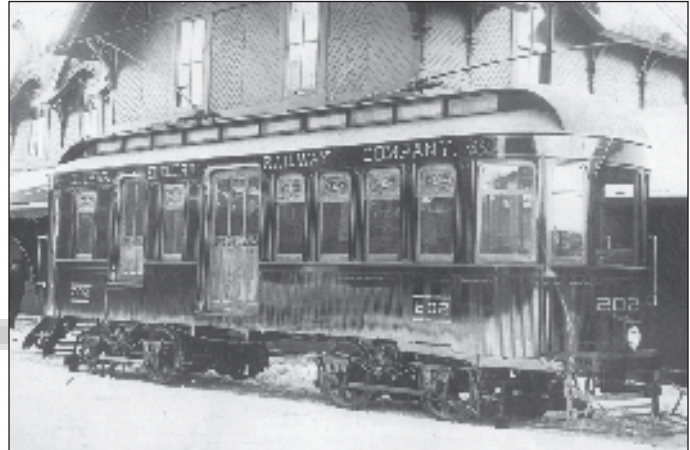
The Atlas of Canada
Department of the Interior, Ottawa 1915

The Ottawa City Directory
Might's Directories Ltd., Ottawa 1911

McKeown, Bill
Ottawa's Streetcars
Railfare DC Books / CRHA
Pickering ON / Montreal QC

Ottawa Electric Railway # 202. This car was specially built by the Ottawa Car Company to carry passengers, baggage and mail from Hull to the railway stations, hotels and the Main Post Office in Ottawa. It is standing outside the original wooden Broad Street Railway Station. City of Ottawa Archives, CA2009.

La voiture No 202 de l'OER a été construite spécialement par la OCC pour transporter passagers, courrier et bagages depuis Hull jusqu'aux gares, hôtels et bureau de poste principal d'Ottawa. Elle attend le long de la gare en bois du CPR, rue Broad. Archives de la Ville d'Ottawa, CA2009.



An electric mail car and a hack collided on Sparks Street between Metcalfe and O'Connor Streets about six o'clock last evening (October 31 1895) with damaging results to each and with slight injury to the motorman, B. Sabourin. The hack was being driven eastwards at a lively rate of speed by J. Rollin. Who failed to clear the track for the mail car which was going in the opposite direction [and] struck his rig. A shaft and the front axle [sic] of the cab were smashed and the vestibule of the car was damaged. A lady in the hack at the time escaped injury although sustaining a severe shock. Those that saw the accident asserted that the motorman was entirely blameless...

Last night's accident on Sparks Street when a cab driver and a lady traveller escaped death or very serious injury in a remarkable manner has called public attention to the rate [at] which mail cars travel... Safety is nothing, speed is everything and the residents on Albert and Elgin Streets where these cars travel most frequently have constant cause to complain of the speed attained..." (Ottawa Free Press November 1, 1895)

"Now that the mail cars call at Hintonburg post office the Richmond stage had ceased collecting the mail there" (Ottawa Evening Journal May 5, 1896)

In 1896, the Ottawa Car Company was again called on to build a special car for the Ottawa Electric Railway. The design of this car was clearly drawn from mainline railway practice rather than from streetcar design. The vehicle was larger than the streetcars of the day and was mounted on two four-wheel trucks rather than a single bogie. It contained separate compartments for baggage, mail and passenger services.

The Ottawa Car Company is erecting a baggage car especially for the transfer of baggage of passengers, coming in by the Hull Electric railroad and transshipping to the Ottawa electric line. This traffic is too heavy for the regular cars of the Ottawa service and the latter company is having the car built. Ottawa Free Press of October 15, 1896

A more comprehensive description followed in the Ottawa Evening Journal on December 23, 1896.

The Handsome Combination Car Being Built by the Ottawa Electric Railway Company

The new combined passenger, baggage and mail car that will be put into service on the Ottawa Electric Railway early next year is being rapidly prepared by the Ottawa Car Company. It will be a fine piece of workmanship. The interior will be finished in polished oak and beautifully carved. The windows in the passenger portion will be of plate glass and the seats will be the most stylish and up-to-date that can be procured. The length of the car will be 28 feet. The compartment for the passengers will be at one end, the baggage room in the centre, and the mail matter room at the other end.

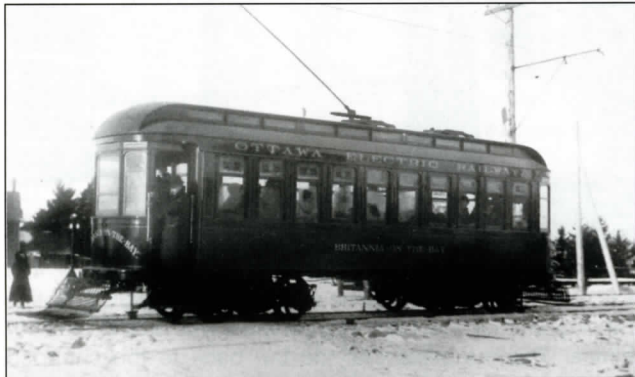
It is the intention of the company, to have this car meet the early morning train at the Union station, besides connecting with the Hull and Aylmer line.

The car will undoubtedly be the finest ever drawn over the streets of this city.-

The overall length of the car was approximately 40 feet. The 28 foot measurement probably referred to the length of the passenger compartment, (excluding the vestibules), which was a common method of measuring streetcars at the time.

This car, # 202, was photographed at the CPR Broad Street Station on what was probably its initial run. The depth and shine of the varnish suggests that it had recently been outshopped as it had not been adversely affected by Ottawa's weather. Its purpose to carry the mails is apparent by the word "mail" on the small door. It was apparently unsuccessful in its intended role as it was soon rebuilt from a combine into a regular passenger car,

eliminating the baggage and mail compartments. In its rebuilt form the car made the first through run from the



Combine car # 202 was rebuilt as the company's business car. It is believed that the picture was taken in January 1900 on an inspection run from the Main Post Office to Britannia. The line opened to the public in early May 1900. Library and Archives Canada, PA136683.

La voiture mixte No 202 a été reconstruite comme voiture de direction administrative. On pense que cette photo a été prise en janvier 1900 durant une tournée d'inspection entre le bureau de poste principal et le Britannia. La ligne a été ouverte au public au début de mai 1900. Bibliothèque et Archives Canada, PA136683.

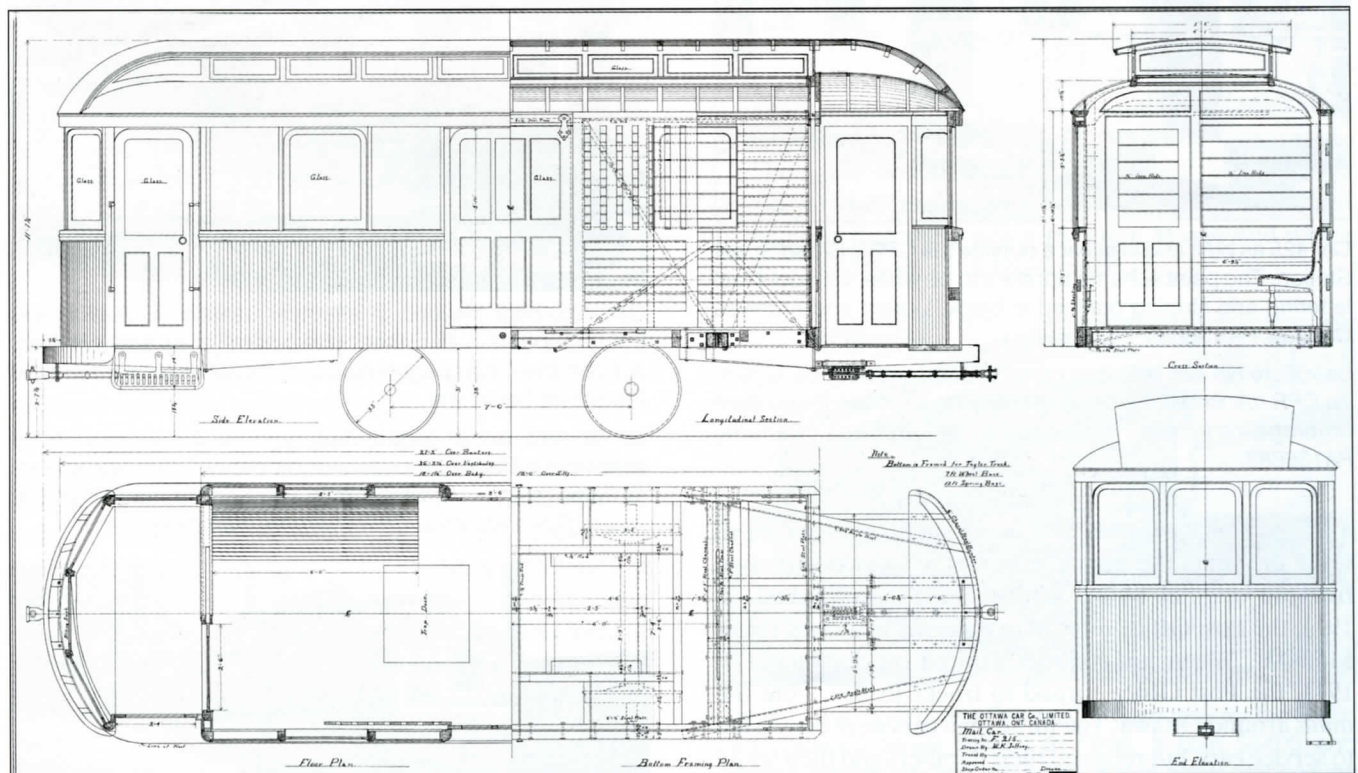
Main Post Office at the Sappers Bridge, site of the current National War Memorial, to Britannia on December 15, 1900. Subsequently it formed one of the quartet of closed cars that regularly serviced that line. It met its fate on February 3, 1908 when it burned at the corner of Holland and Byron Avenues after plowing out the Britannia line the previous day. The cause of the fire was attributed to vagrants using it for shelter from the weather.

By 1906 time had taken its toll and the three converted horsecars had come to the end of their useful life.

A letter to the editor appearing in the Ottawa Journal Friday, December 7, 1906 complained about the state of mail delivery in Ottawa and included the following comment:

“The electric mail cars are also a disgrace to our streets: they want cleaning and painting at the least”.

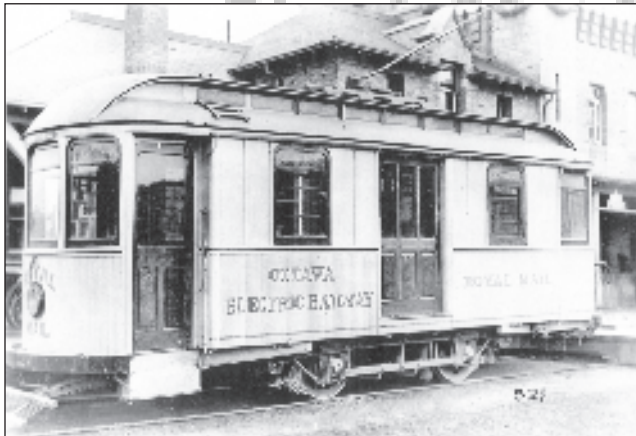
The Journal investigated, and reported that the Ottawa Car Company already had three new cars under construction for the mail service to replace the worn-out originals. In fact, the Ottawa Electric Railway had, placed



Ottawa Car Company blue print of 1906 in the OC Transpo fonds of the Ottawa City Archives. The blueprint was found in the spring of 2010 during the transfer of materials from OC Transpo to the Archives. It measuring 23 by 39 inches and is to a scale of one inch to the foot. The drawing is signed by W.K. Jeffrey, subsequently the superintendent of the Ottawa Car Company.

Ce plan, tracé en 1906 pour l'Ottawa Car Company, provient du fonds OC Transpo des Archives de la municipalité d'Ottawa. Découvert au printemps 2010 lors du transfert de matériel d'OC Transpo vers les Archives, il mesure 23 po X 29 po (58 cm X 74 cm) et est à l'échelle de 1 pi au po (30 cm au 2,5 cm). Le document est signé par W.K. Jeffrey, le superintendant en fonction à l'époque à l'Ottawa Car Company.

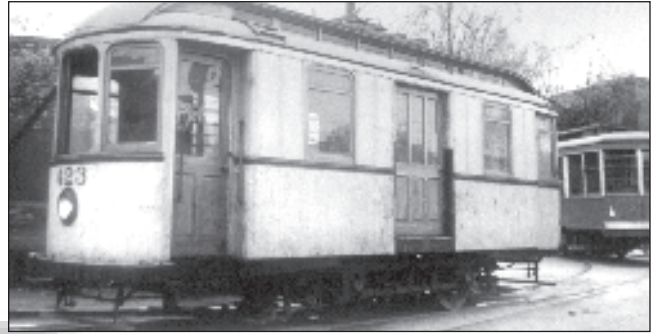
an order on October 17th with the Ottawa Car Company for 3 completely new mail cars. The new cars were numbered # 423, # 424 and # 425. Like # 202 these cars drew more from mainline railway design than from contemporary streetcar practice. While wood was extensively used for the body work, the underframe was steel. The bodies were placed on a single four-wheel truck with a seven-foot wheelbase. This enabled the cars to navigate the tight curves of streetcar corners. The roof had a contemporary monitor design with the clerestory curving smoothly into rounded ends, and narrow vertical siding forming the lower sides. Two windows flanked a central doorway on both sides, as had been initially planned for the 1893 cars. This time, however, the livery apparently followed the United States Post Office practice of overall white, with gold lettering outlined in black.



Car 425 as built and in service outside the CPR's Broad Street Station. The paint scheme appears to be white, with gold leaf lettering and striping outlined in black. Library and Archives Canada, PA 136694.

La voiture No 425 telle que construite, à l'extérieur de la gare du CPR rue Broad. La livrée est blanche avec le lettrage doré ombragé en noir. Bibliothèque et Archives Canada, PA136683.

The 'new cars' service as mail cars was short. Over the years the annual cost of the service had risen from an original \$4,000 through \$8,000 to \$11,000. In 1911, the Post Office refused to agree to an annual fee of \$15,000. When the contract expired on September 1, 1911, the Post Office turned to trucks to distribute the mails around Ottawa. The three mail cars were converted to service cars, but retained their numbers and their white livery. Number 424 disappeared early on, but # 423 became a sand car and # 425 a welding car. The former retained its monitor roof, but eventually an accident resulted in the clerestory ends being cut back. As service cars they were painted in a bright red livery and continued in service until 1959 when the Ottawa Electric Railway ceased to operate.



No longer a mail car, but still in its white paint scheme, 423 was photographed sometime around the late 1930's. Notice the original roof line, OER 913 behind it was built in the mid-thirties. This suggests that the cut back to the chopped clerestory happened late in 423's life as a work car, and that the red paint scheme was also a late development. Library and Archives Canada, PA 136693.

Ce n'est plus une voiture-poste, mais elle porte toujours sa livrée blanche – ici, la No 423 à la fin des années 1930; remarquez la ligne de toit originale. En dessous, la OER No 913, construite au milieu de ces années. Ceci laisse à supposer que la découpe des claires-voies, comme sa livrée rouge, sont arrivées tard dans la vie de la 423, soit quand elle est devenue un fourgon-atelier. Bibliothèque et Archives Canada, PA136693.



