

The Charlevoix Railway, VIA Timetable Changes, Book Reviews,
Photo Gallery, Heritage Business Car

Le chemin de fer de Charlevoix, La galerie de photos, Modifications d'horaires
chez VIA, La revue des livres, A propos du patrimoine ferroviaire

Canadian Rail

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FRONT COVER: RS-18 1821 is heading up the Charlevoix Tourist Train on a sunny October 2011 day. It is winding its way east along the north shore of the St. Lawrence River, just east of Baie Saint Paul, Quebec. Michel Lortie.

BELOW: Canadian National G-16-a 4-6-0 1139 was a Montreal Locomotive Works product built for the Canadian Northern Railway in 1913. It is seen here working the La Malbaie line circa 1925, note the 'pre tilted wafer emblem' Canadian National lettering on the tender. Societe d'histoire de Charlevoix.

PAGE COUVERTURE : Par un bel après-midi ensoleillé d'octobre 2011, la locomotive RS-18 1868 est en tête du train touristique de Charlevoix alors que celui-ci longe la côte est de la Baie Saint-Paul. Michel Lortie.

CI-DESSOUS: Un convoi sur la ligne de La Malbaie vers 1925. La locomotive 1139 du Canadien National, une 4-6-0 G-16-a, fut construite à l'origine par la Montreal Locomotive Works pour le chemin de fer Canadian Northern. Le type d'identification apparaissant sur le tender précède l'adoption du rectangle incliné du Canadien National. La Société d'histoire de Charlevoix.



Brief Overview of the Charlevoix Railway

By Frank Koustrup and Peter Murphy

Translation Denis Vallières

The Saint Lawrence Valley is the oldest settled area in Canada. Since the first permanent settlement by Samuel de Champlain at Quebec in 1608, civilization has hung tenuously to the shores of the great river, which drains a third of Canada and a significant portion of the United States.

Hardy Norman and Breton settlers made their homes along the waterway contributing, in the course of time, to a rich cultural and linguistic heritage whose traces may be found throughout Canada.

Below Quebec City, on the north shore of the Saint Lawrence, the Laurentians come down to the river and terminate in great capes whose bulk thrusts out into the river. The dominant headlands of Cap Tourmente, Pointe-au-Pic, Cap à l'Aigle confined the settlements to little bays such as Baie-Saint-Paul, Les Éboulements, La Malbaie (Murray Bay), and Saint-Siméon.

Closer to Quebec City, the river widens and the land becomes waterside meadows, more conducive to habitation. The most famous village in this area is Sainte-Anne-de-Baupré where in 1658 a shrine was erected in honour of Saint-Anne. This shrine was inspired by an earlier chapel at Petit Cap, which had been erected by some Breton sailors as thanks for a miraculous delivery from a mid-river storm.

Construction of the first church at Sainte-Anne-de-Baupré started in 1876. After this building was unfortunately destroyed by fire in 1922, a new grand Basilica was then built on the site of the former church. Its twin spires reaching high above the Saint Lawrence have been landmarks to the present day. Sainte-Anne-de-Baupré is probably the most famous Roman Catholic shrine in Quebec, rivalled only by the later Saint Joseph's Oratory in Montreal.

Further west, between Sainte-Anne-de-Baupré and only seven miles from Quebec are the famed Montmorency Falls, they tower 274 feet high (higher than Niagara), and are another area attraction.

By 1876 a primitive road existed between Quebec, Montmorency Falls, Sainte-Anne-de-Baupré and Saint-Joachim. The popularity of the shrine, the beauty of the falls and the increased size of the settlements lead to the granting of a charter by the Province of Quebec in 1881 to the Quebec, Montmorency

Un aperçu du chemin de fer de Charlevoix

Par Frank Koustrup et Peter Murphy

Traduction par Denis Vallières

La vallée du Saint-Laurent est la plus ancienne région colonisée au Canada. Depuis la fondation de Québec en 1608 par Samuel de Champlain, les colons s'établissent sur les rives du grand fleuve qui draine le tiers du Canada et une bonne partie des États-Unis.

Les braves pionniers normands et bretons construisent leurs demeures le long du cours d'eau et, pendant toutes ces années, créent un riche patrimoine linguistique et culturel qui laisse des traces à travers tout le Canada.

En aval de la ville de Québec, sur la rive nord du Saint-Laurent, les Laurentides rejoignent le fleuve en créant de grands caps qui s'avancent dans l'eau. Les plus imposants, Cap Tourmente, Pointe-au-Pic et Cap-à-l'Aigle, confinent la colonisation à de petites anses telles que Baie Saint-Paul, Les Éboulements, La Malbaie (Murray Bay) et Saint-Siméon.

Plus près de Québec, la rivière s'élargit et les terres deviennent des prés en bordure de l'eau, les rendant plus propices à la colonisation. Le village le plus connu dans cette région demeure sans contredit Sainte-Anne-de-Baupré où, en 1658, un sanctuaire est érigé en l'honneur de Sainte-Anne. Ce sanctuaire est inspiré d'une chapelle plus ancienne située à Petit-Cap, construite par des marins bretons en remerciement d'un miracle survenu lors d'une tempête au milieu de fleuve.

La construction de la première église à Sainte-Anne-de-Baupré débute en 1876. Détruit par un incendie en 1922, le bâtiment est remplacé par une basilique, érigée sur le même site. Ses deux tours, qui s'élèvent au-dessus du fleuve, constituent depuis un point de repère. Sainte-Anne-de-Baupré est probablement le sanctuaire catholique-romain le plus connu au Québec, ayant comme seul rival l'Oratoire Saint-Joseph de Montréal, construit un peu plus tard.

La chute Montmorency, d'une hauteur de 83,5 ms, située plus à l'ouest de Sainte-Anne-de-Baupré et à seulement 7,6 km de Québec, est un autre attrait de la région.

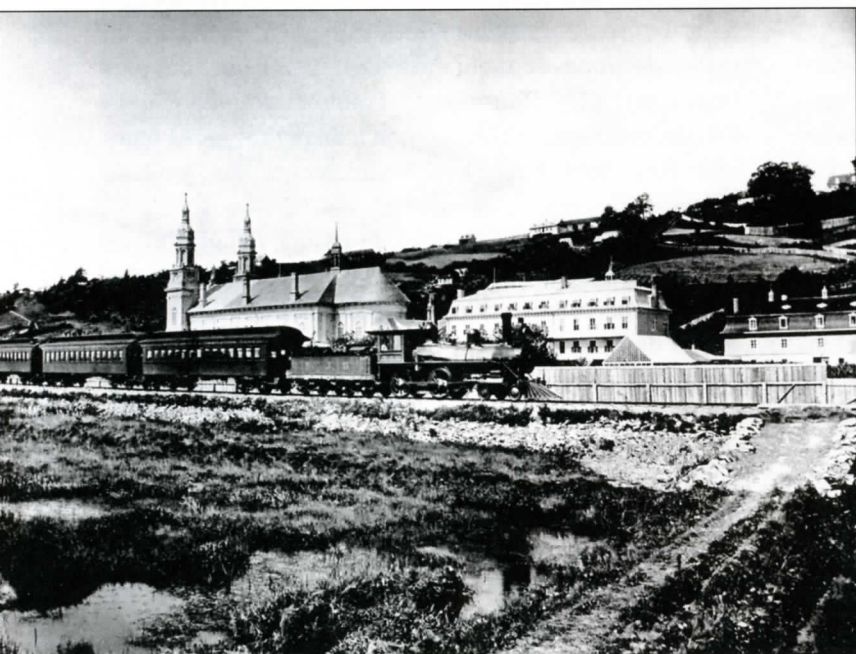
Il existe déjà, en 1876, un chemin rudimentaire reliant Québec, la chute Montmorency, Sainte-Anne-de-Baupré et Saint-Joachim. En vertu de la popularité du sanctuaire, de la beauté de la chute et du développement des terres, le gouvernement provincial crée en 1881 la

and Charlevoix Railway Company (QM&C), to build a steam railway from Quebec to Tadoussac, on the Saguenay River some 135 miles from Quebec.

Construction started in 1883, two years after the granting of the charter. Steam train service was inaugurated between Limoilou (a suburb of Quebec, just east of the St Charles River) and Sainte-Anne-de-Beaupré on August 10, 1889. Cardinal Elzéar Taschereau blessed the steam locomotive, a product of the Canadian Locomotive Works in Kingston, Ontario, and eight new cars built by Jackson & Sharp in Wilmington, Delaware, on August 14, 1889. Because of service to the shrine, the railway was nicknamed “Chemin de fer de la Bonne-Sainte-Anne” (Good St Anne’s Railway). Construction of the line eastward continued and the line was opened for service between Sainte-Anne and Saint-Joachim in October 1894.

charte du chemin de fer de Québec, Montmorency et Charlevoix (QM&C), afin d’établir un chemin de fer à vapeur entre Québec et Tadoussac sur la rivière Saguenay, une distance de 217 km de Québec.

La construction débute deux ans plus tard, c’est-à-dire en 1883. Le 10 août 1889, on inaugure un train à vapeur qui relie Limoilou, alors une banlieue de Québec située juste à l’est de la rivière Saint-Charles, et Sainte-Anne-de-Beaupré. La locomotive, construite par la Locomotive Works de Kingston, Ontario, et les huit nouvelles voitures construites par Jackson & Sharp de Wilmington, Delaware, sont bénies par le cardinal Elzéar Taschereau le 14 août 1889. Parce qu’il dessert le sanctuaire, le chemin de fer est surnommé « Le chemin de fer de la Bonne Sainte-Anne ». Les travaux vers l’est se poursuivent et la voie est ouverte entre Sainte-Anne et Saint-Joachim en octobre 1894.



A very early photograph of a Quebec Montmorency & Charlevoix Railway train at the Sainte-Anne-de-Beaupré shrine. There appears to be a number '1' on the side of the oil headlight. If so, this is a 1873 product of the Rhode Island Locomotive Works. The coaches date from 1889, some remained in service as electric trailers until 1959, two are preserved, 105 at Exporail and 124 at West Chester RR Heritage Association in Pennsylvania. Sainte-Anne-de-Beaupré and Redemptorist Archives.

Une photo très ancienne du train sur le Chemin de fer Québec, Montmorency et Charlevoix au sanctuaire de Sainte-Anne-de-Beaupré. Il semble y avoir le chiffre 1 sur le côté de la lanterne à l'huile de la locomotive. Si c'est le cas, cela signifie que l'engin a été construit en 1873 par la Rhode Island Locomotive Works tandis que les voitures ont été livrées en 1889. Certaines demeureront en service derrière les voitures à traction électrique jusqu'en 1959. Deux sont préservées, la no 105 à Exporail et la no 184 à West Chester RR Heritage Association en Pennsylvanie. Archives de Sainte-Anne-de-Beaupré et des Rédemptoristes.



OUVERT AU TRAFIC.

10 Août 1889.

La seule voie ferrée complétée jusqu'à la

CHUTE SI RENOMMÉE DE MONTMORENCY

ET AU

CÉLÈBRE SANCTUAIRE DE

STE. ANNE DE BEAUPRÉ

Excursion que nul touriste en visite à Québec, ne devrait manquer de faire.

Announcement that the new railway is open to traffic as far as Sainte-Anne-de-Beaupré, August 10, 1889. Collection Denis Fortier.

Affiche annonçant l'ouverture du service ferroviaire jusqu'à Sainte-Anne-de-Beaupré, le 10 août 1889. Collection de Denis Fortier.

NOUVELLE VOIE.
CHARS NEUFS & POUVOIR MOTEUR.
PAYSAGE ENCHANTEUR
INDICATEUR.

Chemin de fer de Québec, Montmorency et Charlevoix.

ALLANT A L'EST. LISEZ EN DESCENDANT.				GARES.	ALLANT A L'OUEST. LISEZ EN MONTANT.			
Dimanche seulement.		Tous les jours exc. les Dim.			Tous les jours exc. les Dim.		Dimanche seulement.	
Exp.	Exp.	Exp.	Exp.		Exp.	Exp.	Exp.	Exp.
P. M.	A. M.	P. M.	A. M.		A. M.	P. M.	A. M.	P. M.
6.00	7.45	6.30	7.30	Hedleyville	6.30	4.15	7.15	5.15
6.05	7.50	6.35	7.35	Beauport	6.20	4.05	7.05	5.05
6.20	8.02	6.50	7.47	Montmorency	6.07	3.50	6.52	4.50
6.35	8.20	7.05	8.05	L'Ange Gardien	5.50	3.35	6.35	4.35
6.55	8.40	7.25	8.25	Chateau Richer	5.30	3.20	6.15	4.20
7.15	9.00	7.45	8.45	Ste. Anne	5.15	3.00	6.00	4.00

LISEZ EN MONTANT.

H. J. BEEMER, Président.
L. LYNCH, Secrétaire.
ERNEST F. WURTELE, Trésorier.
G. S. CRESSMAN, Gérant.
W. R. RUSSELL, Surintendant.

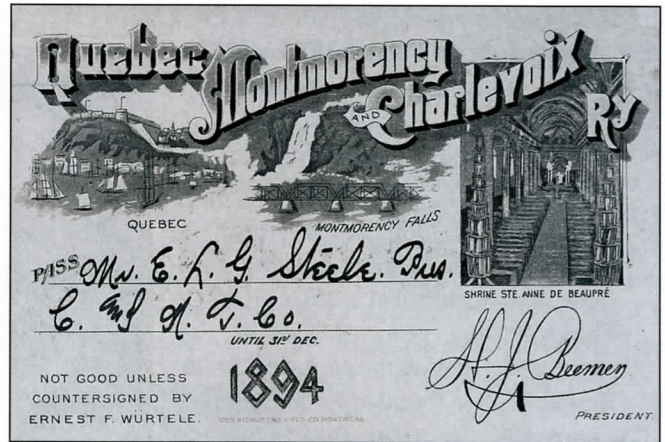
Early timetable, heading reads 'New Cars and Motive Power'. Collection Denis Fortier.

Un indicateur ancien faisant mention des nouvelles voitures et du nouveau mode de traction. Collection de Denis Fortier.

The railway was an immediate success with 98,863 passengers and 2,720 tons of freight being carried the first year.

In 1899 the QM&C became part of the Quebec Railway Light and Power Company and was electrified using energy generated at Montmorency Falls. An order was placed with the Ahearn & Soper (later the Ottawa Car Company) for six double truck wooden interurban cars. After the electrified line was opened in three stages between Limoilou and Saint-Joachim in 1900, business boomed! By 1902 649,087 passengers were carried on the electric railway.

On January 7, 1905 a charter was granted to a group of railway promoters lead by Sir Joseph David Rodolphe Forget (1861-1919) who had business success with the Montreal Street Railway, Royal Electric Co., Canada Cement Co. and others, to build the Quebec and Saguenay Railway from Saint-Joachim to La Malbaie and Nairn's Falls (Clermont).



This free Ticket is not to be used for daily or regular transportation between the holders residence and place of business, and if presented by any other than the person whose signature appears below, the Conductor will take it up and collect fare.

CONDITIONS.

In accepting this free ticket, I expressly agree that I assume all risk of accidents, and that the company shall not be liable for any loss, injury or damage to me or to my property while using this Ticket.

Countersigned.

Ernest F. Wurtele

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A QM&CRy pass issued to Mr. E. L. G. Steele in 1894. CRHA Archives, Fonds Ritchie.

Un laissez-passer du QM&R pour Mr. E. L. G. Steele en 1894. Fonds Ritchie, archives ACHF.

Le chemin de fer constitue un succès dès la première année avec le transport de 98,863 passagers et de 2,720 tonnes de fret.

En 1899, le QM&C devient une partie constituante de la compagnie Quebec Railway Light & Power et est électrifié, utilisant l'énergie produite par la centrale de la chute Montmorency. On place alors une commande auprès de l'Ahearn & Soper (plus tard l'Ottawa Car Company) pour six voitures interurbaines en bois avec double bogie. Les affaires bondissent en 1900 avec l'électrification de la ligne, quise fait en trois étapes, entre Limoilou et Saint-Joachim. En 1902, le chemin de fer électrique transporte 649,087 passagers.

Le 7 janvier 1905, une charte est consentie à un groupe de promoteurs mené par Sir Joseph David Rodolphe Forget (1861-1919) pour construire le chemin fer Québec et Saguenay, de Saint-Joachim à la Malbaie, puis à la chute Nairne (Clermont). M. Forget a eu précédemment du succès avec la Montreal Street Railway, la Royal Electric Co., Canada Cement Co., et autres.

Louis Joseph Forget 1853 - 1911

A descendant of a family that had arrived in New France from Normandy, Louis Joseph Forget was the son of a Terrebonne farmer. Educated at Collège Masson, in Terrebonne, he started working as a clerk in a stockbroker's office in 1873. The following year, at age 21, he purchased a seat on the Montreal Stock Exchange. He founded L. G. Forget et Compagnie in 1876 that grew his company to become the most important stockbroker company in Montreal - it handled more than 50% of the activity on the Montreal Stock Market by 1890 of which he held the post of President.

Forget became the first French Canadian Director of the Canadian Pacific Railway in 1904. He was a master at transcending linguistic and cultural differences, fluently bilingual, he effectively mobilized his political and business contacts. In 1884, at age 31, he moved into his new grey-stone mansion on Sherbrooke Street, one of the few French Canadians to live in the Golden Square Mile in Montreal.

In October 1890, Louis Joseph (who had four daughters) took his nephew Rodolphe Forget as a partner into his brokerage business. Rodolphe was adventurous in business, unlike his uncle who was a cautious speculator.

Louis Joseph was also known for his interest in the development in public utilities at a time when important financial and technological changes were taking place. He was a Director of the Montreal Street Railway and became its President in 1892. Louis Joseph and Rodolphe conceived the idea of a merger between the tramway, gas and electric firms of Montreal in which they had substantial financial holdings. Teaming up with Herbert Samuel Holt, they formed the Montreal Light Heat and Power Company in 1901.