Car 425, near the end of streetcar service in Ottawa, was photographed in its rather battered red 'track service' livery outside the Champagne carbarn. David Knowles, Railroad Memories Collection.

La No 425 est photographiée, vers la fin du service de tramways d'Ottawa, à l'extérieur du dépôt Champagne dans sa livrée rouge « d'arrière-garde » au Service d'entretien des voies. David Knowles, Collection des mémoires du rail.



Car 423, as a sand car, photographed at the end of streetcar service in Ottawa. CRHA Archives, Fonds McGee.

La No 423 transformée en fourgon sableur, photographiée à la fin du service de tramways d'Ottawa. Archives de l'ACHF, Fonds McGee.

A plan to display # 423 in the open at Britannia was fortunately aborted and it remained in storage at the Cobourg street car barn until purchased by the Canadian Railroad Historical Association in 1962. It became the first streetcar to be moved to the Canadian Railway Museum (Exporail) at St Constant on December 1, 1962. The Museum plans to restore the roof to its original shape and return it to its original white livery.

The recent discovery of an original 1906 blueprint for the cars in the OC Transpo fonds of the City of Ottawa Archives will facilitate the restoration.

Author's Notes.

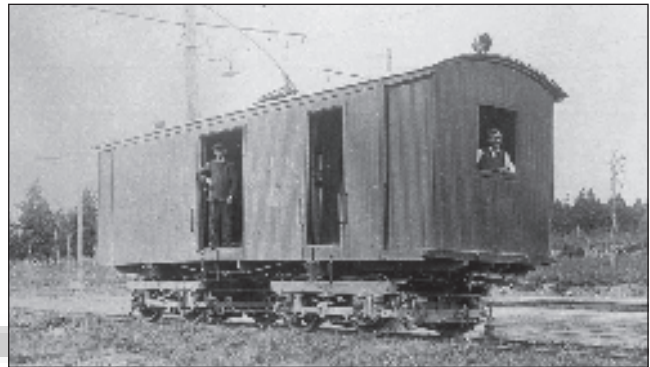
This article was initiated by the recent discovery of an Ottawa Car Company blueprint of the 1906 mail cars of Ottawa Electric Railways in the OC Transpo fonds in the City of Ottawa Archives. The research for the article was difficult as very little seems to have been published on the street mail cars in Canada. Often only a sentence or two appears in an article or book on a particular street railway.

A particularly colourful incident is described in Omer Lavallee's Canadian Rail article entitled "Right-of-Way". It concerns a Lakehead streetcar carrying mail which interrupted a peacetime parade of a militia unit. The militia felt that its right-of-way was superior to that of the streetcar. The car was apparently pursued by mounted troopers and the motorman arrested for not giving way to the militia. I have been unable to document this incident.

However, a somewhat similar incident did occur in Winnipeg on June 1, 1909 and was documented in Canadian Railway and Marine World over the following months. In this case the motorman hit the emergency brake and slid into a parade of militia crossing the street scattering its participants. Although no injuries were reported, militia officers arrested both the motorman and the conductor and took them before the officer commanding the regiment. He detained them for a couple of hours before marching them under armed guard to the police station. The motorman was initially fined \$1 to permit the case to be appealed. It went through the legal system in order to determine whether the streetcar company or the militia had the right of way. The only reference to the mails in the Canadian Railway and Marine World reporting was in the first trial where the police judge noted that in the act covering the movement of His Majesty's Mail it was an indictable offence to "wilfully delay" the mails, but this clause was not in the act governing the militia. The ultimate decision exonerated the motorman.

Three other Canadian cities are known to have had mail cars.

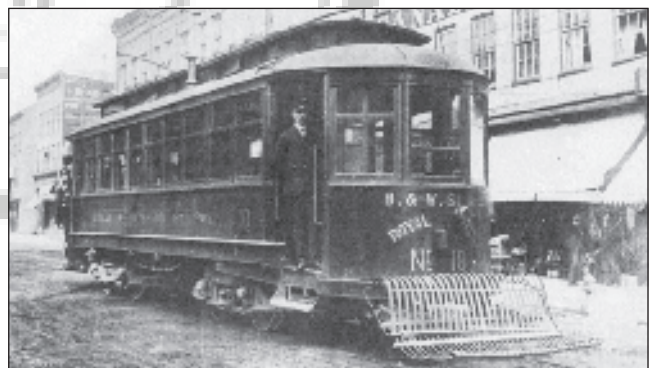
1. The Hull Electric Railway had a single car, which it operated between Hull and Alymer. It was built by Canadian General Electric in 1896 and scrapped circa 1938.



This rather primitive car was ordered in 1896 from the Canadian General Electric Company in Peterborough. The Royal cypher can be discerned faintly between the two doors. The precise location is unknown, but is likely near the Hull Electric Railway carbarn near Alymer. Library and Archives Canada. PA152235.

Cette voiture plutôt archaïque a été commandée en 1896 à la Canadian General Electric Company de Peterborough. On discerne à peine le sigle royal entre les deux portes. L'endroit où la photo a été prise n'est pas connu, mais c'est possiblement près du dépôt du Hull Electric Railway à Alymer. Bibliothèque et Archives Canada, PA152235.

2. The Quebec Railway Light and Power Company rebuilt a passenger car (formerly #35) in 1913 into a Royal Mail car. It was renumbered to 701 and was scrapped in 1920.
3. The Kitchener-Waterloo Street Railway carried mail from the Grand Trunk station to the main post office. There are two pictures. One shows it as #10 with "Royal Mail" emblazoned across the front. The second suggests that there was a partition at one end which separated the mail and passengers.



Car # 10 was built by the Ottawa Car Company for the Berlin and Waterloo Street railway in 1906. It cost \$6400 and entered service on April 17, 1906. It was photographed on King Street in Berlin, Ontario. Upper Canada Railway Society, Bulletin 22, Spring 1947.

La No 10, construite par l'OCC pour le Berlin and Waterloo Street Railway en 1906. Elle coûte alors 6400 \$ et entre en service le 17 avril 1906. Elle est photographiée ici rue King à Berlin, Ontario. Upper Canada Railway Society, bulletin no 22, printemps 1947.



A later shot of the Kitchener-Waterloo Royal mail car # 10 outside the Jacques furniture factory unloading mail, note the GTR destination sign. Library and Archives Canada, PA 61563.

Une des dernières photos de la voiture-poste No 10 du Kitchener-Waterloo déchargeant la poste devant l'usine de meubles Jacques. On remarque le sigle de destination du GTR. Bibliothèque et Archives Canada, PA61563.

The National Postal Museum (part of the Smithsonian network of museums) in the United States lists some 14 cities in the USA which had streetcar Post Offices in which the mail was sorted while en route. Urban streetcar systems also had streetcars that carried mail in bulk with no sorting en route. Baltimore, which was the last streetcar system to operate mail cars, retired them in 1929..

The author would welcome any other information concerning the operation, or pictures of mail streetcars in Canada.

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Paul Robin McGee

1938 - 2011

By/Par C. Stephen Cheasley

Translation/Traduction : Denis Vallières

Paul McGee was my friend for as long as I can remember. We were born in the same year and he lived only two houses away from me. He was part of a large group of children of about the same age that lived at the corner of Rennie and Fenwick avenues in Montreal West. It was a tough group to belong to. It could be mean at one moment, friendly and kind at another. We all called Paul, “McGee”, even my parents. McGee was a big child, but he took a bruising from this “knock about” group.

McGee spent a lot of time at our home and became one of our family. At our house, he learned, along with other bad manners, that you did not use a glass to drink water, you just put your head under the tap. His mother was probably appalled

We went to Montreal West High School together from Kindergarten to grade 11 and were almost always in the same class. My parents took a special interest in McGee, especially my father, following the divorce of McGee’s parents when he was very young. When I would bring home my report card, my father, after reviewing my marks, wouldn’t say that I had done well, he would instead ask, “what did McGee get,” and McGee would always have had better marks than me. He was very intelligent with a quick mind and a good retentive memory – a valuable asset in those days of rote learning. Over the years, I learned to live with always being compared by my father to McGee.

Railways had a large presence at our corner of Montreal West. Ninety-eight trains a day went by. Rattling the china in the cabinets and spewing smoke and soot over the laundry hanging out to dry, they were hard to ignore. My father was fascinated by the trains and would point out to us the different engines and cars that would pass by. He also built a model railway in our basement, which we worked on for hours on end. McGee and I soon shared my father’s interest in railways, one that would last a lifetime for both of us.



Michel Belhumeur

Depuis aussi longtemps que je me souviens, Paul McGee fut mon ami. Nous sommes nés la même année et nous demeurions à deux maisons d’intervalle. Paul était l’un des nombreux enfants, à peu près tous du même âge, qui vivaient à l’intersection des rues Rennie et Fenwick à Montréal Ouest. Nous formions un groupe plutôt dur, voire à certains moments coriace, et à d’autres accueillant et aimable. Paul était grand et fort, mais il recevait malgré tout des coups empreints de rudesse. Nous l’appelions tous « McGee », simplement, même mes parents.

Il passait beaucoup de temps chez nous et devint un membre de notre famille. Au désespoir de sa mère, il développa ainsi avec nous de mauvaises manières, comme ne pas utiliser un verre pour boire de l’eau, mais simplement mettre la tête sous le robinet!

Nous avons fréquenté le Montreal West High School ensemble de la maternelle à la onzième année et nous étions presque toujours dans le même groupe. Mes parents portèrent particulièrement attention à McGee, spécialement mon père, après le divorce de ses parents alors qu’il était encore très jeune. Lorsque que je montrais mon bulletin scolaire à mon père, celui-ci, après l’avoir examiné, ne me complimentait pas, mais me demandait plutôt : « Comment s’en est tiré McGee? ». Et immanquablement, McGee avait des résultats supérieurs aux miens. Il était très intelligent, vif d’esprit et avait une bonne mémoire, une valeur sûre à cette époque où l’on apprenait tout par cœur. Ainsi, au cours des ans, j’ai appris à vivre en étant toujours comparé à McGee par mon père.

Le chemin de fer était très présent dans ce coin de Montréal Ouest. Plus de 98 trains y circulaient chaque jour. Difficile d’ignorer la vaisselle qui vibrait dans les armoires, la fumée qui crachait en l’air et la suie qui se déposait sur le linge étendu sur la corde. Mon père était fasciné par les trains et nous renseignait sur les différents types de locomotives et de wagons. Il a d’ailleurs consacré beaucoup d’heures à construire un modèle réduit d’un réseau de chemin de fer dans notre sous-sol et

When he received a camera as a Christmas present, McGee developed an interest in photography, which would last a lifetime. He quickly put the two interests together and became an accomplished railway photographer, often he carried two or three cameras at once. My father, Clifford Cheasley, installed a picture window in the side of our house so that McGee could take a photo of the passing trains, without having to go outside. We called it the McGee window.

ce, jusqu'à la fin de sa vie. McGee et moi avons tôt fait de partager cet intérêt avec mon père, une passion qui nous accompagnera toute la vie.

À l'occasion d'un Noël, McGee avait reçu un appareil photo et il s'intéressa aussitôt vivement à la photographie, un autre intérêt qui durera toute sa vie. Il a vite intégré ses deux passions et devint un photographe ferroviaire accompli, transportant souvent simultanément deux ou trois caméras. D'ailleurs, mon père avait percé une fenêtre sur le côté de la maison afin de permettre à McGee de prendre des photos des trains



Paul McGee was an excellent black and white photographer. On May 27, 1962, FPA4 6790 pauses for a run past at Newaygo, Quebec on the last day of passenger service, over the CNR's Montfort Subdivision. No, it was not a chartered excursion, but the last run of the regular train 99! Belated thanks to the CNR conductor of the last train who recognized the significance of this run! Paul McGee, Smaill collection.

Paul McGee faisait de magnifiques photos en noir et blanc. Sur celle-ci, prise le 27 mai 1962, la FPA4 6790 s'arrête pour une pause-photo à Newaygo au Québec au cours du dernier voyage du service passagers sur la subdivision Montfort dans la région Laurentides. On ne peut que remercier le chef de train d'avoir bien voulu se prêter à laséance afin de marquer cette journée fatidique! Paul McGee, collection Smaill.

He would go on to become one of the best railway photographers in Canada, with many of his photos published in books and magazines. Of special interest was his recording of the change from steam to diesel power, streetcar to bus and the modernizing of the railways that took place in the 1950s through to the 80s. Happily this photo collection has been preserved in the Archives of Exporail, the Canadian Railway Museum.

After graduating from High School we went our separate ways from a career point of view, but we

qui circulaient sans avoir à sortir à l'extérieur; c'était « la fenêtre à McGee ». Celui-ci allait devenir l'un des meilleurs photographes ferroviaires du Canada et plusieurs de ses clichés parurent dans des livres et des magazines. McGee fut particulièrement intéressé à saisir sur pellicule le passage de la vapeur au diesel, du tramway à l'autobus et la modernisation du transport ferroviaire entre les années 1950 et 1980. Par bonheur, cette collection de photos est préservée aux archives d'Exporail, le Musée ferroviaire canadien.

remained good friends. On his 21st birthday, McGee asked me to go to Ottawa with him, by train of course, without telling me why. When we arrived, McGee's father, whom I had never met before, was waiting for him on the platform. I felt honoured to have been included in that long awaited reunion between father and son.

We both belonged to the Canadian Railroad Historical Association, which in the early 1960s decided to build a railway museum on the south shore of Montreal. McGee was a member of the first volunteer work group to start the project and continued to give his time to it until he moved to Edmonton in 1968. He could be considered one of the founders of this world-class institution.

Although my contacts with McGee were fewer after his move to Edmonton, we would still speak by phone on a fairly regular basis and always on New Year's Day. He worked for the Government of Alberta, but he also became a writer and publisher of books. He became the editor of an Edmonton magazine about railways called "The Marker" and did a lot of layout work. He also was instrumental in starting a small railway museum in Edmonton.

A pivotal moment in his life came on March 23, 1983 when the CPR RDC he was riding on from Edmonton to Calgary hit a wrongly positioned switch and went into a siding at high speed, killing 5 of the 10 persons on board. McGee was in the middle of the train and although badly injured, was one of only two who could walk. He was able to get off the train and secure help. He wrote an account of this tragedy for "The Marker" and it is clear to me, on that day, he was truly heroic.

After this accident, life for McGee became more difficult. His injuries bothered him on and off for the rest of his life and he ignored his own health. He made career decisions which, in retrospect, were not wise and hurt him financially. Then he lost his mother, with whom he had lived most of his life.

McGee was a good and loyal friend to me and my family. He had a quality that I greatly admired. No matter how bad his circumstances were at any particular moment, he was always positive that it would be better in the future. He shrugged off adversity with his special laugh and just kept going. A bit like the little engine that could.

Rest in peace, McGee.

Après avoir obtenu nos diplômes du secondaire, nous avons pris des directions divergentes, mais nous sommes demeurés de bons amis. À l'occasion de son 21e anniversaire de naissance, McGee m'a demandé de l'accompagner à Ottawa, en train évidemment, sans raison précise. Lorsque nous sommes arrivés, le père de McGee, que je n'avais jamais rencontré auparavant, l'attendait sur le quai. Je me suis senti honoré de pouvoir ainsi assister à cette rencontre longtemps espérée entre un père et son fils.