Rodolphe was a millionaire in his own right by 1907 and he too built a house in Montreal's Golden Square Mile. He had many business interests in the Charlevoix region of Quebec including a directorship of the company that built the Manoir Richelieu in Pointe-au-Pic. He was also the elected member of Parliament for Charlevoix from 1904 to 1917 for the Conservative Party of Canada.



Rodolphe Forget

Louis Joseph Forget 1853 - 1911

Descendant d'une famille normande émigrée en Nouvelle-France, Louis Joseph Forget est le fils d'un fermier de Terrebonne. Issu du Collège Masson de la même municipalité, il obtient un premier emploi comme agent de change en 1873. L'année suivante, âgé de 21 ans, il acquiert un siège à la Bourse de Montréal et fonde la L.G. Forget et Compagnie en 1876. Celle-ci croît à tel point qu'elle devient le plus important bureau de change; on y transite plus de 50% des activités de la Bourse de Montréal. Il en devient le président en 1890.

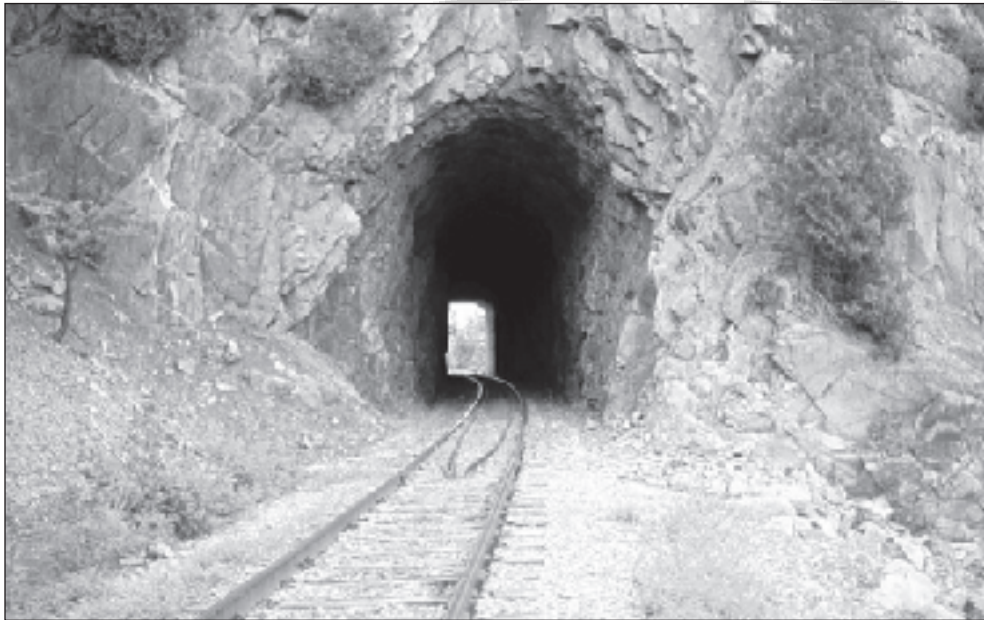
Forget devient le premier dirigeant canadien-français du chemin de fer du Canadien Pacifique en 1904. Il est passé maître de la transcendance des différences linguistiques et culturels. Parfaitement bilingue, il mobilise ses contacts d'affaires et politiques. En 1884, âgé de 31 ans, il emménage dans sa nouvelle demeure en pierre de grès rue Sherbrooke, devenant l'un des rares Canadiens-Français à habiter le Mille carré doré à Montréal.

En octobre 1890, Louis Joseph (qui a quatre filles) prend son neveu comme partenaire à son bureau de change. Rodolphe, à l'opposé de son oncle qui investit prudemment, est plutôt aventureux en affaires.

Louis Joseph est reconnu aussi pour son intérêt envers les services publics à une époque où se produisent d'importants changements financiers et technologiques. Il est un des dirigeants du Montreal Street Railway et en devient le président en 1892. Louis Joseph et Rodolphe conçoivent l'idée d'une fusion entre le tramway et les entreprises de gaz et d'électricité de Montréal dans lesquels ils possèdent d'importants intérêts financiers. S'alliant à Herbert Samuel Holt, ils créent la Montreal Light, Heat and Power Company en 1901.

Rodolphe devient millionnaire en 1907 et se construit lui aussi une demeure dans le Mille carré doré. Il s'implique dans beaucoup de projets d'affaires dans la région de Charlevoix, dont la direction de l'entreprise qui a construit le Manoir Richelieu de Pointe-au-Pic. Il est aussi élu membre du Parlement dans le comté de Charlevoix de 1904 à 1917 pour le Parti conservateur du Canada.

Financing problems, questionable viability and geographic challenges, caused a delay in the start of construction notwithstanding the good intentions of Sir Rodolphe Forget. When work on the project finally got underway in 1910 - 1911, the plans to electrify the new line were laid aside. Workers of diverse nationalities toiled at \$ 2 per day to build the line. Many workers were typhoid fever survivors, eight workers died in dynamite accidents. Two tunnels were required, one 430 feet and the other 236 feet in length to get the tracks through the dominant capes along the shore of the river.



The short tunnel is located at MP 70.4 after Les Éboulements but before Cap-aux-Oies, it is 236' (71m) long. Denis Fortier.

Le plus court des deux tunnels qui est situé au mille 70.4 passé les Éboulements, mais avant Cap-aux-Oies. Il a une longueur de 71 m. Denis Fortier.

The first steam train ran from Saint-Joachim to Petite-Rivière-Saint-François in the autumn of 1917. Service was inaugurated to Baie-Saint-Paul in July 1918 and to La Malbaie on July 1, 1919. Sir Rodolphe Forget did not live to see his railway completed; he died six months before the first train reached La Malbaie.

Quebec & Saguenay Railway locomotive with a Bishop Construction Co. Limited banner at Pointe au Pic. This 2-6-0 locomotive was built by Montreal Locomotive Works in 1911 and was transported to Pointe au Pic by steamship. It was used in the construction of the East Coast Power and Pulp railway and mill by Bishop Construction Company Ltd. Private collection.

La locomotive du Chemin de fer Québec et Saguenay arborant une bannière de la Bishop Construction Co. Limited à Pointe-au-Pic. Cette locomotive de type 2-2-0 est construite par la Montreal Locomotive Works en 1911 et transportée à Pointe-au-Pic par bateau à vapeur. Elle est utilisée pour la construction du East Coast Power et du chemin de fer Pulp & Mill par la Bishop Construction Company Ltd. Collection privée.

À la suite de problèmes financiers, de questionnements sur la viabilité du projet et sur les défis du relief géographique à surmonter, les travaux de construction tardent à débuter malgré les bonnes intentions de Sir Rodolphe Forget. Finalement, alors que les travaux se mettent en branle en 1910 et se poursuivent en 1911, on met de côté les plans d'électrification de la ligne. Des travailleurs de diverses nationalités, dont plusieurs survivent à la fièvre typhoïde tandis que huit meurent lors d'accidents causés par des explosions à la dynamite, sont payés 2\$ par jour pour construire la ligne.

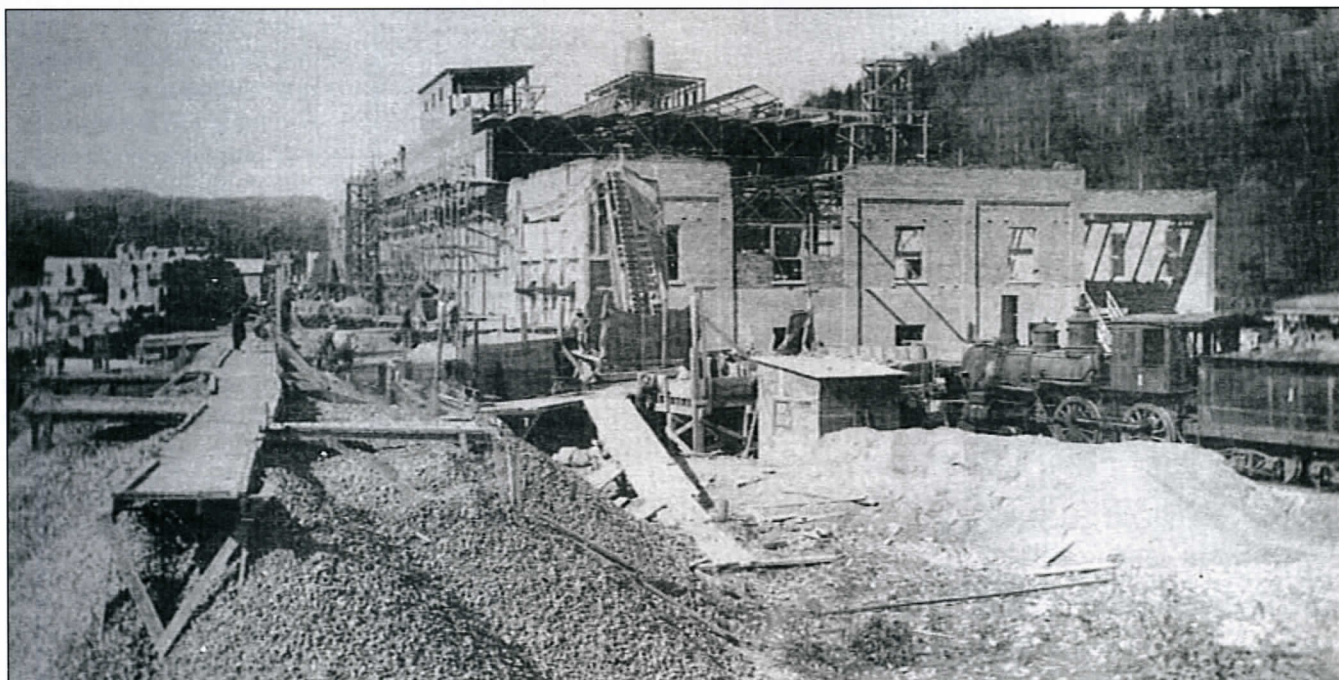
On creuse deux tunnels pour franchir des caps aux abords du fleuve, un de 131 m et l'autre de 71 m de longueur.

C'est à l'automne 1917 que le premier train à vapeur franchit la distance entre Saint-Joachim et Petite-Rivière-Saint-François. Le service vers Baie Saint-Paul est inauguré en juillet 1918 et vers La Malbaie, le 1er juillet 1919. Sir Rodolphe Forget n'a pas la chance de voir son projet terminé. Il décède six mois avant que la ligne n'atteigne La Malbaie.



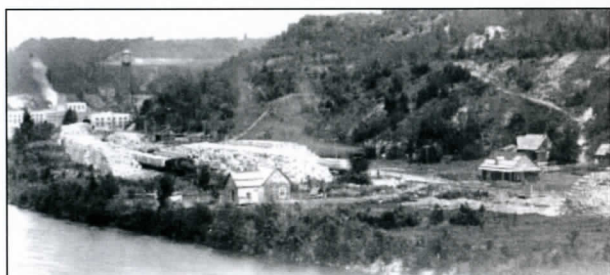
In another venture, Sir Rodolphe Forget built a paper mill at Nairn's Falls (Clermont) in 1909 (prior to the completion of the railway to La Malbaie). Forget also built an isolated railway to connect the paper mill to the port of Pointe au Pic where a boat connection was made. The water supply of the Malbaie River proved insufficient and the mill was later closed. In the 1920s brothers Timothy and Charles Donohue took over the assets and built a new paper mill, at least by then the rail connection had been made westward to Saint-Joachim and over the QRL&P to Quebec.

En 1909, avant de terminer la ligne ferroviaire vers Malbaie, Sir Rodolphe Forget construit un moulin à papier à la chute Nairne (Clermont), ainsi qu'un chemin de fer complémentaire pour joindre le moulin à papier au port de Pointe-au-Pic. L'approvisionnement en eau de la rivière Malbaie devenant avec le temps insuffisant, on décide de fermer le moulin. En 1920, les frères Timothy et Charles Donohue acquièrent la propriété et y construisent un nouveau moulin à papier alors que le lien ferroviaire se poursuit à l'ouest vers Saint-Joachim, puis vers Québec via le QRL&P.



Donohue Brothers paper mill at Clermont under construction in 1927. Note locomotive No. 1 to the right of the photo. Donohue collection.

Le moulin à papier des frères Donohue en construction à Clermont en 1927. À noter : la locomotive no 1 à droite sur la photo. Collection Donohue.

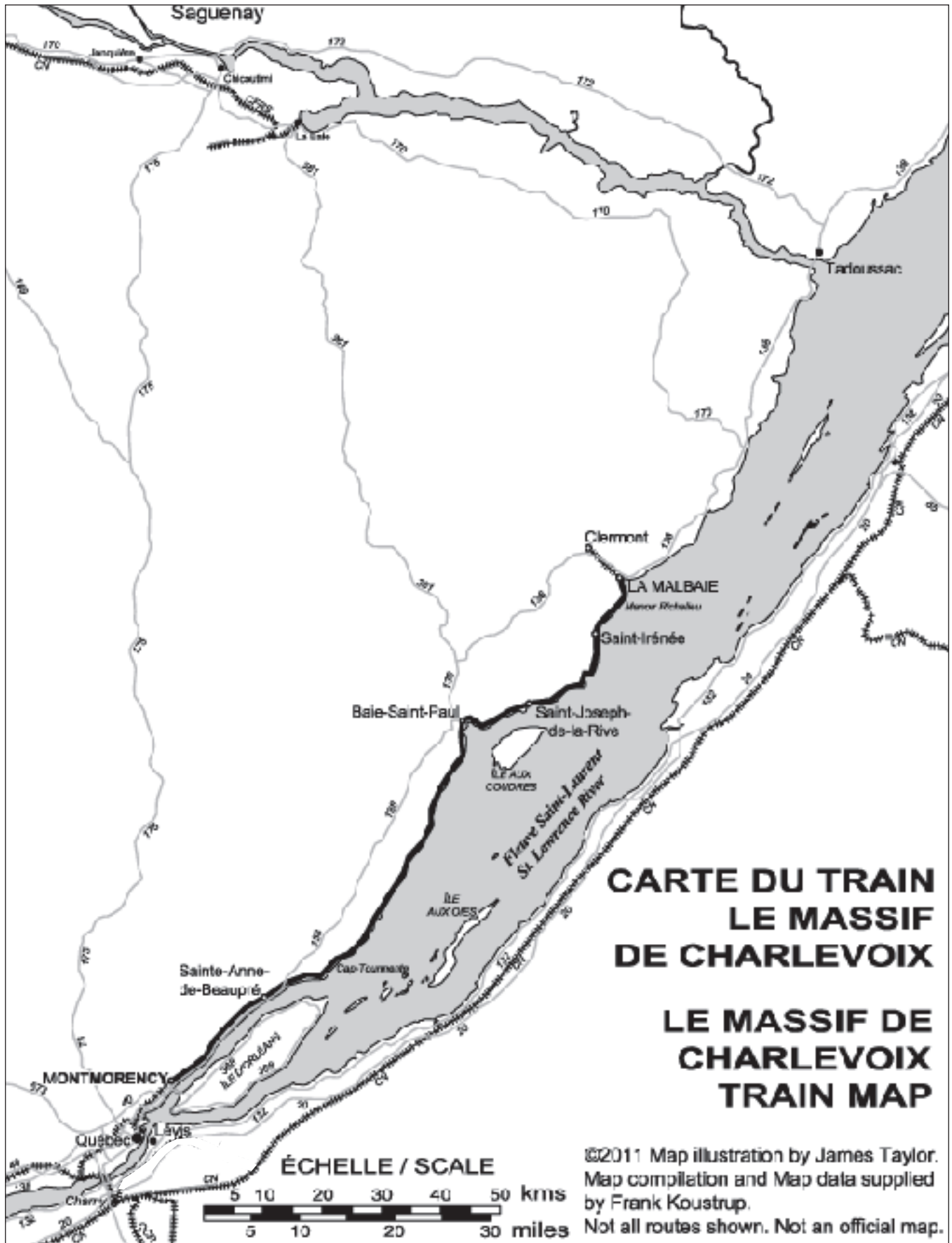


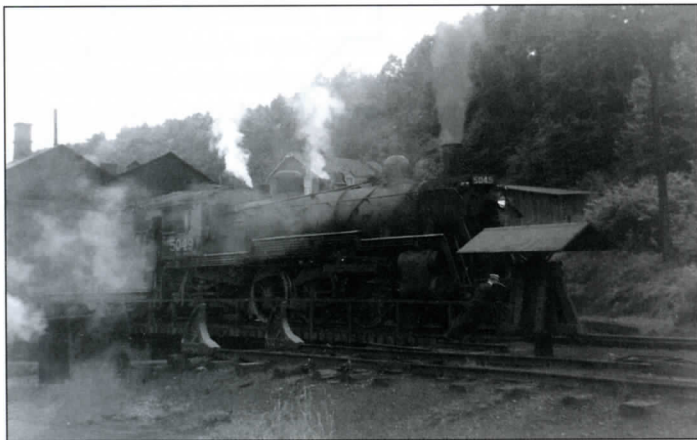
The Donohue paper mill in full operation around 1929-1930. Abitibi Consolidated collection.

Le moulin à papier Donohue fonctionnant à plein, autour de 1929-1930. Collection Abitibi Consolidated.

While the new railway made the communities located on the lower north-shore of the Saint Lawrence less isolated, there was never enough traffic to justify it as a business venture. On September 14, 1919 the Quebec and Saguenay Railway Company was sold to the Government of Canada. It was operated by contractors until clear title was obtained whereupon the Canadian National Railways took over operations on October 8, 1920.

Le nouveau chemin de fer contribue à faire sortir de leur isolement les communautés de la rive nord du Saint-Laurent mais il n'y a pas suffisamment de trafic pour un développement rentable des affaires. Le 14 septembre 1919, le chemin de fer de Québec et Saguenay est vendu au Gouvernement du Canada. Il est temporairement géré par les entrepreneurs jusqu'à ce que les titres soient transférés en faveur du Canadien National, qui en prend la relève le 8 octobre 1920.