Nous étions membres tous les deux de l'Association canadienne d'histoire ferroviaire, laquelle décida, au début des années 1960, de construire un musée ferroviaire sur la rive sud de Montréal. McGee fut un membre bénévole de première heure, il participa à l'amorce du projet, puis continua à donner de son temps jusqu'à son départ pour Edmonton en 1968. On peut le considérer comme l'un des fondateurs de cette institution de classe mondiale.

J'ai eu peu de rencontres avec McGee après son départ vers Edmonton, mais nous communiquions régulièrement par téléphone et jamais nous n'avons manqué un appel à l'occasion du jour de l'An. Il fut à l'emploi du Gouvernement de l'Alberta tout en devenant écrivain et éditeur de livres. Il a contribué à la mise en page de The Marker, un magazine d'Edmonton consacré au chemin de fer, qu'il édita. Il a joué aussi un rôle déterminant dans la création d'un petit musée ferroviaire à Edmonton.

Le 23 mars 1983 fut un moment marquant dans sa vie : l'autorail CPR à bord duquel il voyageait entre Edmonton et Calgary s'engagea dans un appareil de manœuvre mal positionné et entra dans une voie d'évitement à une vitesse excessive. À la suite de l'accident, cinq des dix passagers moururent. Au moment du drame, McGee était au centre du véhicule; il fut gravement blessé, mais par chance il fut l'une des deux seules personnes à pouvoir quand même se relever. Il descendit aussitôt du train pour assurer de l'aide. Il a écrit plus tard un compte rendu de l'événement pour The Marker. Il est évident qu'il fut pour moi ce jour-là un véritable héros.

Cet accident bouscula la vie de McGee. Ses blessures le faisaient souffrir de temps à autre, et il se mit à négliger quelque peu sa santé. Il prit ensuite une mauvaise décision concernant sa carrière, ce qui le conduisit au désastre financier. Puis survint le décès de sa mère, avec qui il avait partagé la majorité de sa vie.

McGee fut pour moi et ma famille un bon et loyal ami. Il possédait une qualité grandement appréciée : en toute circonstance difficile, il croyait fermement que tout irait pour le mieux dans l'avenir. Il anéantissait toute adversité par son rire particulier et allait toujours de l'avant. Un peu comme ferait une petite locomotive.

Repose en paix, McGee.

Stan's Photo Gallery

SEPTEMBER – OCTOBER 2011

By Stan Smail

French Version, Michel Lortie

Introduction

Recently, the CRHA lost a great friend and supporter with the passing of Paul McGee of Edmonton, Alberta, but originally from Montreal West, Quebec. A member of the Montreal West gang of rail enthusiasts, which included the likes of Steve Cheasley, Bill Stannard, Ronald Ritchie and many others, Paul McGee was perhaps the official photographer of the group chronicling the transitions that the Montreal area railway and traction scene was experiencing in that wonderful decade of the nineteen-fifties.

Paul McGee and Steve Cheasley were railfan buddies, school mates and soul mates. In fact, Paul spent as much time at the Cheasley residence in Montreal West that overlooked three CPR main lines as he did at his own home in Montreal West. A practitioner of the railway photographic art from the beginning, Paul was seldom without camera (often more than one) in hand. "I provided the ride (on a red scooter) and McGee took the photos. I was the only one of the Montreal West gang that never had a camera", said current CRHA president C. Stephen (Steve) Cheasley recently. Steve's dad was so impressed with McGee's railway photographic efforts, that he actually had a photographer's window cut in the trackside wall of the Cheasley home so that Paul could shoot trains without going outside in inclement weather!

It can be argued that the transition era of the nineteen fifties was a very happy and positive period in Paul's life. He was a stalwart supporter of the many CRHA excursions in the fifties, an original volunteer at the Canadian Railway Museum and generous in spirit. In this photo gallery, we remember the Montreal railway legacies of our friend Paul McGee.



Stephen Cheasley

Les photos de Stan

SEPTEMBRE – OCTOBRE 2011

Par Stan Smail

Version française : Michel Lortie

Avant-propos

Le décès récent de Paul Mc Gee d'Edmonton, Alberta, prive la SCHF d'un de ses grands amis et supporteurs. Originaire de Montréal-Ouest au Québec, il faisait partie des amateurs de train de cette localité, avec les Steve Cheasley, Bill Stannard, Ronald Ritchie et autres. Paul Mc Gee était reconnu comme le photographe officiel du groupe. Il a ainsi répertorié toute la fascinante période de transition subie par les chemins de fer et les tramways de la région durant la décennie 1950.

Paul Mc Gee et Steve Cheasley étaient des amis d'enfance et des camarades de classe. En fait, Paul semblait passer plus de temps chez les Cheasley que chez lui! C'est que leur maison était située le long des voies du CP, et c'est là qu'il commença à pratiquer l'art de la photographie ferroviaire. Steve, président de la SCHF, se souvient que Paul avait toujours avec lui au moins un appareil photo, sinon plusieurs. Steve ne prenait pas de photos, mais il emmenait son ami sur son scooter rouge

aux différents endroits où il désirait prendre des photos. Le père de Steve était si impressionné par le travail de Paul qu'il lui avait fait installer dans un mur de sa maison une fenêtre spéciale pour qu'il puisse prendre ses photos même si la température extérieure n'était pas clémente!

Cette époque de la transition de la vapeur au diesel et de la disparition des tramways, durant les années 1950, fut sûrement pour Paul

une période intense et agréable de sa vie. Il fut un grand supporteur et un bénévole infatigable du Musée, et il participa à toutes les excursions ferroviaires organisées par la SCHF. L'exposition de cette collection de ses photos rend hommage à son talent et à son esprit d'équipe. Nous garderons toujours un bon souvenir de notre ami Paul Mc Gee.



CPR H1c 4-6-4 2821 accelerates the morning local for Quebec City away from Montreal West Station on a beautiful spring morning circa 1954. The Gilbride mansion which stood at the corner of Brock Avenue and Sherbrooke Street appears prominently in this marvellous McGee image from the transition era. CRHA Archives, Fonds McGee.

Par un beau matin du printemps 1954, la Hudson H1c 4-6-4 2821 quitte la gare de Montréal-Ouest en direction de Québec avec le train local. On peut apercevoir à l'arrière-plan le manoir de la famille Gilbride, qui était situé au coin de l'avenue Brock et de la rue Sherbrooke. Archives SCHF, fonds McGee.

The staccato bark from the stack of CPR G5 4-6-2 1257 resounds through the neighbourhood of Montreal West, Quebec in a very interesting McGee view from the mid-fifties. Passenger 1257 west is displaying the white flags of an extra train and has a wooden express refrigerator car between her tender and the occupied coaches in the train. We appeal to the readers for input as to what is actually going on here. CRHA Archives, Fonds McGee.

Au milieu des années cinquante, on pouvait entendre le bruit caractéristique émis par les locomotives à vapeur dans tout Montréal-Ouest. Sur cette photo, la G5 4-6-2 1257 du CP porte les drapeaux blancs indiquant un train supplémentaire. Il y a un wagon réfrigéré en tête de ce train de passagers... Peut-être que nos lecteurs sauront nous dire de quel train il s'agit? Archives SCHF, fonds McGee.





From the photographer's window installed in the Cheasley residence especially for photographer McGee to shoot from, Paul's camera captures yet another ubiquitous CPR G5 4-6-2. The 1229 appears to be heading the morning train for the Ste. Agathe Subdivision in the Laurentian mountains to the north of Montreal. Montreal West in the McGee-Cheasley era was a railfan paradise with over one hundred train movements a day, most of them steam powered. CRHA Archives, Fonds McGee.

Photo prise par Paul McGee à partir de la fameuse fenêtre installée spécialement pour lui dans la maison des Cheasley, il s'agit cette fois d'une autre G5 du CP, la 1229, en tête de ce qui semble être le train du matin en direction de Sainte-Agathe au nord de Montréal. À cette époque, Montréal-Ouest était un véritable paradis pour les amateurs de train. Certains jours, il en passait plus de 100, la plupart d'entre eux tractés par des locomotives à vapeur! Archives SCHF, fonds McGee.

Toward the end of the steam era on the CPR in Montreal, one pair of trains usually was steam hauled until 1959. Those trains were Nos. 232 and 235 which operated between Montreal and Ottawa. In this 1956 view, fireman Duncan DuFresne is adjusting the fire on his favourite engine, Royal Hudson 2828. The locomotive, which is passing the Buda gate that protected the Elmhurst Avenue crossing, is about to make the Montreal West station stop. The apartment buildings of Westhaven Village appear in the background. They are still there today and the Exporail collection includes a Montreal West Buda gate as well as Royal Hudson 2850! CRHA Archives, Fonds McGee.



Jusqu'en 1959, les trains du CP 232 et 235 entre Montréal et Ottawa étaient encore tractés par des locomotives à vapeur. On voit ici le chauffeur Duncan Dufresne aux commandes de sa monture favorite, la Royale Hudson 4-6-4 2828, au passage à niveau de la rue Elmhurst, juste avant l'arrivée en gare de Montréal-Ouest. La bâtisse des appartements Westhaven Village, à l'arrière-plan, existe toujours et on peut encore voir une Royale Hudson, la 2850, ainsi qu'une barrière en bois de passage à niveau de type Buda dans la collection du Musée Exporail. Archives SCHF, fonds McGee.



St Luc Junction serendipity. Like many Montreal railfans, Paul McGee frequented CPR's St. Luc Junction. Originally, it was the junction of the belt line (St. Luc Branch Subdivision from Ballantyne) and the Adirondack Subdivision. An operator was stationed here and besides delivering train orders and clearances to trains entering and leaving the St Luc Branch subdivision, he also lined the manual switches at the junction. When St Luc Yard was opened in 1950, the south entrance to the yard was located at St. Luc Junction. Electric switches and interlocking signals under the control of the operator at newly installed Hampstead Tower replaced the train order operator and his hand operated junction switches. The station building survived until the 1980`s and was used by section foreman Rene Clement and his gang for years. CPR FP9 1412 has morning Quebec train 152 well in hand as she speeds under the distinctive signal bridges at St Luc Junction on a warm spring morning in 1959. CRHA Archives, Fonds McGee.

Par un beau matin de printemps 1959, la Fp9 1412 du CP en tête du train 152 en direction de Québec passe par la jonction Saint-Luc, point de rencontre entre la voie de ceinture Saint-Luc, Ballantyne et la subdivision Adirondack. Un opérateur, stationné à cet endroit, distribuait les ordres de marche et les autorisations aux trains entrant et sortant de la subdivision. Il s'occupait également d'actionner les aiguillages manuels de la jonction. Lors de la mise en service de la nouvelle gare de triage Saint-Luc, en 1950, l'entrée sud de celle-ci fut placée à la jonction Saint-Luc. On installa alors des aiguillages motorisés et des signaux commandés par la nouvelle tour de contrôle Hampstead. L'opérateur fut réaffecté, mais sa guérite subsista jusque dans les années 1980; elle servait alors de remise pour les outils d'entretien de la voie du contremaître René Clément. Paul McGee et de nombreux autres amateurs du rail fréquentaient assidument la jonction Saint-Luc. Archives SCHF, fonds McGee.

The heavy work clothes have been shed in deference to the warm spring air and are draped across the handles of Rene Clement's hand car safely in the clear at the section house at St. Luc Junction, or 'Old St. Luc' as it came to be known after 1950. CPR RS-3 8435 is assisting the morning Napierville Junction freight from Rouses Point, New York. The NJ owned two RS-2's built by Montreal Locomotive Works in 1950. Originally, the NJ freights turned at Delson. After St. Luc Yard was opened in 1950, the NJ freight ran over the CPR into Montreal with NJ power. Since the inbound trains had to conquer the ruling grades between Adirondack Junction and St. Luc Junction, two units were usually required for tonnage. NJ RS-2 4051 is absent on this 1959 day, so CPR 8435 is pinch hitting for it. CRHA Archives, Fonds McGee.

Ce matin, la RS3 8435 du CP est en tête du train du chemin de fer Napierville Junction en provenance de Rouses Point N.Y. L'équipe d'entretien de la voie du contremaître René Clément est au travail à la jonction Saint-Luc, appelée Vieux-Saint-Luc après 1950. Les ouvriers ont rangé leur draine à bras et enlevé leurs lourds vêtements d'hiver par cette belle journée de printemps. Le chemin de fer Napierville Junction possédait deux locomotives de type RS-2 construites au Canada par la Montréal Locomotive Work. Avant l'ouverture de la gare de triage Saint-Luc, leurs trains laissaient les wagons en gare de Delson. Depuis, leurs convois se rendent jusqu'à Saint-Luc, mais ils doivent atteler deux locomotives afin de graver la pente entre Adirondack Junction et Saint-Luc. Ce matin de 1959, l'une des deux avait dû être remplacée par une loco du CP. Archives SCHF, fonds McGee.





More Alcos, same day at Old St. Luc. American built CPR FA-1 4005 and FB-1 4404 ease off the St. Luc Branch sub with what appears to be a ballast train bound for the Lachute Sub. The 4005 is a member of the class of 1949 built Alco FA-1s. These were the first streamlined road freight diesels on the CPR. CRHA Archives, Fonds McGee.

Encore des Alco le même jour à Vieux-Saint-Luc. La FA-1 4005 et la FB-1 4404 sortent de la subdivision Saint-Luc en emmenant ce qui semble être un train de ballast destiné à la subdivision Lachute. La locomotive 4005 faisait partie d'une commande de locos de type FA-1 construites par Alco aux États-Unis en 1949; celles-ci furent les premières locomotives diesel profilées acquises par le CP. Archives SCHF, fonds McGee.

CPR classics are everywhere in this wonderful winter shot of 'ice cutter' spreader 402807 and 2-8-0 3610 at Westmount, Quebec's Glen Yard in the winter of 1958-1959. A sister ice cutter spreader 402818 is preserved by the Bytown Railway Society in Ottawa, Ontario. The wooden van of a St Luc-Glen Yard transfer appears in the distance on the south track behind the famous Harrison Brothers 'POM' bakery. 'POM' stood for Pride of Montreal. The building is now a condominium. CRHA Archives, Fonds McGee.



Magnifique photo prise à la gare de triage Glen à Westmount, au Québec, au cours de l'hiver 1958-1959. La 2-8-0 3610 pousse un déglaceur de voie, le 402807 semblable au 402818 conservé à Ottawa par la Bytown Railway Society. L'arrière d'un wagon de queue à la fin d'un convoi entre les gares de Glen et de Saint-Luc est visible à côté de l'usine de la boulangerie Harrison Brothers, fabricant du fameux pain POM, initiales de Pride of Montréal. Cette ancienne usine est maintenant devenue une résidence en condos. Archives SCHF, fonds McGee.



Like so many of the faithful, Paul McGee set his sights on the famous Chipman-Norton branch of the CPR in New Brunswick. By the nineteen-fifties, this secluded operation rostered a trio of 4-4-0 steam locomotives which powered a mixed train service between two 'CNR' towns. In this circa 1959 view, A2m 4-4-0 136 pauses at Cody, New Brunswick, while tour director and legendary Canadian railway personality Omer Lavallee takes his own shot of 136. This 4-4-0 survives in operating condition on Ontario's South Simcoe Railway headquartered in Tottenham. CRHA Archives, Fonds McGee.

Comme bien d'autres amateurs du rail, Paul McGee avait voulu prendre en photo les dernières locomotives à vapeur de type 4-4-0 qui fonctionnaient encore pour le compte du CP sur un petit embranchement isolé au Nouveau-Brunswick, la Chipman Norton Branch. Sur cette photo, prise en 1959 en gare de Cody, N.-B., on voit le légendaire photographe du rail, Omer Lavallée, en train d'immortaliser la locomotive 136 et son train de wagon passagers. Cette locomotive est préservée en état de marche sur le South Simcoe Railway à Tottenham, Ontario. Archives SCHF, fonds McGee.

Far from New Brunswick's Chipman-Norton mixed train service where she and her sister 4-4-0's 29 and 136 operated for years, A2Q 4-4-0 144, has stopped under the famous Montreal Tramways overhead bridge near Decarie Boulevard to execute a photo stop on the November 21, 1959 CPR Montreal Terminals excursion operated by the CRHA. The 144 is the oldest Canadian built steam locomotive in existence and is a prized exhibit in the Angus pavilion at Exporail. CRHA Archives, Fonds McGee.

Le 21 novembre 1959, lors d'une excursion commanditée par la SCHF, sur les voies du CP dans la région de Montréal, la A2Q 4-4-0 144 passe sous le fameux pont des tramways de Montréal, près du boulevard Décarie, lors d'une séance de photos en action. Elle est bien loin du Nouveau-Brunswick, où elle a longtemps travaillé en compagnie de ses sœurs, les 29 et 136. Cette locomotive, qui est la plus ancienne construite au Canada, est préservée dans la collection du pavillon Angus au Musée Exporail. Archives SCHF, fonds McGee.





The third engine in the trio of American types that powered the CPR Chipman-Norton mixed trains was A1e 4-4-0 No 29. The 29 had slightly bigger driving wheels (70 inches versus 63 inches on 136 and 144). Consequently, the 29 was more slippery when handling even the modest mixed train consists in her charge. The 29 was preserved by the CRHA. Later it was loaned to CRHA New Brunswick Division and saw occasional operation on the Salem and Hillsborough Railway. It is now displayed in front of the CPR's corporate headquarters in Calgary, Alberta.

In this McGee image from November 6, 1960, 4-4-0 29 is on the armstrong turntable at St. Lin, Quebec. The occasion is a CRHA excursion from Montreal which commemorated the 75th anniversary of the completion of the Canadian Pacific Railway. The turntable was also preserved and is an operating exhibit at Exporail - The Canadian Railway Museum. CRHA Archives, Fonds McGee.

Le troisième membre du trio de locomotives du type 4-4-0, la 29, avait des roues d'un diamètre plus grand que celles des deux autres, soit 70 pouces contre 63 pouces, ce qui la rendait encore moins apte à traîner de lourdes charges. Cette locomotive fut préservée par la SCHF et retournée au Nouveau-Brunswick pour être utilisée sur le Salem & Hillsborough Railway, qui s'en servit occasionnellement. Elle est maintenant en montre devant le siège social du Canadien Pacifique à Calgary, Alberta.

Sur cette photo, prise par Paul McGee le 6 novembre 1960, on la voit sur la table tournante de type Armstrong de Saint-Lin au Québec, lors d'une excursion de la SCHF commémorant le 75^e anniversaire de l'inauguration du CP. Cette même table tournante est maintenant préservée, en état de marche, au Musée Exporail. Archives SCHF, fonds McGee.

The fact that railway operations around Montreal were still steam-powered well into the nineteen-fifties made it easy for the CRHA to operate many excursions powered by a wide variety of steam locomotive types for very reasonable prices. On October 4, 1958, CPR G2 4-6-2 2663 arrived St. Gabriel de Brandon, Quebec with a CRHA excursion from Montreal. The fall weather was great, the aging Pacific is immaculate, and lunch and a cold beverage await the patrons across the street at the Windsor Hotel. CRHA Archives, Fonds McGee.



Le fait que les chemins de fer de la région de Montréal ont continué à utiliser de nombreuses locomotives à vapeur jusqu'à la fin de la décennie 1950, a permis à la SCHF d'organiser des excursions à bord de trains tractés par une grande variété de ces locomotives et ce, à des prix abordables. Le 4 octobre 1958, la Pacific type G2 4-6-2 2663 du CP vient d'arriver à Saint-Gabriel-de-Brandon, au Québec, avec un train nolisé par la SCHF. Il fait un magnifique temps d'automne, la locomotive brille de propreté et un bon dîner et des rafraîchissements attendent les passagers à l'hôtel Windsor. Que demander de mieux! Archives SCHF, fonds McGee.



Another CRHA excursion, another CPR Pacific. This time the date is April 16, 1960; G5 4-6-2 1201 is at Mount Orford, Quebec about to return to Montreal. This famous locomotive was the second of two prototype lightweight Pacifics built by the CPR at Montreal's Angus Shops in 1944. Built as hand fired locomotives, both the 1200 and 1201 were equipped with mechanical stokers shortly after their construction. Ninety-nine regular production G5's were built between 1944 and 1948 by Montreal Locomotive Works and the Canadian Locomotive Company in Kingston, Ontario. Eventually preserved as part of Canada's Museum of Science and Technology railway collection in Ottawa, the 1201 enjoyed many years of excursion service after its restoration to operating condition in the nineteen-seventies. CRHA Archives, Fonds McGee.

Le 16 avril 1960, au cours d'une autre excursion organisée par la SCHF, la Pacific G5 4-6-2 1201 est au mont Orford au Québec, sur le chemin du retour vers Montréal. Cette locomotive est la seconde de deux prototypes de Pacific légères construites par les usines Angus de Montréal en 1944; 99 autres de ce type furent construites entre 1944 et 1948 par MLW de Montréal et CLC de Kingston, Ontario. Cette locomotive fut préservée dans la collection du Musée de la science et de la technologie à Ottawa; elle fut remise en état de marche et utilisée pour de nombreuses excursions nolisées au cours des années 1970. Archives SCHF, fonds McGee.

Perusal of the McGee Fonds in the CRHA Archives suggests that Paul McGee attended virtually every excursion the CRHA operated out of Montreal in the nineteen-fifties. On the weekend of October 3 and 4, 1959, CPR D4g 4-6-0 424 was used on a pair of excursions. On Saturday October 3rd, the 424 teamed up with larger sister D10 946 (out of Farnham, Quebec) to operate from Montreal to St. Guillaume, with an all wooden passenger train. On Sunday October 4th, the same wooden consist operated from Montreal to Ottawa via the Lachute Subdivision. Vintage CPR business car No. 1 carried the markers. On October 4, 1959, D4g 424 slakes her thirst at Calumet's still functioning octagonal water tank. CRHA Archives, Fonds McGee.

Si on regarde les photos contenues dans le fonds McGee aux archives de la SCHF, on se rend compte que Paul McGee a participé à toutes les excursions ferroviaires à partir de Montréal durant les années cinquante. Au cours de la fin de semaine des 3 et 4 octobre 1959, la D4g 4-6-0 424 du CP fit deux sorties à partir de Montréal. Le samedi 3 octobre, en compagnie d'une autre 4-6-0, la D10 946 basée à Farnham au Québec, elle emmena un train de wagons de passagers jusqu'à Saint-Guillaume. Le dimanche 4 octobre, elle emmena le même train de wagons en bois vers Ottawa en utilisant les rails de la subdivision Lachute; le wagon de fonction du CP no 1 était en queue de train. On voit ici la 424 s'abreuvant au château d'eau octogonal de Calumet. Archives SCHF, fonds McGee.





The faithful scurry past CPR business car No. 1 on the CRHA special of October 4, 1959 at Staynerville, Quebec. Car no 1 was preserved as part of the CRHA national collection and is now on display at Exporail. It is one of the oldest passenger railway vehicles preserved in Canada and ended her active service as the CPR Woodstock Division Superintendent's car in New Brunswick. The fact that it was operated on an all wooden passenger train consist, even as long ago as 1959 is remarkable. CRHA Archives, Fonds McGee.

Les excursionnistes de la SCHF s'apprêtent à remonter à bord du train après un arrêt à Staynerville au Québec le dimanche 4 octobre 1959. Le dernier wagon est la voiture de fonction no 1 du CP; elle fait maintenant partie de la collection de la SCHF et peut être admirée au Musée Exporail. Il s'agit de l'un des plus anciens wagons de passagers encore préservé au Canada; il a fini sa vie active sur le réseau du CP comme voiture de fonction de l'intendant chef de la division Woodstock au Nouveau-Brunswick. Il est remarquable que ce wagon ainsi que tous les autres utilisés pour cette excursion aient tous été construits en bois, et ce, aussi tard qu'en 1959 ! Archives SCHF, fonds McGee.

On March 30, 1958, the CRHA ran one of the most intriguing CNR double-headed steam excursions featuring two 4-6-0's, F1B 1165 and H6g 1391. The itinerary for this incredible trip ran from Montreal to Cantic, Quebec, on the St. Hyacinthe and Rouses Point Subdivisions; across the Valleyfield Subdivision to Coteau; up the Alexandria Subdivision to Glen Robertson; over the Hawkesbury Subdivision to Hawkesbury; over the Grenville and Montfort Subdivisions to Val Royal; then finally via the Mount Royal Subdivision into Montreal's Central Station. This odyssey arrived near midnight!

Motive power-wise, the star performer on this odyssey was CNR F1B 4-6-0 1165, renumbered from 1009 in 1957. The 1165 was built in 1912 by MLW as Canadian Government Railways 4529 and was used on branch lines in the CNR Maritimes. Credit Ernie Modler for recognising what 'second' 1165 actually was when she passed through Montreal's Turcot Yard in late 1957. Today, the engine resides in Hillsborough, New Brunswick - renumbered back to 1009 - while on loan to the CRHA's New Brunswick Division. In this view from March 30, 1958, 1165 takes on water at Ayrness, Quebec on the CNR Valleyfield Subdivision. CRHA Archives, Fonds McGee.



Le 30 mars 1958, la SCHF commandita la plus intéressante de toutes ses excursions avec deux locomotives de type 4-6-0 du CN, la F1b 1165 et la H6g 1391. Ce voyage amena les excursionnistes par les voies du CN entre Montréal et Cantic au Québec, puis à Coteau en utilisant les rails de la subdivision Valleyfield, ensuite à Glen Robertson par la subdivision Alexandria et à Hawkesbury par la subdivision du même nom, enfin par les subdivisions Grenville et Montfort jusqu'à Val-Royal et, finalement, par le tunnel du mont Royal jusqu'à la gare Centrale, où le train finit par arriver vers minuit!

La vedette incontestée de cette odysée fut la 1165, cette 4-6-0 construite en 1912 par le MLW pour le compte du CGR et numérotée 4529; elle fut renumérotée 1009 par le CN et utilisée sur ses lignes secondaires des provinces Maritimes, bien qu'on l'ait renumérotée 1165 en 1957. Ernie Modler la reconnut lorsqu'elle passa par le cour Turcot, fin 1957. Aujourd'hui, cette locomotive, qui a repris son numéro d'origine, le 1009, est à Hillsborough, sous la garde de la division Nouveau-Brunswick de la SCHF. On la voit ici au cours de cette excursion le 30 mars 1958, prenant de l'eau à Ayrness au Québec sur la subdivision Valleyfield du CN. Archives SCHF, fonds McGee.



On October 5, 1958, the CRHA's second fall foliage excursion featured CNR K5a 4-6-4 5702 from Montreal to Garneau, Quebec and return. The reason for the use of a CNR Hudson was to commemorate the twenty-fifth anniversary of the 1933 CP-CN Pool agreement which saw passenger equipment from both the CNR and CPR jointly used on certain passenger operations. Initially, power for the CNR trains in this pooled arrangement was provided by a special class of CNR 4-6-4's, the 5700 series K5a's. Taking on water at Joliette, Quebec on October 5, 1958, Paul took this memorable image of the 5702. The famous Hudson is a restored exhibit in building 5 at Exporail and yes, that is Canadian Rail Editor Emeritus, the late Fred Angus in the raincoat! CRHA Archives, Fonds McGee.

Le 5 octobre 1958, la SCHF commanditait sa deuxième excursion Couleurs d'automne entre Montréal et Garneau au Québec et retour, mettant en vedette la Hudson 4-6-4 de type K5a 5702 du CN. On voulait commémorer le 20e anniversaire de l'entente entre le CN et le CP pour l'utilisation conjointe de locos et de wagons sur certains trains de passagers. Les locomotives du CN touchées par cette entente étaient les Hudson 4-6-4 de la série 5700. Paul McGee prit cette mémorable photo de la 5702 arrêtée au château d'eau de la gare de Joliette au Québec lors de ce voyage. Cette locomotive a été préservée et peut être vue dans la bâtisse no 5 du musée Exporail. Au fait, le personnage vêtu d'un imperméable est l'ancien éditeur du magazine Canadian Rail, feu Fred Angus. Archives SCHF, fonds McGee.

Morning light enhances the fall colours as CPR H1c Royal Hudson 2822 threads through the crossover from the M&O Subdivision to the Winchester Subdivision at Vaudreuil, Quebec circa October 1959, with a Montreal bound commuter train from Rigaud, Quebec. The 2822's train will make a brief stop for patrons at Vaudreuil's inbound platform before proceeding eastbound for Montreal's Windsor Station. CRHA Archives, Fonds McGee.

La lumière du matin rehausse les couleurs automnales quand la Royal Hudson No 2822 du CPR croise un train de banlieue Rigaud-Montréal sur le passage à niveau entre les subdivisions M&O et Winchester à Vaudreuil, Québec, en octobre 1959. Le train de la 2822 fera un bref arrêt à Vaudreuil avant de continuer vers la gare Windsor à Montréal. Archives ACHF, Fonds McGee.





Canadian Car and Foundry built thousands of railway vehicles. The company was located in Ville St. Pierre, Quebec between the Lachine Canal and the sprawling CNR Turcot Yards. In between was the plant and the CNR double track private right-of-way of the Montreal Tramways streetcar line to Lachine. The interchange track between the CanCar plant and the CNR's Turcot Yard crossed the MTC tramway line near Turcot Centre. In this marvellous McGee image from the winter of 1955-1956, an unidentified MTC two-man streetcar waits as CanCar 0-6-0 No 6 shoves a cut of cars westward. Two man cars were the mainstay on the Lachine 91 route because of the extra fare collected by the conductor in the 'coffee pot' fare box when entering Lachine. CRHA Archives, Fonds McGee.

La Canadian Car and Foundry, établie à Lachine, possédait une énorme usine située entre le canal Lachine et la gare de triage Turcot du CN. Cette entreprise a construit des milliers de wagons ferroviaires. La voie qui reliait l'usine à la cour Turcot coupait la voie double de la Montréal Tramway entre Lachine et Montréal. Durant l'hiver 1955-1956, la locomotive de manœuvre no 6, une 0-6-0 de la Can Car, amène des wagons neufs vers la cour Turcot. Le tramway est immobilisé et attend son tour pour passer; ce genre de tramway avec deux conducteurs était la norme sur la ligne 91, et on devait faire payer un supplément aux passagers qui allaient à Lachine. Archives SCHF, fonds McGee.

The motorman has his eyes on the road ahead as he pilots MTC two man car 2689 westbound on Cote St. Paul Street in the winter of 1955-1956. In the distance, a CanCar Brill MTC bus in the brown and silver paint scheme is headed east, foreshadowing the end of Montreal streetcar operation in 1959. CRHA Archives, Fonds McGee.