Canadian National 4-6-2 Pacific type 5049 was first in the class of J-3-b locomotives (5049 – 5079) built by Montreal Locomotive Works in 1913. Here we see it on the Armstrong turntable at La Malbaie on August 10, 1956, it looks like one man is turning the engine singlehanded! Roger Cook (via Denis Fortier)

La 5049 du Canadien National, une 4-6-2 Pacifique, la première locomotive de la classe J-3-b (numérotées de 5049 à 5079). Elle fut construite par la Montreal Locomotive Works en 1913. La voici sur la plaque tournante de type Armstrong à La Malbaie. D'après la photo, il semble que la manœuvre de retournement se fasse grâce aux efforts d'un seul homme! Roger Cook, par Denis Fortier.

Derailments are nothing new on the Chemin de fer Charlevoix, This photo shows a 1920s event on a costal stretch of the line. Société d'histoire de Charlevoix.

Les déraillements sont choses courantes sur le Chemin de fer de Charlevoix. Cette photo en illustre qui s'est produit dans les années 1920 sur un tronçon côtier de la ligne. Société d'histoire de Charlevoix.



In 1929, The Quebec Railway Light and Power Company and the Government of Canada reached an agreement whereby steam trains operating on the former Quebec and Saguenay Railway would have trackage rights over the QRL&P giving them direct access into Quebec. In 1950 the QRL&P electric railway was sold to Canadian National Railways, the CNR now owned the entire 92 mile long railway from Quebec City through Charlevoix. The CNR ceased QRL&P electric interurban operation on March 15, 1959 and the Chemin de fer de la Bonne-Sainte-Anne passed into history.

En 1929, la Quebec Railway Light & Power Company et le Gouvernement du Canada concluent une entente permettant aux trains à vapeur du Chemin de fer Québec et Saguenay d'obtenir des droits de passage sur le QRL&P, permettant ainsi d'accéder à la ville de Québec. En 1950, le chemin de fer électrique du QRL&P est vendu au Chemin de fer du Canadien National. Le CNR contrôle désormais entièrement la ligne ferroviaire de 90 milles (148 km) entre Québec et Charlevoix. Il cesse cependant ses opérations sur le chemin de fer électrique interurbain le 15 mars 1959 et le Chemin de fer de la Bonne Sainte-Anne passe ainsi à l'histoire.

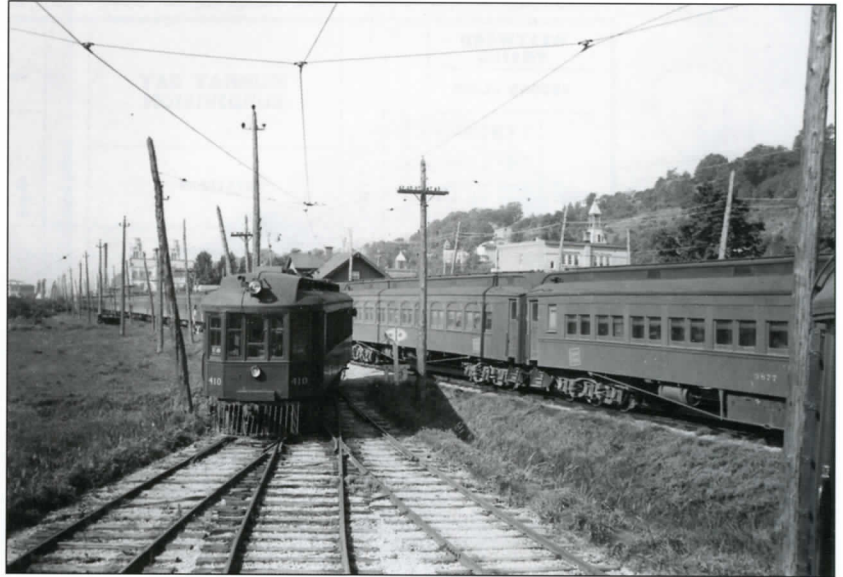


The last steam locomotive purchased by the QRL&P was No. 22, a 2-6-0 1928 product of Montreal Locomotive Works. It ended its existence at CNR's Val Royal scraping facility in 1949. Omer Lavallée, Ronald Ritchie collection.

La dernière locomotive à vapeur acquise par le QRL&P est la no 22, une 2-6-0 construite en 1928 par la Montreal Locomotive Works. Elle termine ses jours en 1949 à la cour de ferraille du CNR à Val-Royal. Omer Lavallée, collection Ronald Ritchie.

A 1951 view of QRL&P electric interurban 410, the car is out of service and parked on the three track stub switch outside the car barn at Saint Joachim. In the background, a Canadian National pilgrimage train sits awaiting the return trip to Quebec. Notice the spires of Sainte-Anne-de-Beaupré in the background. *Revue Sainte-Anne.*

*Photographiée en 1951, la voiture interurbaine no 410 du QRL&P, hors service, est stationnée à l'extrémité de l'aiguillage des trois voies à l'extérieur du hangar de Saint-Joachim. En arrière-plan, un train de pèlerins attend le signal de départ pour le retour vers Québec. À noter : les tours de Sainte-Anne-de-Beaupré au loin. *Revue Sainte-Anne.**



Canadian National passenger train bound for La Malbaie on November 11, 1950, was headed up by 4-6-0 1402. The photo was taken at Saint Joachim, junction of the QRL&P and the Canadian National Railways. CRHA Archives, Fonds Toohey 50-633.

Le 11 novembre 1950, le train de passagers du Canadien National en direction de La Malbaie est tracté par la locomotive 4-6-0 no 1402. La photo est prise à Saint-Joachim à la jonction de la QRL&P et du Canadien National. Archives ACHF, Fonds Toohey 50-633.

On that same day, Allan caught the Quebec bound Canadian National train at Montmorency Falls being hauled by QRL&P steeple cab 35. CRHA Archives, Fonds Toohey 50-641.

Le même jour, Allan a photographié à la chute Montmorency le train du Canadien National en direction de Québec, tracté par la locomotive électrique no 35 du QRL&P. Archives ACHF, Fonds Toohey 50-641.



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TIME TABLE No. 47, JUNE 14th, 1964

WESTWARD TRAINS				MURRAY BAY SUBDIVISION				EASTWARD TRAINS					
SECOND CLASS				Miles from Québec	Symbols	Stations	Office Signals	Car Capacity		SECOND CLASS		FOURTH CLASS	
Pagr. only	Pagr. Daily ex. Sun. and Mon.	173	175					Sidings	Other Tracks	Pagr. Daily ex. Sun.	Freight Daily ex. Sun.	176	522
				92.1	Z	CLERMONT			58				
				90.7	Z	WIELAND			82				
P.M. 5.00	A.M. 7.00			87.8	BWZ	LA MALBAIE	MA		YARD	P.M. 5.10			12.30
5.03	7.03			86.3	Z	GOLF			22	5.05			12.15
6.04	7.04			86.0	Z	POINTE AU PIC	ND		31	5.00			12.10
6.16	7.16			80.2	P	ST. IRENÉE			15	4.47			P.M. 11.55
6.28	7.28			74.6	P	CAP AUX OIES			32	4.35			11.40
6.40	7.40			67.8		LES ÉBOULEMENTS	NS		17	4.20			11.20
6.55	7.55			59.6	Z	BAIE ST. PAUL	NY	15	37	4.00			10.50
7.08	8.08			52.2		POINTE D'AULNE		44		3.47			10.28
7.10	8.10			51.3		MAILLARD				3.45			10.25
7.14	8.14			49.4	P	PETITE RIVIÈRE			13	3.42			10.20
7.25	8.25			43.8	P	LABATIS			27	3.31			10.05
7.30	8.30			40.8	P	SAULT AU COCHON				3.26			9.57
7.35	8.35			38.6	P	LES CAPS			13	3.21			9.50
7.51	8.51			29.8		CAP TOURMENTE				3.05			9.25
7.59	8.59			25.1	P	ST. JOACHIM		38		2.55			8.59
8.02	9.02			23.3	PZ	DONOHUE		34		2.52			8.47
8.05	9.03			23.0	Z	BEAUPRÉ	FC			2.51			8.45
8.07	9.10			20.6	Z	STE. ANNE CHURCH (Ste. Anne de Beaupré)	AC	41	58	2.45			8.34
8.15	9.18			15.6	P	CHÂTEAU RICHER			58	2.36			8.20
8.24	9.28			9.7	P	L'ANGE GARDIEN			25	2.26			8.05
8.32	9.37			5.6	Z	MONTMORENCY	GI		49	2.18			7.48
8.35	9.40			4.4		VILLENEUVE			54	2.14			7.43
8.39	9.44			2.8	PZ	GIFFARD		30	30	2.10			7.37
8.45	9.50			0.5	KWZ	LIMOILOU	V		YARD	2.05			7.30
				0.4		Jet. with St. Raymond Sub.							A.M.
8.55	10.00			0.0		Via St-Raymond Sub. LIMOILOU QUÉBEC	H			2.00			
P.M.	A.M.									P.M.			
Sun. only	Daily ex. Sun. and Mon.					Rules 41 and 44 applicable				Daily ex. Sun.			Daily ex. Sun.
173	175					Times at Québec are for information only and convey no authority on St. Raymond Sub.				176			522

SEE FOOTNOTES ON PAGE 13

In the 1970s, the Government of Quebec made major improvements to highway 138 traversing the Charlevoix region. This was a critical blow to the railway, in many ways it was no longer a viable alternative for passengers and in many cases, freight. Canadian National Railways operated passenger service on the Chemin de fer Charlevoix until April 30, 1977.