Le conducteur du tramway 2689 pilote son véhicule dans la rue de la Côte-Saint-Paul à l'hiver 1955-1956. On peut voir à l'arrière-plan un des nouveaux autobus Brill, fabriqués par Can Car, qui vont remplacer tous les tramways de Montréal en 1959. Archives SCHF, fonds McGee.



MTC one man car 1950 is the subject of Paul's slide from the mid fifties seen here on Van Horne route 96 at the corner of Prince Arthur and Park Avenue. Sister cars 1953 and 1959 have been preserved in the CRHA collection and 1959 is a star performer as Exporail's primary operating tram. CRHA Archives, Fonds McGee.

Sur cette photo prise au milieu des années cinquante par Paul McGee au coin de la rue Prince-Arthur et de l'avenue du Parc à Montréal, la voiture tramway 1950 affectée à la ligne 96 Van Horne fait son arrêt. Deux voitures de la même catégorie ont été préservées au musée Exporail, les numéros 1953 et 1959. Celle-ci est d'ailleurs une vedette de la collection; toujours en état de marche, elle est régulièrement utilisée sur les voies du Musée. Archives SCHF, fonds McGee.

On Girouard at Sherbrooke Street, in Montreal's Notre Dame de Grace borough, one man car 1865 is near the end of her career in this circa 1958 image. Car 1865 has left the St. Henri car barn; it is heading north to assume service as a Cartierville, route 17 car. In this transition era from streetcars to busses, even dead-heading streetcars would pick up patrons at bus stops as indicated by the familiar yellow and black sign seen in Paul's photo just above the Ford. Pristine paint jobs were the pride of the MTC in its heyday. CRHA Archives, Fonds McGee.

La voiture tramway 1865 est en fin de carrière alors qu'elle prend des passagers au coin des rues Sherbrooke et Girouard dans le quartier Notre-Dame-de-Grâce en 1958. La voiture vient de quitter le dépôt de Saint-Henri et se dirige vers Cartierville pour prendre son service sur la ligne 17. Comme on peut le voir par l'état de la carrosserie du véhicule, l'entretien avait été réduit au minimum en cette fin de règne des tramways. Le conducteur fait monter des passagers même s'il ne circule pas sur l'itinéraire annoncé, une pratique courante à cette époque. Archives SCHF, fonds McGee.





In 1959 the Chemin de Fer de la Bonne Ste. Anne, the famous Quebec Railway Light and Power interurban operation on the lower St. Lawrence Region of Quebec, ceased operation. On March 15th, the CRHA marked the end of the interurban era with a charter that used car 401. Built in 1902, it was the oldest operating interurban car in North America at that time. The car awaits restoration in the CRHA collection at Exporail. CRHA Archives, Fonds McGee.

En 1959, le bien connu « chemin de fer de la bonne Sainte-Anne », de son nom corporatif la Québec Railway Light and Power, cessa de fonctionner. Le 15 mars 1959, la SCHF organisa une excursion pour ses membres afin de souligner le dernier jour du QRL&P. Paul McGee fut évidemment de la partie; il prit cette photo de la voiture 401 utilisée pour cette randonnée. La 401 avait été construite en 1902, ce qui faisait d'elle la plus ancienne voiture tramway interurbaine encore en service en Amérique du Nord. Elle a été préservée et elle attend présentement une restauration complète dans les ateliers de la SCHF au musée Exporail. Archives SCHF, fonds McGee.

The end of the line. In the nation's capital, OTC car 1002 is seen here in its last month of operation passing Canada's National War Memorial. The OTC 1000's were the last new streetcars built by Ottawa Car Company in 1947 as well as the last conventional streetcars built in Canada. The famous Chateau Laurier Hotel and the former Ottawa Union Station are also visible in this marvellous McGee image from yesterday. CRHA Archives, Fonds McGee.



À Ottawa, c'est aussi la fin du tramway. La voiture 1002 passe devant le monument aux morts des grandes guerres, avec à l'arrière-plan de cette belle photo de Paul McGee le fameux hôtel Chateau Laurier ainsi que l'ancienne gare Union. Les voitures de série 1000 de la OTC furent les derniers tramways de ville construits au Canada par la Ottawa Car Company en 1947. Archives SCHF, fonds McGee.

A Century of Service – Cobourg's Historic Station

By Ted Rafuse

The year 2011 marks the centenary of Cobourg's VIA train station. It is one of Canada's oldest stations still serving its original function. Constructed by the Grand Trunk Railway in 1911 during a period of expansion of the nation's railways, the grand edifice sees more passengers now than at any time in its existence.

For many years the Grand Trunk Railway enjoyed a monopoly on both passenger and freight traffic in Cobourg. This situation changed dramatically during the early part of the twentieth century, a time when railway construction and expansion in both western and eastern Canada dominated the economic and political landscape. Cobourg witnessed its share in this expansion.

The aggressive Canadian Northern Railway (CNoR) passed through Cobourg as it built its Toronto-Ottawa-Montreal main line. The CNoR began passenger service to Cobourg when it opened the Toronto-Trenton section early in October 1911. The CNoR station was north and east of the GTR facility on the east side of Division Street. The structure was an impressive brick and stone station complete with covered porticos on either end.

At the same time, the Canadian Pacific was faced with the need to expand capacity of its Montreal-Toronto line. The choices were to double track its existing

Montreal-Toronto line through Peterborough or to build a new line to serve the growing cities along the north shore of Lake Ontario. While the decision was made in 1910 to build a new line from Glen Tay to Agincourt via Cobourg, construction did not begin for another two years. This line would pass through Cobourg immediately south of the GTR mainline. The CPR stated it would construct a brick and stone station complete with covered portico to serve the public at Cobourg. The CPR line was scheduled to commence operation in 1914.

With the challenges from both the CNoR and the CPR, the GTR could not allow the interlopers to remain uncontested for the patronage of the passenger and express trade of the community.

At this time, the GTR station was an imposing, though unremarkable, dated brick structure built in 1856, the year that the GTR completed the Montreal-Toronto main line. It had originally housed a restaurant and was located west of the original GTR station. At a yet unknown date, the GTR ceased to use the station and moved the passenger facilities into part of the restaurant building. A large gable roof ran the length of this building and was pierced by eight prominent dormer windows. The pair of chimneys on each end of the building and the dormers were the primary architectural features of the



These photos of the interior of the lunch counter and bar in the original restaurant building were most likely taken in the first decade of the twentieth century. The bar is well stocked with an alcoholic selection. The author is uncertain as to the use of the towels hanging from hooks on the front of the bar. The fixtures of both rooms were removed from the original restaurant and reconstructed in the new 1911 edifice. Library & Archives Canada PA186280 and PA186281.

Ces photos du comptoir-lunch et du bar à l'intérieur du restaurant ont été prises vraisemblablement dans la première décennie du 20e siècle. L'auteur ignore l'utilité de la serviette qui pend devant le bar. L'appareillage électrique des deux pièces a été retiré puis réinstallé dans le nouvel édifice de 1911. Bibliothèque et Archives du Canada PA1, 186280 et 186281.



At an unknown date, the GTR ceased to use the original 1856 station and moved the passenger facilities into the adjacent restaurant building. This photo shows the trackside of the restaurant building which was on the north side of the double track mainline. The image was probably taken during the first decade of the twentieth century. Library & Archives Canada PA186279.

À une date indéterminée, le GTR cesse les opérations à la gare de 1856 et transfère celles-ci dans un restaurant adjacent du côté nord de la double ligne principale. La photo date de la première décennie du 20^e siècle. Bibliothèque et Archives Canada, C 18684.

station. It was constructed on the north side of the GTR mainline track, just west of Division Street.

Among the interior amenities was a ticket agent's office, baggage and express rooms and a general

waiting room with a separate waiting room for women. The women's waiting room had an interior water closet (polite term for toilet facilities) while the men used an outside facility.



These two photographs illustrate the almost completed Cobourg Canadian Northern Railway station. It was completed several months prior to the 1911 GTR station and in appearance provided a much more grandiose structure than the original wooden 1856 GTR station. This view looks from the north west to the south east. The formally dressed men under the eaves suggest the station is in use and perhaps the ditch diggers are preparing for the installation of a water or sewer main. Of architectural note are the corner quoins, the porte caloche on the south side, the cut stone courses below the windows, the brick courses above and the large brackets supporting a wide eave canopy. Note also to the left of the station the white freight shed in the distance and the water standpipe on the extreme left of the image. This station witnessed just a little more than a decade of service before being demolished. Al Paterson, Ted Rafuse collection.



Ces deux photos montre la gare de Cobourg du Canadian Northern Railway presque terminée. Elle sera achevée plusieurs mois avant celle du GTR, qui date de 1911, et en apparence, elle affiche une structure plus grandiose que celle de la gare originale en bois du GTR de 1856. La photo est prise du nord-ouest. Les hommes élégants sous la marquise laissent à supposer que la gare était en fonctionnement, et les hommes pelletant dans la tranchée installent probablement l'eau ou l'égout. On remarquera les détails architecturaux, comme le porte cochère sur la façade sud, les coins de chaînage, les appuis et linteaux des fenêtres en pierre taillée, le briquetage et les grands supports de la large marquise. On aperçoit au loin la halle blanche aux marchandises et le manche à eau à l'extrême gauche. Cette gare a servi à peine plus d'une décennie avant d'être démolie. Al Paterson Collection, Ted Rafuse Collection.

The GTR planners determined that the more than half century old, somewhat fragile structure had to be replaced - partly due to its age and partly due to the potential loss of status and business as the CNoR and CPR erected impressive new stations.

The Board of Railway Commissioners at this time strongly suggested the CNoR and the GTR construct a union station. However, the antagonistic relationship between the CNoR's principals Mackenzie and Mann and the GTR's President Hays precluded any possibility of such an arrangement.

Hays decided that all of the GTR's facilities in the town were to be upgraded at this time. Associated with the consideration of a new station was the need to rearrange the Cobourg freight yard. The decision was made to locate the new station on the south side of the main line. As most of the population of Cobourg was located south of the tracks at this time, the new location would sharply reduce trespassing, a practice endangering the walking public who often took a short cut by crossing the numerous tracks to reach the 1856 station.

The plan for a new GTR station was an adaptation of one in the Romanesque Revival style prepared by J.M Bearbrook of the GTR's Buildings and Bridges Department in the 1890s for a proposed new station at Guelph, Ontario. This plan was adapted to conform to the site and requirements in Cobourg. The dimensions of the new station were approximately 150 feet by 27 feet with a full basement. The station is a balanced five bay configuration of brick and stone. Its roof line is a recessed hip roof broken in the centre by a small peak.



An undated photo of Cobourg station, probably taken in the early CNR era. CRHA Archives, Fonds Corley.

Une photo non datée de la gare de Cobourg, probablement prise à l'époque du CNR. Archives ACHF, Fonds Corley.

Extract from a 1913 Grand Trunk timetable. CRHA Archives, Fonds Angus.

Un échantillon d'un horaire du Grand Tronc en 1913. Archives ACHF, Fonds Angus.



Canadian Pacific Railway's Cobourg station was directly south of the 1911 GTR station. CPR Archives a22200.

La gare de Cobourg du Canadien Pacifique. Archives du CPR : a-22200.

GRAND TRUNK RAILWAY SYSTEM

CONDENSED TIME OF TRAINS Between Toronto and Montreal

		EASTBOUND											
Miles	TABLE No. 35	6 M. & E.		4 Express		12 Pass.		14 Pass.		8 M. & E.		2 Express	
		Daily	Daily	Daily	Daily	ex. Su.	ex. Su.	Daily	Daily	Daily	Daily	Daily	Daily
0	Lv. Toronto (E.T.)	7.15	9.00	1.50	16.00	3.30	5.30	7.30	9.30	11.30	1.45	3.30	5.15
29.08	Lv. Whitby Jct.	8.20	10.05	2.05	17.05	4.40	6.40	8.40	10.40	12.40	2.55	4.40	6.25
33.53	Lv. Oshawa Jct.	8.33	10.18	2.18	17.18	4.53	6.53	8.53	10.53	12.53	3.08	4.53	6.40
43.24	Lv. Bowmanville	8.52	10.18	2.36	17.18	5.08	7.08	9.08	11.08	13.08	3.22	5.08	6.50
83.20	Lv. Port Hope Jct.	9.34	10.40	3.16	17.50	5.50	7.50	9.50	11.50	13.50	3.40	5.25	7.00
69.92	Lv. Cobourg	9.51	11.01	3.36	18.05	6.05	8.05	10.05	12.05	14.05	3.55	5.40	7.15
92.06	Lv. Brighton	10.29	11.36	3.55	18.44	6.24	8.24	10.24	12.24	14.24	4.10	5.55	7.30
101.19	Lv. Trenton	10.46	11.51	4.10	18.58	6.38	8.38	10.38	12.38	14.38	4.25	6.00	7.45
113.36	Lv. Belleville	11.10	12.16	4.30	19.30	6.58	8.58	10.58	12.58	14.58	4.45	6.15	7.55
133.10	Lv. Napanee	11.40	12.46	4.45	19.45	7.13	9.13	11.13	13.13	15.13	4.55	6.30	8.05
160.98	Ar. Kingston Jct.	12.32	1.27	5.00	20.10	7.30	9.30	11.30	13.30	15.30	5.05	6.45	8.15
163.23	Ar. Kingston	12.57	1.40	5.17	20.25	7.47	9.47	11.47	13.47	15.47	5.20	6.55	8.25
160.98	Lv. Kingston Jct.	12.40	1.27	4.40	19.40	6.40	8.40	10.40	12.40	14.40	4.40	6.15	7.50
180.09	Ar. Gananoque Jct.	1.16	1.59	8.14	20.14	7.14	9.14	11.14	13.14	15.14	4.55	6.30	8.00
233.40	Ar. Brockville	2.10	2.40	9.00	20.40	8.00	10.00	12.00	14.00	16.00	5.05	6.45	8.15
223.17	Ar. Prescott	3.17	3.03	9.03	21.03	8.03	10.03	12.03	14.03	16.03	5.15	6.55	8.25
211.44	Ar. Morrisburg	3.55	3.32	9.32	21.32	8.32	10.32	12.32	14.32	16.32	5.25	7.00	8.30
235.38	Ar. Cornwall	4.50	4.10	10.10	22.10	9.10	11.10	13.10	15.10	17.10	5.40	7.15	8.45
230.08	Ar. Lancaster	5.16	4.50	10.36	22.36	9.36	11.36	13.36	15.36	17.36	5.50	7.25	8.55
236.19	Ar. Coteau Jct.	5.53	4.50	10.50	23.00	9.50	11.50	13.50	15.50	17.50	6.00	7.35	9.05
309.50	Ar. Vaudreuil	6.20	5.10	11.10	23.10	10.10	12.10	14.10	16.10	18.10	6.15	7.50	9.20
332.53	Ar. St. Henri	7.12	6.00	11.50	23.50	10.50	12.50	14.50	16.50	18.50	6.30	8.00	9.30
334.04	Ar. Montreal	7.20	6.00	12.00	24.00	11.00	13.00	15.00	17.00	19.00	6.40	8.10	9.40

Note "A"—Train No. 2 leaving Toronto for Montreal 10.45 p.m., daily, handles first class equipment only, and second class tickets will not be accepted for passage on this train.

		WESTBOUND											
Miles	TABLE No. 36	1 Int. Ltd.		7 M. & E.		5 M. & E.		3 Express		13 Pass.		11 Express	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	ex. Sun.	ex. Sun.	ex. Sun.	ex. Sun.
0	Lv. Montreal (E.T.)	9.00	9.40	7.30	7.30	10.30	10.30	11.30	11.30	12.30	12.30	13.30	13.30
1.51	Lv. St. Henri	9.45	9.45	7.35	7.35	10.35	10.35	11.35	11.35	12.35	12.35	13.35	13.35
24.45	Lv. Vaudreuil	10.40	10.40	8.19	8.19	11.19	11.19	12.19	12.19	13.19	13.19	14.19	14.19
37.85	Lv. Coteau Jct.	11.11	11.11	8.42	8.42	11.42	11.42	12.42	12.42	13.42	13.42	14.42	14.42
53.96	Lv. Lancaster	11.37	11.37	9.10	9.10	12.10	12.10	13.10	13.10	14.10	14.10	15.10	15.10
67.60	Lv. Cornwall	12.03	12.03	9.32	9.32	12.32	12.32	13.32	13.32	14.32	14.32	15.32	15.32
92.80	Lv. Morrisburg	12.48	12.48	10.08	10.08	13.08	13.08	14.08	14.08	15.08	15.08	16.08	16.08
113.87	Lv. Prescott	11.20	11.20	1.27	1.27	10.53	10.53	11.53	11.53	12.53	12.53	13.53	13.53
125.64	Lv. Brockville	11.41	11.41	1.55	1.55	11.20	11.20	12.20	12.20	13.20	13.20	14.20	14.20
153.95	Lv. Gananoque Jct.	12.16	12.16	2.50	2.50	12.08	12.08	13.08	13.08	14.08	14.08	15.08	15.08
173.09	Ar. Kingston Jct.	12.42	12.42	3.25	3.25	12.42	12.42	13.42	13.42	14.42	14.42	15.42	15.42
175.31	Ar. Kingston	12.57	12.57	3.40	3.40	12.57	12.57	13.57	13.57	14.57	14.57	15.57	15.57
173.06	Lv. Kingston Jct.	12.42	3.25	12.42	3.25	13.42	3.25	14.42	3.25	15.42	3.25	16.42	3.25
193.94	Ar. Napanee	1.17	4.10	1.26	4.10	3.04	4.10	4.10	5.10	6.10	7.10	8.10	9.10
220.63	Ar. Belleville	1.47	4.50	2.06	4.50	3.30	4.50	4.50	5.50	6.50	7.50	8.50	9.50
232.85	Ar. Trenton	5.19	5.19	2.34	5.19	3.54	5.19	5.19	6.19	7.19	8.19	9.19	10.19
241.89	Ar. Brighton	5.36	5.36	2.52	5.36	3.72	5.36	5.36	6.36	7.36	8.36	9.36	10.36
254.12	Ar. Cobourg	2.43	6.18	3.29	6.18	4.28	6.18	6.18	7.18	8.18	9.18	10.18	11.18
270.84	Ar. Port Hope Jct.	2.53	6.40	3.44	6.40	4.39	6.40	6.40	7.40	8.40	9.40	10.40	11.40
230.80	Ar. Bowmanville	7.19	7.19	4.22	7.19	5.22	7.19	7.19	8.19	9.19	10.19	11.19	12.19
331.51	Ar. Oshawa Jct.	7.44	7.44	4.44	7.44	5.44	7.44	7.44	8.44	9.44	10.44	11.44	12.44
334.90	Ar. Whitby Jct.	7.56	7.56	4.52	7.56	5.52	7.56	7.56	8.56	9.56	10.56	11.56	12.56
334.04	Ar. Toronto	8.30	8.30	5.00	8.30	6.00	8.30	8.30	9.30	10.30	11.30	12.30	13.30

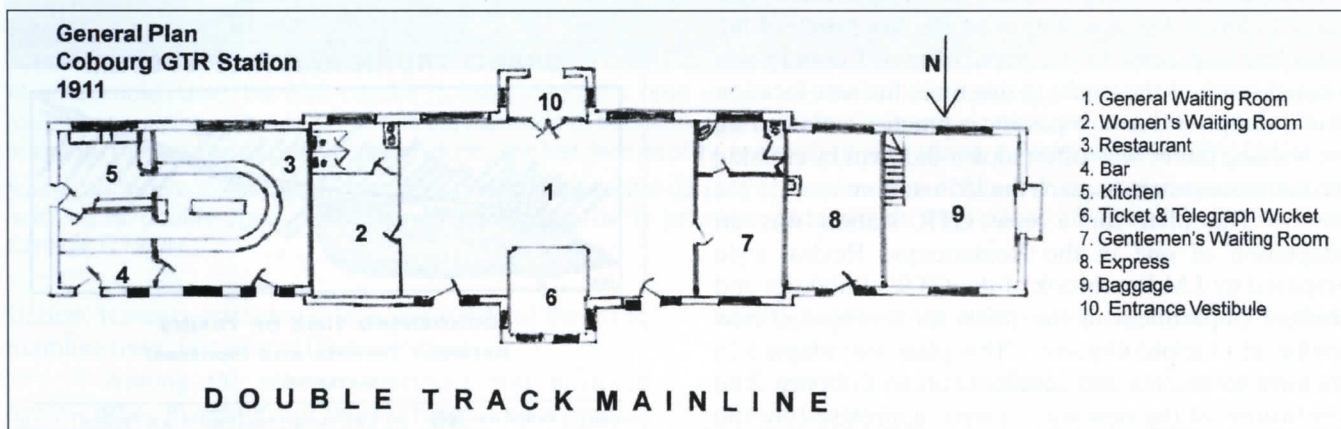
Train signs are as follows: *Daily. † Daily except Sunday. ‡ Sundays only. § Will stop to let off passengers from points west of Toronto, when holding ticket, destination of which is to point designated "E." ¶ Will stop for passengers from Ottawa Division points for Toronto or beyond. † Will stop on Sundays and will stop to let off passengers from points west of Toronto. ‡ Will stop to let off passengers from Montreal or beyond, and to pick up passengers for Toronto or beyond. E.T.—Eastern Time. Light type, A.M. time. Heavy type, P.M. time. For local times see Tables 63 and 64.

The GTR subsequently built similar stations at Guelph in 1911 (the structure, which was considerably altered from the 1890s scheme, included a large tower), Lewiston Junction, Maine (date unknown), St Johns, Michigan (1920) and Ionia, Michigan (date unknown).

The floor plan for the new Cobourg station consisted of a large central waiting room entered from the south side through a covered open vestibule. At the north or track side of this room was the ticket wicket and agent's office encompassing the telegrapher's bay window. To the west, off the main waiting room, was a gentlemen's waiting room with a separate toilet facility. To the east of the same main room was a ladies waiting room as well with toilet facilities.

The station became part of the Canadian National Railway system in 1923 and was operated by them until 1986. Meantime in the late 1970's VIA Rail assumed operation of the passenger rail traffic and began to use the station. VIA took over responsibility for the CNR station in the mid 1980s under the terms of a lease which gives them use of the facility and land for as long as it is required.

The Cobourg station received historical designation under the Canadian Heritage Stations Act in 1993 and as such cannot be altered without conforming to the regulations of the Historic Sites and Monuments Board of Canada. This designation severely regulates what can and cannot be done to a designated edifice.



The floor plan above was extrapolated by the author from the original 1911 plan for the station and restaurant at Cobourg. It is located in the National Archives of Canada, RG46, Volume 1521, File 3878-352.

Plan tracé par l'auteur selon l'original de 1911 qui représente la gare et le restaurant de Cobourg. Il est conservé aux Archives nationales du Canada, RG46, volume 1521, dossier 3878-352.

West of the gentlemen's waiting room were separate express and baggage rooms. Neither of these were accessible from the waiting rooms. The express door was on the north side of the building only and the baggage entrance was at the extreme western end. The easternmost section of the station contained a lunch counter, bar and kitchen. The bar and restaurant each had separate entrances from the track side of the building, but were accessible to each other through an internal door on the north wall. The restaurant was outfitted with a horseshoe-shaped lunch counter. Patrons sat on stools on the outside of the horseshoe while being served from the inside. The bar consisted of a single long counter and was served from a separate area. The kitchen occupied the south east section of the station and had an entry door on the east facade.

The exterior has remained relatively unchanged to the present time. The most noticeable change was the replacement of the tin roof by a shingled one. More significant changes occurred within the interior as walls were moved or eliminated and floor space usage varied from time to time. The lunch counter and kitchen closed in 1931.



Photographer O. A. Taylor captured this image of the VIA station on July 27, 1992, during the renovation process of that year as noted by the construction office trailers adjacent to the station. It is presumed that permission to cross the tracks had been granted by the local CN police office somewhat behind the photographer's position. O.A. Taylor, Cobourg Public Library 385(23).

Le photographe O.A. Taylor a capté cette image de la gare de VIA le 27 juillet 1992, lors des rénovations du bâtiment tel qu'indiqué sur la roulotte du contremaître près de la gare. On présume que la police du CN a accordé au photographe une permission étant donné l'angle d'où a été prise cette photo. O.A. Taylor, Bibliothèque publique de Cobourg, 385 (23).



The west façade illustrating the entrance to the baggage room. Ted Rafuse.

La façade ouest et l'entrée de la salle des bagages. Ted Rafuse.



A view snapped from the southwest looking towards the northeast. The first two windows on the south side were part of the original baggage room and remain so. The first window beneath the roof jut was part of the original express room and is now a part of the ticket office. The window adjacent to the vestibule was part of the original general waiting room but now is part of the women's washroom. Ted Rafuse.

Une vue prise du sud-ouest en direction nord-est. Les deux premières fenêtres côté sud donnent toujours sur la salle des bagages. La première fenêtre sous le toit en saillie donnait sur la salle du service express, remplacée par la billetterie. La fenêtre adjacente au vestibule et qui donnait sur la salle d'attente principale éclaire maintenant la salle des toilettes des dames. Ted Rafuse.



Note the stone and brick detail surrounding the window and door casements of VIA's Cobourg station, a tribute to the masons of a century ago. The telegrapher's bay was part of the original ticket office, but today this area is part of the general waiting room. Ted Rafuse.

Noter le détail de la pierre et de la brique autour des encadrements des fenêtres et des portes de la gare de VIA à Cobourg, un héritage des maçons d'il y a un siècle. La fenêtre en baie du télégraphiste donnait sur la billetterie, mais éclaire maintenant la salle d'attente. Ted Rafuse.



The main entrance, then and now, to the general waiting room. Both windows were once a part of the general waiting room but that is no longer the case. Both windows are part of washrooms today, on the left the women's on the right the men's. Ted Rafuse.

L'entrée de la salle d'attente principale. Les deux fenêtres donnaient autrefois sur cette salle, mais elles éclairent maintenant la salle des toilettes des dames à gauche et celle des hommes à droite. Ted Rafuse.



This image looks from the southeast to the northwest. The large window once illuminated the original restaurant but today admits light to unused space. The small window on the end was part of the original kitchen. The smaller window to the left of the large one was once part of the women's washroom in the original women's waiting room section. Surrounded by a windowed casement the door on the east end led to the original kitchen area. Ted Rafuse.

Ce cliché est pris du sud-est vers le nord-ouest. La grande fenêtre illuminait l'ancien restaurant, mais elle éclaire maintenant un local abandonné. La petite fenêtre à l'extrémité donnait sur l'ancienne cuisine. La fenêtre plus petite, à gauche de la grande, donnait sur la toilette de la salle d'attente des dames de l'époque. Entourée par un encastrement fenêtré, la porte de l'extrémité est donne sur l'ancienne cuisine. Ted Rafuse.



Trackside the first door and window opened to the original bar. The larger window and door led to the original restaurant. A large window admitted light to the original women's waiting room while the door beyond led and leads to the general waiting room. Ted Rafuse.

La première porte et la première fenêtre du côté de la voie donnent sur le bar d'origine tandis que la grande fenêtre et la grande porte donnent sur le restaurant d'origine. Une grande fenêtre amène de la lumière à la salle des toilettes des dames tandis que la porte plus loin donne sur la salle d'attente. Ted Rafuse.



Several smaller windows form a part of the station exterior, this one appears on the east end of the station, platform side. The wall treatment however is the same: 3 course stone base, brick facade, single course of stone towards the top of the wall, the single horizontal course of stone rounded to follow the Romanesque window transom treatment. Observed through the window is a similar window on the south side of the station that continues the symmetry of the structure as a whole.

Quelques fenêtres plus petites s'insèrent dans les murs extérieurs de la gare. Cette fenêtre-ci est à l'extrémité est du côté des voies ferrées. L'aménagement du mur est le même : trois rangées de pierres, façade de brique, et rangée simple de pierres en haut du mur qui contourne les arches de style roman des fenêtres. On aperçoit par la fenêtre une autre fenêtre similaire sur le côté sud, ce qui démontre la symétrie de l'ensemble du bâtiment.



One of several large windows that form a part of the exterior facade of the Cobourg station, the style is Romanesque denoted by the arch at the top of the oval window decor. The exterior wall facade is carried throughout the sides and ends of the station. Of general note is the three course rough cut light grey stone topped by a smooth red brick. The colour combination is simultaneously striking and subdued. Smooth stone surrounds the windows. A single smooth stone horizontal course at the transom level of the window provides a pleasing break from the uniformity of the brick wall sections. This course is likewise carried throughout on all sides of the structure. The horizontal line of this single course is broken when a window or door opening appears. The course then follows the arch of the window or door contour. The stone of this course is smooth in contrast to the stone of the three base courses. As well there is a half round contour carved along the top edge of the stone creating yet another noteworthy architectural feature. An additional flare to the stone window frame are the two flat surface stone extensions on either side of the window. The windows above the transom are multi-paned providing an interesting contrast to the large lower panes.

Une des grandes fenêtres sur la façade extérieure de la gare de Cobourg. L'arche de la fenêtre évoque le style roman du bâtiment. La courbe harmonieuse des pierres autour du châssis des fenêtres brise la monotonie de la brique des murs. La ligne horizontale de la rangée simple de pierres dans le haut du mur est brisée par l'encastrement de chacune des fenêtres et des portes, dont elle contourne les arches. Les pierres douces utilisées pour cette rangée simple contrastent avec les pierres rudes des trois rangées à la base des murs. Les pierres disposées en créneau autour des fenêtres amènent un autre élément architectural. Les petits carreaux de verre dans le haut des fenêtres créent un contraste intéressant avec les grandes vitres du bas.



The current baggage entry is located on the west end of the structure. Its appearance maintains the uniformity of other window and door treatments. Although a larger division in the wall than are the windows, the baggage door continues the earlier symmetry of the stone and brick. The window treatment of small panes above the transom is followed once again but the small mullions are clouded by a protective covering. One of the items kept inside is a manually operated wheelchair platform that allows for the raising and lowering of a wheelchair to meet the floor height of passenger cars.

L'entrée de la salle des bagages est située à l'extrémité ouest du bâtiment. Son apparence est conforme à celle des autres portes et fenêtres. La symétrie est maintenue, quoique son ouverture soit plus grande que les autres portes et fenêtres. Le traitement du haut de l'ouverture est aussi maintenu, mais un panneau protecteur recouvre l'ensemble des petits carreaux de verre. À l'intérieur de la salle, on garde un élévateur manuel pour chaises roulantes qui permet d'amener celles-ci à la hauteur du plancher des voitures de passagers.