In the 1984 and 1985 tourist seasons, Jean Leblond operated a tourist train the 'Tortillard du Saint-Laurent' (the St. Lawrence slow train). Equipment consisted of a refurbished GP-9 and a series of rented GO double deck commuter cars. While some 102,000 passengers were carried in these two seasons, this was not enough to make it viable.

Dans les années 1970, le Gouvernement du Québec améliore sensiblement la route 138, qui traverse la région de Charlevoix. Cela a des répercussions négatives sur plusieurs plans pour le chemin de fer. Celui-ci n'est plus viable pour le transport des passagers et, dans plusieurs cas, pour le fret. C'est ainsi qu'après le 30 avril 1977, le Canadien National cesse tout service de trains passagers sur le Chemin de fer de Charlevoix.

Jean Leblond crée un train touristique, le Tortillard du Saint-Laurent, pour la saison estivale 1984, puis le service est reconduit à l'été 1985. L'équipement est constitué d'une locomotive GP9 remise à neuf et d'une série de voitures de train de banlieue à double niveau louées au GO-Transit de Toronto. Malgré un achalandage de 102,000 passagers pour les deux saisons, le projet s'avère non viable.

Ex CNR GP9u 4029 and GO Transit coaches are the train consist for Le Tortillard (the slow train) seen here at Pointe-au-Pic on July 30, 1985, in the first reincarnation of excursion passenger service on the Murray Bay Subdivision. Adrien D Astous.

Le Tortillard est composé de la locomotive GP9u no 4029 du CNR et de voitures coach du GO Transit. On l'aperçoit ici à Pointe-au-Pic en ce 30 juillet 1985. C'est une réincarnation du service passagers sur la subdivision Murray Bay. Adrien d'Astous.



Again in 1995 and 1996 another attempt was made to revive passenger service using two FP-9A locomotive and a set of coaches from VIA's blue fleet repainted into CN's green and gold paint scheme. Unfortunately this valiant attempt at providing passenger service on the Charlevoix line lasted only two years also. This train set subsequently wound up operating in St. Jacobs, Ontario. The two locomotives FP-9A 6508 and 6520, as well as coach 5529 are currently at the VIA Toronto Maintenance Centre awaiting shipment to West Coast Railway Heritage Park in Squamish, B.C. that purchased them. Snack coaches 3218 and 3223 were also purchased and are in service at WCRA in Squamish.

In 1993 Canadian National sold the line to the Chemin de fer Charlevoix, a subsidiary of the Quebec Railway Corporation. As the infrastructure gradually deteriorated, the resulting slow orders and derailments hampered the efficient movement of freight on the railway. While the Quebec Railway Corporation sold most of its holdings back to Canadian National in 2008, the Charlevoix Railway was acquired by "Train touristique de Charlevoix", a subsidiary of the Groupe Le Massif (lead by Daniel Gauthier, Chairman of the Board of Directors), on April 1, 2009. Freight trains continued to roll (slowly) until May 2010 when, yet another derailment caused Abitibi Bowater to switch to road transport for its paper products produced by its Clermont mill. Another customer, Solugaz, a propane distributor, faced the same situation, it decided to move its bulk distribution terminal from Clermont to Quebec, they used to handle over 100 tank cars per year.

Un nouveau service de trains passagers est expérimenté pour les saisons 1995 et 1996 : deux locomotives FP9-A et des voitures coach de Via Rail seront repeintes pour l'occasion dans l'ancienne livrée vert, or et noir du CNR. Malheureusement, ce noble effort pour offrir un service de trains passagers sur la ligne de Charlevoix ne survit lui aussi que deux ans. Le train est par la suite transféré pour le service à Saint-Jacobs, en Ontario. Les deux locomotives, FP9A nos 6508 et 6520, tout comme la voiture coach no 5529, reposent au centre d'entretien de Via Rail à Toronto, attendant leur transfert au West Coast Railway Heritage Park à Squamish, C.-B., qui en fait l'acquisition. Les voitures casse-croûte nos 3218 et 3233 sont aussi acquises par le WCRA à Squamish et sont déjà en service.

En 1993, le Canadien National cède la ligne du Chemin de fer de Charlevoix à une filiale de la Société du chemin de fer du Québec. La détérioration de l'infrastructure, le ralentissement de la circulation et les déraillements entravent l'efficacité du transport du fret sur ce chemin de fer. La Société du chemin de fer du Québec revend presque tous ses actifs au Canadien National en 2008. Le chemin de fer de Charlevoix est acquis, le 1er avril 2009, par Le Train touristique de Charlevoix, une filiale du Groupe Le Massif (sous l'initiative de Daniel Gauthier, président du conseil d'administration). Les trains de marchandises continuent à rouler (lentement) jusqu'en mai 2010, au moment où Abitibi Bowater décide de transférer sa production de papier du moulin Clermont au transport routier. Par ailleurs, un autre client, Solugaz, un distributeur de gaz propane, décide de déménager le gros de sa distribution du terminal de Clermont à celui de Québec, un trafic de 100 wagons-citernes par année.



This was the condition of the track on July 23, 2009. Frank Koustrup.
Un aperçu de la condition de la voie le 23 juillet 2009. Frank Koustrup.

Groupe le Massif, the purchaser of the line, obtained a grant of \$18.4 million from the Province of Quebec and the Federal Government to upgrade the infrastructure. As well, when it purchased the railway, a fifteen year agreement, worth \$ 3 million, was negotiated with CN for trackage rights to haul freight over the soon to be upgraded line. Freight operations in the meantime were operated by 'Les services ferroviaires de l'Estuaire'. Planned improvements started in 2009 and were completed in 2011. Some 22,000 ties were changed, rails were replaced, 25 bridges and 86 culverts were repaired, the railway was brought back up to standards.

Despite the upgrade, the last freight train operated from Clermont on May 19, 2011. Abitibi Bowater had switched to road transport for their products and did not want to revert back to rail. Daniel Gauthier had other plans – to create a 'high end' dinner train, which would carry tourists along the scenic route to his Le Massif ski resort and Manoir Richelieu Hotel and casino.

Le Groupe le Massif, l'acquéreur de la ligne, obtient une subvention de 18,4 millions de dollars du Québec et du Gouvernement fédéral pour restaurer l'infrastructure. Lorsque le Groupe acquiert le chemin de fer, une entente de 15 ans d'une valeur de 3 millions de dollars est négociée avec le CN pour des droits de passage de trains de marchandises sur la voie rénovée. Pendant ce temps, le transport du fret est géré par Les services ferroviaires de l'Estuaire. Les améliorations de la voie s'étalent sur les années 2009, 2010 et les travaux sont terminés en 2011. On

change plus de 22,000 traverses, on remplace les rails et on répare 25 ponts et 86 caniveaux. La ligne est ainsi ramenée à un niveau standard.

En dépit de l'amélioration de la voie, le dernier train de marchandises quitte Clermont le 19 mai 2011. Pour Abitibi Bowater, qui transfère le transport de sa production à la route, il n'est pas question d'un retour au rail. Daniel Gauthier a d'autres idées, il veut créer un train avec un service de repas haut de gamme qui transportera des touristes le long de chemin panoramique jusqu'à son centre de ski Le Massif ainsi qu'au casino et à l'hôtel Manoir Richelieu.



Contractor ballasting track on the Chemin de fer Charlevoix during the up-grade work in 2010. Denis Fortier.

Un entrepreneur installe du ballast sur le Chemin de fer de Charlevoix pendant la restauration de la voie en 2010. Denis Fortier.

Daniel Gauthier

Daniel Gauthier was born on September 2, 1959 and was a life-long friend and associate of Guy Laliberté. In a 1982 partnership, they formed a troupe of young performers to perform at the 'fête foraine de Baie-Saint-Paul'. The 'high heels club' was included in the performance, actors on stilts, original music, the crowd went crazy! Fast forward to 1984, the troupe performs at the 450th anniversary celebrations honouring Samuel de Champlain's founding of Quebec. With an original program and music, colourful costumes, no animals, this was the origin of le Cirque de Soleil, Quebec's first internationally acclaimed circus.

Today the circus employs over 2000 people and has seven permanent performing sites around the world. It all started with the imagination of Daniel Gauthier and Guy Laliberté at Baie-St-Paul! Daniel Gauthier has committed to invest \$ 230 million in the Charlevoix region, including the purchase of the Manoir Richelieu Hotel, the Le Massif ski resort, the Charlevoix railway and the creation of the new Charlevoix dinner train, as well as other ventures!

Sources:

Chemin de fer de la Bonne-Sainte-Anne - Omer Lavallée - CRHA
 Revue d'histoire de Charlevoix, mars 2006 - Denis Fortier
 A Statutory History of the Steam and Electric Railways of Canada
 Wikipedia, the on-line encyclopedia
 Dictionary of Canadian Biography Online
 The Square Mile, Donald MacKay, published by Douglas & McIntyre 1987
 Canadian Trackage Guide, 2012 Edition, published by the Bytown Railway Society

Daniel Gauthier

Daniel Gauthier est né le 2 septembre 1959. Il est depuis longtemps un ami et un associé de Guy Laliberté. Le 7 avril 1981, ils fondent le Club des talons hauts, une troupe de jeunes acteurs talentueux montés sur des échasses, accompagnée d'une musique originale. C'est le délire dans la foule! La troupe est d'ailleurs à l'origine de la Fête foraine de Baie Saint-Paul (1982-1984). En 1984, la troupe participe aux fêtes du 450e de la découverte du Canada par Samuel de Champlain. C'est le début du Cirque du Soleil, avec une musique originale, des costumes colorés et l'absence d'animaux. Le premier cirque québécois acclamé sur la scène internationale.

Aujourd'hui, ce cirque emploie plus de 2000 personnes et possède sept sites de spectacle autour du monde. Tout a commencé dans l'imagination de Daniel Gauthier et de Guy Laliberté à Baie Saint-Paul! Daniel Gauthier a investi 230 millions de dollars dans la région de Charlevoix, incluant l'achat de l'hôtel Manoir Richelieu, du centre de ski Le Massif, du Chemin de fer de Charlevoix, du nouveau train ainsi que d'autres projets!

Sources:

Chemin de fer de la Bonne-Sainte-Anne, Omer Lavallée-ACHF
 Revue d'histoire de Charlevoix, mars 2006, Denis Fortier
 A Statutory History of the Steam and Electric Railways in Canada
 Wikipédia, la libre encyclopédie en ligne
 Dictionary of Canadian Biography Online
 The Square Mile, Donald MacKay, publié par Douglas & MacIntyre en 1987
 Canadian Trackage Guide, édition de 2012, publié par le Bytown Railway Society

A Beautiful New Train in the Charlevoix

By Frank Koustrup

Translation Denis Vallières

Photos and information Denis Fortier

On September 9, 2011, the Le Massif de Charlevoix train made its first regular-service run from Montmorency Falls to La Malbaie. The inaugural run for dignitaries and journalists occurred on September 6, 2011.

Un train magnifique dans Charlevoix

Par Frank Koustrup

Photos et informations par Denis Fortier

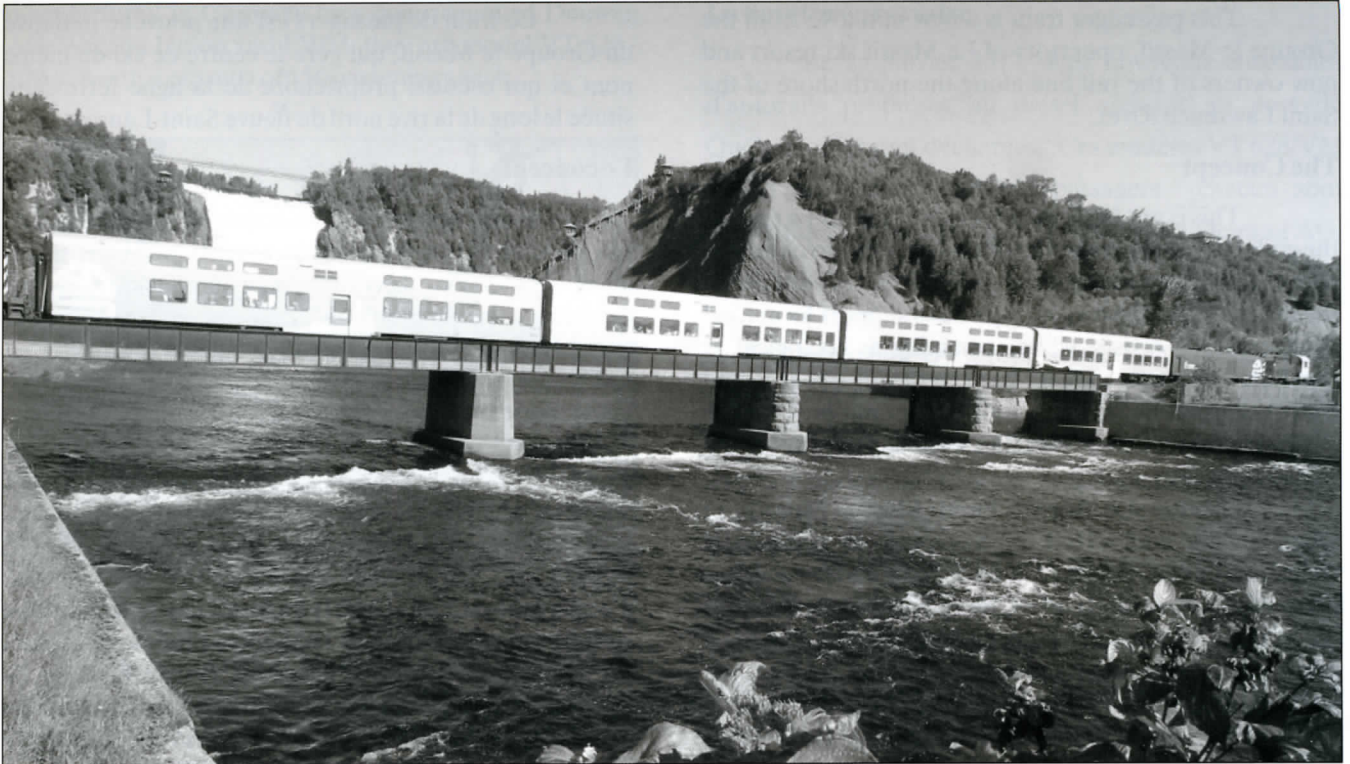
Traduction par Denis Vallières

En ce 9 septembre 2011, le train Le Massif de Charlevoix effectue son premier trajet régulier entre le Parc de la Chute-Montmorency et La Malbaie. Le voyage inaugural, en présence des dignitaires et de journalistes, a eu lieu quelques jours au paravant, c'est-à-dire le 6 septembre.



Engineers Joël St-Amant and Tanis Paterson are ready for departure on the inaugural run. Denis Fortier.

Les mécaniciens Joël Saint-Amant et Tanis Paterson sont prêts pour le départ inaugural. Denis Fortier.



The train crosses downstream from Montmorency Falls.

Le train circule au pied de la chute Montmorency.

Upon arrival at Pointe-au-Pic near La Malbaie, passengers are whisked off for a bus tour while the train is serviced for the return trip and supper.

À l'arrivée à Pointe-au-Pic près de La Malbaie, les passagers sont dirigés vers un autocar pour une visite touristique pendant que dans le train, on se prépare pour le service du souper pendant le retour.



The Charlevoix Tourist Train arrives at the Pointe-au-Pic station where the passengers detrain and are transported by bus to the Manoir Richelieu Hotel and Casino. There they spent a few hours before returning to board the train for the return trip to Montmorency Falls, near Quebec. Denis Fortier

Le train touristique de Charlevoix arrive à la gare de Pointe-au-Pic, d'où les voyageurs sont transportés à bord d'autocars vers le casino et l'hôtel du Manoir Richelieu. Après quelques heures, ils retourneront à bord du train pour le retour vers le Parc de la Chute-Montmorency près de Québec. Denis Fortier.

This passenger train is a new initiative from the Groupe le Massif, operators of Le Massif ski resort and now owners of the rail line along the north shore of the Saint Lawrence River.

The Concept

This is not basic rail transportation, nor a run-of-the-mill rail tourist train: the intention is to surround you with the stunning scenery and gastronomic experience of the Charlevoix. The company plans to support local food producers and artists, while remaining as ecological as possible. They want to make the Charlevoix a year-round tourist destination, to bring travellers in not only for the winter ski and summer vacation seasons but also for the rest of the year.

Groupe Le Massif hired Michel Morelli of Quebec City and CROI of Saguenay to completely transform eight former bi-level commuter coaches originally operated on the Chicago & North Western Railway in Chicago. The upper level seating has been removed creating a spectacular open area. As well, the windows have been enlarged, with plans for special lighting and projections on the ceiling. Each table includes an iPad that presents information about assigned seats, the surrounding areas, and the current location of the train. Music has been composed for the journey. The overall multimedia experience is a legacy of Daniel Gauthier, Chairman of Groupe le Massif and a founding member of Cirque du Soleil.

The Itinerary

The train closely follows the Saint Lawrence River, right along the shore in most places. Much of this area is not accessible by road. The scenery rivals any east of the Rockies, and compares well to Lake Superior's north coast and the south-shore highway to Gaspé.