Looking east from inside at what would have been the telegrapher's bay. Ted Rafuse.

Vue vers l'est de ce qui était autrefois la baie du télégraphiste.

In the mid 1990s VIA funded an extensive refurbishing of the wooden exterior aspects of the station, principally the soffit area and roof brackets. At the same time major internal structural upgrading and refurbishing was undertaken. The separate waiting rooms were eliminated in favour of a common central area which also incorporates the former telegrapher's bay. The former gentleman's waiting room is now the ticket office. The western section of the station comprises an enlarged baggage and supply room. The eastern end, which had originally accommodated a lunch counter, bar and kitchen, was rented out to a concessionaire for a food service, art gallery and souvenir business. The business lasted for a number of years, but at present the space is vacant.

Thanks to a frequent stops throughout the day and convenient schedule for commuters, the Cobourg station was ranked as the fifteen busiest station in the VIA network in 2011.

A major constraint at many of the stops along the double track Montreal-Toronto route has been the lack of grade separated links between the station and the second track. Trains making their stop either are switched to the track nearest the station or, if stopped on the far track, require stopping all train traffic as passengers cross the main track to a small island platform located between the two main line tracks. Both practices lead to delays to both VIA and CN trains.



Much of the eastern end of the station is currently unused. However, VIA plans to expand the passenger waiting room into this area. Ted Rafuse.

Une grande partie de l'extrémité est de la gare est inutilisée. VIA songe à agrandir la salle d'attente des passagers.



The current VIA schedule as posted for Cobourg Station. Ted Rafuse.

L'horaire de VIA tel qu'affiché à la gare de Cobourg. Ted Rafuse.



The general waiting room and ticket office as they currently appear. The ticket office occupies what was originally the express office. Ted Rafuse.

La salle d'attente et la billetterie telles qu'elles apparaissent de nos jours. La billetterie occupe l'espace occupé autrefois par le comptoir du service express. Ted Rafuse.



The general waiting room, looking easterly with the tracks beyond the door to the left. The interior door at the end leads to a vacant area, that which originally housed the women's waiting room, the restaurant and the bar. Ted Rafuse.

Vue vers l'est de la salle d'attente; les voies ferrées sont au-delà de la porte à gauche. La porte intérieure au fond donne sur l'espace vacant occupé autrefois par la salle d'attente des dames, le restaurant et le bar. Ted Rafuse.

In 2009, VIA announced that major improvements would be undertaken at Cobourg. First a new 8.4 mile long third main line track would be built north of the existing two main line tracks from Cobourg eastward to Grafton. Second, a new large island platform would be built between the second and third track. These two measures would permit more flexibility for both stopping and through trains. Third, the island platform would be connected to a new station by an overhead footbridge equipped with stairs and elevators. When questioned as to why it was not retaining the 1911 station, VIA responded that it was too small for present and projected passenger volumes. It did undertake to work with the community to find an alternate use for the heritage structure.

Cobourg's heritage community was thunderstruck by the announcement. Intense lobbying efforts were mounted with municipal officials and Member of Parliament to have the decision reversed. On November 12, 2010, VIA announced that it would retain the old station. Plans call for the interior of the station is to be revamped. The waiting area will be expanded into the former restaurant area on the east end of the station. A major improvement will be the air conditioning for the building. One design feature still drawing some criticism is lack of a connection between the footbridge and the station.

The cost of the improvements exclusive of the new third main line is \$9 million, of which \$1 million is sourced from the Economic Action Plan and this sum must be spent by March 31, 2012. Once the drawings are completed for these changes they will be submitted to Historic Sites and Monuments Board for approval.

Celebrating its century of vibrant life, the GTR's Cobourg station under VIA's stewardship now appears ready to enter upon a second century of service to the rail traveling public. In this fact, the Cobourg GTR/CNR/VIA station occupies a rare niche in Canadian railway history.

References

1. Canadian Railway Station Guide, Bytown Railway Society, 1998
2. Cobourg Sentinel-Star and Cobourg World, various issues, 1911.
3. Historic Sites and Monuments Board of Canada, Railway Station Report, VIA Rail Station, Cobourg, Ontario.RSR-202, November 1993.
4. Directory of Railway Stations of Ontario, Canadian Station News, Vol.1, 1994
5. Personal Communication with Dave Savage and Douglas Smith



In April 2008, #904 sits on the north track as passengers board LRC coaches for speedy hour trip to Toronto. Ted Rafuse.

Avril 2008, le train no 904 laisse monter les voyageurs à bord des voitures coach de type LRC pour une arrivée rapide, dans l'heure qui suit, à Toronto. Ted Rafuse.

On a sunny June 12, 2008, #43 westbound led by F40PH-2 6405 has stopped on the north track to entrain/detrain passengers with an all stainless steel consist. Ted Rafuse.

En ce 12 avril 2008 ensoleillé, le train no 43 en direction ouest, tracté par la locomotive F40PH-2 no 6405, s'arrête sur la voie nord pour laisser descendre et monter des passagers à bord de voitures en acier inoxydable.



A busy scene with aspects of contemporary and historic railroading. The historic aspect of this photo is the baggage cart indicating that checked baggage service continues to be available at Cobourg. Locomotive 908 waits on the south track as passengers entrain in preparation for their westward journey on Friday, May 23, 2008. Ted Rafuse.

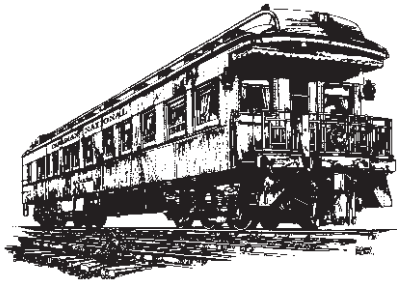
Le 23 mai 2008, une scène ferroviaire mouvementée du passé et du contemporain. L'aspect historique est illustré par la présence d'une voiturette à bagages, laquelle indique que le service d'enregistrement de ceux-ci est encore disponible à Cobourg. Le train no 908 attend les passagers sur la voie sud pour les amener vers leurs destinations en direction ouest. Ted Rafuse.



Eastbound on the south track an unidentified F40PH-2 leads the stainless steel consist towards Montreal. Ted Rafuse.

Une locomotive F40PH-2 non identifiée tracte un train en acier inoxydable sur la voie sud, vers Montréal. Ted Rafuse.





BUSINESS CAR

SEPTEMBER – OCTOBER 2011

By John Godfrey
 Edited by David Gawley

Mail Received



CRHA Archives, David Jenkins donation

James E. Luce writes from New York State:

Bill Thomson's photograph of CNR F-unit 9046 in 'green and gold' brought back many pleasant memories. The pride of my 1952 HO layout was Varney F3 which I had painted (badly) in the very scheme 9046 is wearing. That had to be one of the most elegant locomotive liveries in North America.

The caption is entirely accurate in stating that the original 9000 series F3 units were delivered in green and gold, but it wasn't the paint scheme shown on 9046. The enclosed picture of 9000 (the second 9000) in its original paint was taken in 1949 on Danforth hill; the gold appears only in side stripes and on top of the nose. Please excuse the photo quality; I was 13 years old and shooting black and white with a Brownie Reflex.



The second picture is from 1951, taken a few miles east of Danforth station and 9030, wearing the second gold livery, is drifting down the hill with a sizeable freight, while two yard goats simmer. How things have changed: the old station and yard are long gone, as is the Nash plant whose water tower is visible above the diesel. Keep up the good work!



Ron Cooper writes from Gravenhurst, Ontario

Thank you for the nice article in Canadian Rail No. 542 on the OERHA and the Sir Adam Beck Centre. There is one small error. London Street Railway No. 23 was built by the Montreal Park and Island Railway Company in their St. Dominic Shops. The MP&I and the LSR were both owned by the Everett Moore real estate developers from Cleveland, Ohio.

Gord McOuat of the OERHA sent along this photo and additional information on their car 23. Open bench car 23 was built by the MP&I in 1901 as part of a five car order for the London Street Railway. The original trucks were of a type common to Montreal Street railway cars of the period.

These cars were used on the LSR line to Springbank Park and were retired around 1935. The body of car 23 was then used as a change house at the park's swimming pool. It was donated to the OERHA in 1983.

Prior to its use as a change house, all mechanical, electrical and air brake components were removed.

Received as a ‘chicken coop’, over several years, the car was restored to operating condition by Ron and Olive Cooper. It is a primary exhibit at the new Sir Adam Beck display centre.



HERITAGE

The Canadian Railway Hall of Fame announces inductees

The Canadian Railway Hall of Fame, a virtual exhibit that honours the heroes, technologies, leaders and communities of the Canadian railway industry, today announced inductees for 2010. The awards were announced at celebrations to commemorate the 175th anniversary of the first public railway in the country and the 50th anniversary of the Canadian Railway Museum Exporail.

The Leaders category recognizes those individuals deemed to have a significant influence in the construction of, development of, or promotion of the Canadian railway industry. This year the CRHF recognizes the dedication of Louis-François Garceau, conservator of the Charny Rail Museum and founder of Le Groupe TRAQ (Transport sur rail au Québec), a not-for-profit, French language organization that supports rail history and promotes rail knowledge through a variety of initiatives. Le Groupe TRAQ publishes the only French-language bi-monthly magazine dedicated to all

things rail, and organizes an annual rail symposium in Québec.

The Heroes category celebrates explorers, pathfinders, and individuals involved in the day-to-day delivery of service, operations, and maintenance of Canadian railways.

Susan Anholt, a community leader and volunteer in Kenaston, Saskatchewan, is being celebrated for her unwavering commitment to the restoration of Kenaston's unique water tower. Anholt researched, applied for and obtained funding, sourced all building materials and arranged for their transport to the site, found and hired work crews, oversaw work and mounted the scaffolding personally to be involved in the restoration work which was completed in 2009.

The Technology category recognizes significant equipment, structures, and innovation that has played a role in the positive development of Canadian Rail - and associated individuals instrumental in this development or preservation. The 40,000 gallon capacity Kenaston water tower was built in 1910 in the spring area just south of what was one-time Bonnington, Assiniboia,

NWT. Built to replace the original 1889 tank, it is the oldest and the only remaining "tapered" tower, and is one of five remaining in Saskatchewan which at one time had some 400 water tanks dotting the province.

The Communities category honours communities across Canada that have current or historical significance to the railway system, or the related individuals associated with the railway industry who have been instrumental in building communities. La Prairie, on the banks of the Saint Lawrence, and Saint-Jean-sur-Richelieu on Montreal's South Shore, are home to the Champlain and Saint Lawrence Railroad, the first public railway built in Canada, some 175 years ago. Funded by John Molson, Montreal merchants and others, the line was officially inaugurated on 21 July 1836.

The Special Achievement category provides special recognition to individuals or groups who demonstrated notable singular or multiple achievements in railway safety, awareness, preservation and/or promotion. Celebrating the 50th anniversary of its founding and the 175th anniversary of the first public railway in Canada, Exporail - the Canadian Railway Museum, ranks as one of the most important railway museums in the world. The collection includes more than 160 railway vehicles and many unique artifacts representing a key period, event, organization or person in the history of Canadian railway technology since 1836. (Canada NewsWire)

John Mills and Railfare DC Books win award

John Mills and Railfare DC Books has won an Independent Publishers Book Award for Ontario's Grand River Valley Electric Railways as the best Transportation / Railway book in North America in 2010. The award was conferred in May, 2011 in New York City. The book is available at the Exporail Boutique. (Keith Henderson)

Another locomotive scheduled for municipal exposition has been scrapped.

CNR Class Z-1a box-cab 6712 was recently scrapped in Montreal. The locomotive was donated to the Town of Mount Royal in 1995 for display near the Mount Royal train station, the locomotive had been tarped and in storage in the TMR municipal yard ever since.

Exporail has preserved the 6711, the first locomotive to pass through the Mount Royal Tunnel. Museum volunteers were given the opportunity to remove spares for the 6711 during the scrapping process. (Ed)



Landmark train journey was marked with little fanfare

Few could doubt the departure of the first train ever from Montreal to the Pacific coast was an event to reckon with. The Montreal Gazette called it nothing less than "the final completion, the cementing, of that union of the British dominions on this continent which was inaugurated on the 1st of July, 1867." But where were the flags and bunting, the sonorous speeches, the brass bands, the fireworks? Where were Donald Smith, an all-important financier of CP, or George Stephen, the company president? Where was someone to represent the federal government, which also had sunk vast sums into the project? Alas, nowhere in evidence.

It was June 28, 1886, and Canadian Pacific seemed determined to say, this is a business event, not some frivolous, social one. The idea of making the first

trip to Vancouver - actually, Port Moody, a few miles to the east - a junket for bigwigs had long been abandoned. Those boarding that first, 10-car train, apart from the necessary CP staff and crew, were all fare-paying passengers. Perhaps company officials were sobered by the knowledge that the railway, while open, was scarcely complete. It had been built in haste; the iconic last spike had been driven the previous November, 5½ years before the contracted completion date of May 1, 1891.

Long stretches on the Prairies were simply rails and ties lying on the ground, with little or no ballast. Especially north of Lake Superior and in the mountains of BC, the line often detoured in awkward curves around obstacles that remained to be filled in or blasted away. Trestles could be frail, wooden affairs, rather than made from stone or iron, obliging trains to pass over them at a crawl. In other words, the rush was on to make money fast, though a prodigious amount of construction work still remained.

But ordinary Montrealers knew little of this, and were expecting a grand sendoff for the first train. As the 8pm departure time drew near, some 5,000 of them had crowded in and around Dalhousie Station, bordering today's Viger Square. They would be disappointed. So would Mayor Honoré Beaugrand and his council. They had been led to believe they'd been invited to travel as far as St. Martin Junction, on Île Jésus, aboard the CPR's directors' car, the palatial Saskatchewan. They arrived at the station in good time, but the Saskatchewan never did. However, the passengers themselves were in for a treat.

The cars, especially in first class, were "the most beautiful and the most comfortable that have ever run over a railroad track," we assured our readers. Woodwork was sometimes carved mahogany, sometimes satinwood inlaid with mother of pearl or brass figures. The sleepers had baths, "a luxury which will be much appreciated by travellers on the long journey." Silverware in the dining car was valued at \$3,000, and meals were catered by George Swett, manager of Montreal's finest hotel, the Windsor. Sharp at 8 o'clock, W. C. Van Horne, Canadian Pacific's Vice President and senior company man present, gave a signal to Beaugrand. The mayor in turn signalled to the engineer, whereupon the train began to pull out of the station. The surrounding crowds cheered. Several track bombs - small explosives used for signalling danger ahead - duly banged as the locomotive passed over them. The Montreal Field Battery fired a 15-gun salute. But that was it, and those witnessing this 'grand landmark' in the progress of the country' soon began to disperse. (Montreal Gazette)

La Gaspésie aurait un train touristique en 2012

(Carleton) La Société du chemin de fer de la Gaspésie devrait prendre possession d'ici l'automne de 10 wagons et d'une locomotive qui constitueront en 2012 un

train touristique servant notamment la clientèle de croisiéristes entre Gaspé et Percé.

Le matériel roulant sera acquis auprès de l'Agence métropolitaine de transport de Montréal (AMT). Le prix de la transaction n'est pas confirmé par Olivier Demers, nouveau directeur de la Société du chemin de fer de la Gaspésie, mais il admet qu'il pourrait bien se situer tout près d'un dollar.

Les wagons à simple niveau ont d'abord été construits pour le compte de la firme publique ontarienne GO Transit, où ils ont été utilisés pour le transport en commun à Toronto, avant d'être vendus à l'AMT.

«Le gros avantage, c'est qu'on n'a pas à se poser de questions sur leur état. Ils servent encore à l'occasion. Ils ont été bien entretenus», dit M. Demers.

Bien qu'une entente de principe ait été conclue entre la Société du chemin de fer de la Gaspésie et l'AMT, «il n'y a rien de réglé tant que les documents ne sont pas signés. C'est très avancé parce qu'on discute des détails de livraison des wagons. Il reste les autorisations gouvernementales», ajoute-t-il.

Si le coût d'acquisition sera nominal, il faudra environ 2 millions \$ pour modifier les wagons afin de les adapter au transport de touristes. Les fonds viendront surtout des gouvernements provincial et fédéral.

«Il y aura un appel d'offres pour la conceptualisation des plans d'aménagement intérieur. Après ça, une firme devra réaliser les travaux», précise M. Demers.

L'émergence à New Richmond de Gaspésie Diesel comme réparateur de wagons pourrait inciter la Société du chemin de fer de la Gaspésie à lui confier le contrat de réfection des 10 wagons.

«On aimerait que ça [les aménagements intérieurs] se fasse ici. Elle [Gaspésie Diesel] partira avec une longueur d'avance. On attend les wagons à la fin d'août ou au début de septembre. Ce serait très dispendieux de les retourner à Montréal ou ailleurs pour les changements. Nous parlons de plusieurs milliers de dollars de transport, de droit de passage, etc.», dit-il.

L'achalandage des navires de croisières devrait quadrupler en 2012 au port de Gaspé et se situer à plus de 35 000 personnes. «Le train touristique sera exploité par la Société du chemin de fer de la Gaspésie. Le potentiel dépasse le service offert aux navires de croisières», conclut M. Demers.

La Société du chemin de fer de la Gaspésie possède l'axe ferroviaire entre Matapédia et Gaspé. Elle exploite un train de marchandises et accueille aussi le train de passagers de VIA Rail. (Le Soleil)

Wakefield, QC, steam train derailed for the rest of the year

The Wakefield, QC, steam train has blown its last whistle for the rest of the year after washouts on June 23

and 24, 2011 eroded a section of the line. Officials from the steam train commission and the three Outaouais municipalities that own the line met recently and decided the train will not run for the rest of 2011. The steam train attracts 50,000 riders a year and has brought an estimated \$60 million into the region since the mid-1990s. John Trent, founder of Friends of the Steam Train, said the decision was regrettable. "I think it's crazy," he said. "There's always a tendency to be so damn careful that they miss the main point and the main point is to not lose the season." Trent said he doesn't see why the parties involved couldn't find a solution. "Canadian National and Canadian Pacific, they have washouts and avalanches all over the country every year and they don't close down the railway. They close it down for a week or two or maybe a month, but they don't just close it off." Major, multi-million dollar repairs were made to the steam train line in 2009. The June washouts eroded leda clay under a section of the line called Mile Hill near Chelsea. (Ottawa Citizen)



Raymond Farand, August, 2010

Brockville ON railway tunnel committee eager to get moving

After decades of delays, there may yet be a light at the end of the tunnel for one of Brockville, ON's historic landmarks. The city's tunnel committee took a stroll through the Brockville Railway Tunnel recently, and chairman David LeSueur revealed some of the plans that are in the works. "The first thing that has to get done is we need the tunnel to be safety certified," said LeSueur, who is also a city councillor. He said in the past, the city has hired civil engineers to look at the tunnel, but since they don't know enough about the soils and minerals that are in the tunnel, LeSueur is now looking to bring in some geological engineers who can give it a thorough inspection.

LeSueur said they have already been quoted about \$80,000 to get the tunnel dredged and drained, something they need to take care of before it can be properly used, since parts of the tunnel are ankle-deep with water and mud. Back in 1974, the city issued its first

report saying the tunnel should be developed and used as a tourist attraction. Construction delays have been somewhat of a constant throughout the life of the tunnel, dating all the way back to 1854, before it was even opened. Once the surveys and drainage are completed, LeSueur said the committee is ready to consider every option for what to do with the tunnel, from walking or biking paths, to having small trains carry people through as a kind of tourist ride. (Brockville Recorder and Times)

CPR station in Smith Falls closes after 124 years

Some 124 years of serving railway passengers came to an end around 2130 hours on Monday, August 1, 2011 when VIA Toronto-Ottawa train #48 stopped for passengers at the former CPR depot in Smiths Falls for the last time. The following day, August 2nd, VIA trains through Smiths Falls began using the new station constructed alongside what was once the connecting track between CP's Smiths Falls yard and CN's (now VIA's) Smiths Falls Subdivision.

The former CPR depot, most of which was taken over a number of years ago by the Smiths Falls Community Theater, will remain – however, its days as a passenger station are over. I took the shot of the depot in 1999 not long after CP had vacated it for the division offices next door. 'Station' may be too grand a word to describe the building as it is little more than a shelter with a washroom. I suppose it will serve its purpose adequately for most of the year, but at Christmastime I can see a mass of people huddled outside in a snowstorm waiting for a train!! I will say, though, that it is tastefully constructed and easily accessible. (Bill Sanderson)



Pat Scrimgeour

End of the line for CPR's Ottawa Valley route

We are not pleased to present an update to Raymond Farand's excellent article on the 'CPR's Ottawa Valley Transcontinental Main Line' which appeared in Canadian Rail No. 541, March – April 2011.

CPR's original transcontinental main line was severed near mileage 86 of the Chalk River Subdivision in

early August as a rail lifting crew and train went to work in earnest. Working eastward, the crew was lifting over 2 kilometers per day of track. As Ray pointed out in his article, CPR had made the decision to route all western traffic via Toronto.

And so we see another edit to the Canadian Railway Atlas, another dotted line 'abandoned'. (Ed, with information from Raymond Farand)



Looking eastward near milepost 86, Chalk River Subdivision on August 4, 2011. Raymond Farand.

Une vue vers l'est près du PM 86 de la subdivision de Chalk River, le 4 août 2011. Raymond Farand.



CPR rail recovery train near milepost 78 on August 6, 2011. Raymond Farand.

Train de secours du CPR près du PM 78, le 6 août 2011. Raymond Farand.



Rail recovery train passing by Sand Point on the Ottawa River, August 7, 2011. Mike Britt.

Train de secours passant sur la rivière des Outaouais à Sand Point, le 7 août 2011. Mike Britt.

OERHA acquires Upper Canada Railway Society archives

The Ontario Electric Railroad Historical Association has acquired the archives of the Upper Canada Railway Society. This once-active society has ceased to function and the existence of its records was in jeopardy. With no long-term place to store its archives, the UCRS turned to the OERHA for assistance.

The UCRS was incorporated in 1941 in Ontario. While it could be argued that the majority of its members were more keenly interested in steam railways than electric ones, the society did follow and report on both. They held regular meetings, small charters were operated and they arranged visits to railway facilities.

It might surprise many in the OERHA family to know that had it not been for the UCRS, the OERHA might not exist, as we know it today. When some of the UCRS trolley fans learned in late 1953 that TTC 1326 was no longer part of the TTC's 'Mission Statement', it was realized that fast action would be required to save it. To run an acquisition proposal through the UCRS directors at that time would have been a very novel and possibly controversial initiative. TRC 1326 would likely have been scrapped before any rescue became available from that source. A small task force of like-minded individuals formed and within seven months had 1326 and latecomer 2210 (nee TRC 55) sitting on track near the present east loop of today's property and chose the name Halton County Radial Railway. To these first members from the UCRS ranks we are eternally grateful for their quick action and foresight in embarking upon what was probably, at the time, a scary venture. So rose the OERHA out of the UCRS.

After delivery of 1326 and 55, progress was slow due to the lack of funds and workers, the long distance from Toronto and the distractions of other events. (Electric railways were closing down in the late 1950s and our founders were also railfans!) Despite it all, car 1326 was under a roof of sorts by 1960 and body restoration had begun. By 1962 the next generation of young members (some from the UCRS and others not) was beginning to make its very effective presence (read muscle) known. New expertise and enthusiasm enabled further acquisitions to be made and by the end of 1962 extended track-accommodated cars 2424, W-25 and M-4.

The UCRS assisted the OERHA in other ways as well. It was known for operating steam charters from Toronto to various destinations in southern Ontario. The trips had also become very popular with many steam-starved U.S. railfans and patronage was heavy. Since the train lengths were approaching 12 cars or more and

passengers often numbering 600-700, food service became an issue. The UCRS arranged for a cafeteria car be included in the consist with the OERHA as its caterer. This was a big source of revenue for us. We must have done something right because we always sold out! There were generally three or four trips a year.

The UCRS had always issued 'Bulletins' of a technical and historical nature on various electric railway vehicles. Examples are the TTC 400's, Peter Witts and PCCs to name a few. In the late 1960s and early 1970s, the UCRS and OERHA jointly published a number of trolley books that were authored by John Mills. The UCRS provided the capital and the OERHA the material. These too were a significant source of revenue. Their printer was a long-time UCRS member. The apparent demise of this once thriving and large association is melancholic for many who are interested in the railway scene in the Toronto area. The reasons for the winding down of this once large interest group are many. I do not profess to know all of them. Consider the gradual 'streamlining' of rail systems everywhere, their reduced variety and accessibility, their increasing remoteness from most people's daily experiences, an aging population, modern electronic devices, internet attractions. The list goes on. The duties of maintaining an incorporated society fell upon progressively fewer souls until even the monthly news report ceased and the life support system ceased to function.

One must acknowledge though, that a group of the UCRS' former Hamilton members has never ceased to have monthly meetings and informally call themselves, "the Hamilton Chapter of the Upper Canada Railway Society", though they do not conduct formal business or maintain assets.

It is ironic to consider that the small group given life in 1954 from the larger one is now about to assist in maintaining some memory of the once mighty one.

Many thanks to Bob Sandusky for his insight and assistance in this story. (Dave Andrew, OERHA)

South Simcoe Railway's 136 back in steam

After several years of repairs, ex CPR 4-4-0 136 is back in steam on the South Simcoe Railway. Without



James Brown

fanfare, it hauled the excursion train from Tottenham to Beeton, Ontario on July 31, 2011. We wish it a long, safe and reliable future! (James Brown)

'Beginning of the end' for London, Ontario, Electro-Motive plant?

The opening of a new plant in Indiana likely spells the end of London's Electro-Motive Diesel plant -- and the roughly 1,000 jobs there -- says a national expert in business competition. "This is very bad news for the London plant. It means the beginning of the end," said Joseph D'Cruz, professor of strategic management at the University of Toronto's Rotman School of Management.

D'Cruz said the two plants, owned by the same company, will compete for contracts. "London is a relatively older plant which is now out of date. It will have to compete with a brand new plant in Indiana." For decades, General Motors milked money from the London plant without putting any back into the operations, D'Cruz said. GM sold the plant a few years ago, but the damage has been done. Costs will be lower in Indiana, and US governments are committed to keeping jobs within the country's borders, he added.



The latest open house - which would be EMD's last - was held on September 26, 2010. In addition to inside plant tours, two current products were on display - both basically the same model but for divergent service. CN 8918 was in an order for 50 SD70M-2 models (a DC version of the standard SD70ACe) which the company continues to order. Grey SAR 4020 was one of 25 SD70ACs models designed with sand filters to operate successfully in Saudi Arabia's desert conditions. Don McQueen photo # 45929.

Les dernières portes ouvertes – qui pourraient être effectivement les dernières pour EMD – ont eu lieu le 26 septembre 2010. En plus de la visite de l'usine, on pouvait admirer deux modèles essentiellement identiques, mais d'usages différents. La CN 8918 fait partie d'une commande de 50 SD70M-2 (version à courant continu de la version standard de la SD70ACe), que la compagnie continue de produire. La SAR4020 grise est l'une des 25 SD70ACs conçues avec des filtres à sable pour les conditions désertiques de l'Arabie Saoudite. Don McQueen, photo no 45929.

Caterpillar, which bought Electro-Motive Diesel in late summer, announced its Progress Rail Services unit will open a railroad locomotive assembly plant in Muncie, Indiana. It's expected to start production by the end of 2011 and employ up to 650 workers by 2012. Meanwhile, the contract between the union for about 600 London workers and the company expires at the end of 2011. (London Free Press)

Northern Ontario Railroad Museum and Heritage Centre

The Northern Ontario Railroad Museum & Heritage Centre (NORM) is a fast growing enterprise in Capreol, a part of the City of Greater Sudbury, Ontario. In 2011 it will be open daily from June through August. Phone 705-858-5050 for further information.

The NORM provides:

- A tribute to pioneers who worked the rails and settlers who opened the Sudbury region
- A record of the railroad's impact on early settlements
- A nostalgic look at northern Ontario heritage
- Historical accounts of the area mines, lumber companies and railroads
- A source of genealogical information and records
- A resource of referenced materials





At the Museum, one can step back in time and:

- Climb into the cab of an old steam locomotive and imagine barrelling down the track
- Envision life in a box car house or going to a school on wheels on a remote siding
- Enter the wooden caboose and check out the living quarters of a conductor & brakeman
- Marvel at the hard work done by early pioneers using rustic implements
- Relax and enjoy a cup of tea in the quaint tea room in the 1916 residence of the railway superintendent

BACK COVER TOP: After its purchase in 1960 by the Canadian Railroad Historical Association, # 423 was moved from Ottawa, to Domtar's Creosote Plant in Delson, Quebec (the bridge over the Saint Pierre River to the Museum had not yet been built). From there, 423 was manually pushed the half-mile or so, over CPR tracks, to the fledgling museum. It was the first streetcar moved onto the site in St Constant, Quebec on December 1, 1962. CRHA Archives, Fonds Angus.

HAUT DE LA PAGE COUVERTURE ARRIÈRE : Après son achat par l'ACHF, la No 423 est déplacée vers l'usine de créosote de la Domtar à Delson, Québec. Le pont sur la rivière Saint-Pierre, qui mène au musée Exporail, n'est pas encore construit. De là, la 423 est poussée à bras sur un peu plus de 800 mètres (un demi-mille) sur la voie du CP, vers le musée naissant. C'est le premier tramway à arriver au musée de Saint-Constant, Québec, le 1er décembre 1962. Archives de l'ACHF, Fonds Angus.

BACK COVER BOTTOM: The "J" train, eastbound on the south track, approaches Cobourg's VIA station on Friday, May 30, 2008. This train consists of two sections: one section destined for Montreal and the other destined for Ottawa. Originating in Toronto, the train will split into two sections at Brockville. # 916 is easing both sections to a gentle stop while a number of passengers prepare to board. Ted Rafuse 2547.

BAS DE LA PAGE COUVERTURE ARRIÈRE : Le train « J », en direction est, entre sur la voie sud dans la gare de VIA Rail à Cobourg le 30 mai 2008. Arrivant de Toronto, le convoi comporte deux sections, une pour Montréal, l'autre pour Ottawa, qui se scinderont à Brockville. Le train 916 (les deux sections réunies) s'arrête un court instant pour embarquer des passagers. Ted Rafuse 2547.

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