In 2011, the train departed from Montmorency at 10 a.m. After Sainte-Anne-de-Beaupré, the tracks continue along the river through the Cap Tourmente wildlife preserve, a main migration route for snow geese, after which the highway heads inland. The rail route offers unique views of Île-aux-Coudres, ships travelling in the river, and wildlife. The train arrived at La Malbaie at 1:30 p.m. and departed at 4:30 reaching Montmorency at 8 p.m.

Considering that the fare includes both a multi-course lunch and supper designed by Jean-Michel Breton, the executive chef of the landmark Manoir Richelieu in La Malbaie, the \$249 ticket price seems remarkably reasonable.

The Rail Shuttle

On January 25, 2012, two new sets of diesel powered, self-propelled, rail shuttle vehicles arrived at the Port of Quebec and were unloaded. These were

Ce train de passagers est une nouvelle initiative du Groupe le Massif, qui gère le centre de ski du même nom et qui est aussi propriétaire de la ligne ferroviaire située le long de la rive nord du fleuve Saint-Laurent.

Le concept

Il ne s'agit pas ici d'un trajet ferroviaire régulier, pas plus que d'un banal train touristique, mais plutôt d'une immersion dans un décor fantastique et une expérience gastronomique, propres à la région de Charlevoix. L'entreprise songe d'ailleurs à appuyer les fournisseurs locaux de denrées ainsi que les artistes tout en demeurant le plus écologique possible. On veut que Charlevoix devienne une destination touristique non pas uniquement pour le ski l'hiver ou pour les vacances estivales, mais toute l'année.

Le Groupe Le Massif retient les services de Michel Morelli, de Québec, ainsi que du Centre de réalisation d'outils innovateurs (CROI) de Saguenay pour modifier les huit voitures de train de banlieue, utilisées auparavant sur le chemin de fer Chicago & North Western de Chicago. Les sièges du deuxième niveau sont retirés et les fenêtres agrandies, puis on conçoit un système d'éclairage et de projection à effets spéciaux au plafond. À chaque table, un iPad donne des informations selon les places assignées, l'environnement extérieur et la position du train sur le parcours. Une musique est composée spécialement pour le voyage. L'ensemble de l'expérience multimédia est une production de Daniel Gauthier, président du Groupe Le Massif et membre fondateur du Cirque du Soleil.

L'itinéraire

Le train suit étroitement la rive du Saint-Laurent sur presque tout le parcours; il circule à des endroits où il n'y a aucun accès par la route. Le paysage rivalise avec tout ce qui est à l'est des Rocheuses et se compare à celui de la côte nord-ouest du lac Supérieur, ou encore, à la route de la rive sud en direction de Gaspé.

En 2011, le train quitte la chute Montmorency à 10 h. Après Sainte-Anne-de-Beaupré, la voie suit la rive du fleuve à travers la réserve naturelle de Cap Tourmente, le couloir qu'empruntent les oies sauvages lors de leurs migrations et où la route converge vers l'intérieur des terres. La voie ferrée offre des vues uniques de l'Isle-aux-Coudres, des bateaux voguant sur le fleuve ainsi que de la flore et de la faune de la région. Le train arrive à La Malbaie à 13 h 30 et retourne à 16 h 30 vers Montmorency, où il arrive à 20 h.

Le prix, 249 \$, semble plus que raisonnable si l'on considère qu'il comprend un dîner de plusieurs couverts en plus d'un souper élaboré par le chef Jean-Michel Breton du Manoir Richelieu à La Malbaie.

manufactured in Germany by a consortium of Deuwag AG, Waggon Union and FWM, they are model VT 628 / VM 928 with a capacity of 150 passengers each.



Collection Denis Fortier

These vehicles have been widely used in commuter service in Europe since 1980 and are known for their easy access and low fuel consumption. The units cost \$ 3M and are owned by the Société de gestion des équipements publics de Charlevoix.

The trains will be put into regular service in June 2012 between Baie-Saint-Paul and Petite-Rivière-Saint-François, a distance of about 20 Km. where a gondola ride will take passengers from the railway to the Le Massif ski resort. Later, a new hotel in Baie-Saint-Paul will add another destination for railway travellers. No similar vehicles are currently operating in the Province of Quebec, the shuttle sets are currently undergoing testing before being placed into service.

Railway Equipment

Locomotives

The Le Massif de Charlevoix operates two Montréal Locomotive Works (MLW) RS-18 locomotives, numbers 1868 and 1821, each providing 1800 horsepower. According to the 2011 Canadian Tracksides Guide, the history of these locomotives is as follows:

- 1821 – MLW serial number 81616, built May 1957, model RS-18-3b
 - ex-New Brunswick East Coast (NBEC), number 1821, 2009
 - ex-Canadian Pacific (CP) number 1821, April 1998
 - originally CP RS-18, number 8741, August 1984
- 1868 – MLW serial number 82473, built June 1958, model RS-18-3b
 - ex-NBEC 1868, 2009; ex-CP 1868, April 1998
 - originally CP RS-18, number 8792, mechanical upgrades, and lowered nose for better visibility, August 1984

La navette ferroviaire

Le 25 janvier 2012, deux nouveaux ensembles d'autorails propulsés au diesel arrivent au port de Québec, où ils sont déchargés. Ces modèles VT 628/VM 928 d'une capacité de 150 passagers chacun sont construits en Allemagne par le consortium Deuwag AG, Waggon Union et FWM

Ces véhicules sont largement utilisés pour le service de banlieue en Europe depuis 1980 et sont réputés pour leur accès facile et leur faible consommation de carburant. Les unités coûtent trois millions de dollars et sont la propriété de la Société de gestion des équipements publics de Charlevoix.

Ces trains seront mis en service en juin 2012 entre Baie-Saint-Paul et Petite-Rivière-Saint-François (20 km), où un téléphérique amènera les passagers vers le centre de ski Le Massif. Plus tard, un nouvel hôtel à Baie Saint-Paul ajoutera une autre destination possible pour les voyageurs du rail. Il n'y a pas d'équivalent de ces voitures au Québec. Elles sont actuellement à l'essai avant leur mise en services.

Le parc ferroviaire

Les locomotives

Les trains du Massif de Charlevoix utilisent deux locomotives RS-18 construites par la Montréal Locomotive Works (MLW) et numérotées 1821 et 1868, chacune développant une puissance de 1800 cv. Voici l'historique de chacune selon le guide Canadian Tracksides de 2011 :

- No 1821 : No de série MLW 81616, modèle RS-18-3b, construite en mai 1957
 - Ex-New-Brunswick East Coast (NBEC). no 1821, jusqu'en 2009
 - Ex-Canadien Pacifique (CP) no 1821, jusqu'en avril 1998
 - À l'origine : RS-18 du CP no 8741, jusqu'en août 1984
- No 1868 : No de série MLW 82473, modèle RS-18-3b, construite en juin 1958
 - Ex-NBEC no 1868, jusqu'en 2009
 - À l'origine : RS-18 du CP no 8792, jusqu'en août 1984. Cette locomotive a connu quelques améliorations techniques, dont l'abaissement du devant (nez) afin d'offrir une meilleure visibilité.



Denis Fortier



Collection Denis Fortier

Groupe Le Massif purchased both locomotives in 2009 and repainted them in July 2011.

Le Groupe Le Massif acquiert les deux locomotives en 2009 et les repeint en juillet 2011.

Service cars

Fourgons



Denis Fortier

Two service cars house Caterpillar generators that power the coaches, kitchens, and doors; provide space for baggage; and backup cold storage for the kitchens.

Deux fourgons abritent des génératrices de courant électrique Caterpillar pour alimenter les voitures coach et les cuisines. On y trouve aussi un espace pour les bagages et une pièce réfrigérée au service des cuisines.

Stan's Photo Gallery

MAY – JUNE 2012

By Stan Smaill

French Version, Michel Lortie

Introduction

The history of the Charlevoix Railway is a fascinating story of not one, but as many as seven railway rebirths! From the ambitious beginnings of the Quebec, Montmorency and Charlevoix Railway, through the interurban era of the Quebec Railway Light and Power Company, the CNR years and finally the present day short line / tourist railway, 'Le Chemin de fer Charlevoix' it has seen many a metamorphosis! This Photo Gallery transcends many of these periods in the history of one of Quebec's most scenic and fascinating railways. En Voiture!

Les photos de Stan

MAI – JUIN 2012

Par Stan Smaill

Version française : Michel Lortie

Avant-propos

L'histoire des chemins de fer de Charlevoix est des plus intéressantes, car il s'agit non pas d'une seule histoire, mais de sept renaissances! Au tout début, ce fut le Québec Montmorency & Charlevoix Railway. Après, ce fut l'époque des tramways électriques de la Québec Railway Light & Power. Ensuite, la tutelle du Canadien National. Il y eut aussi de nombreuses tentatives pour en faire un chemin de fer touristique. Puis ce fut le Chemin de fer de Charlevoix, pour le transport des produits forestiers. Enfin, de nos jours, le train touristique de Charlevoix. Cette collection de photos vous fera revivre quelques-unes de ces périodes, le tout en traversant l'un des plus beaux paysages du Québec. En voiture!



Some of the earliest colour images of the Charlevoix Railway are from the postwar era when the rail enthusiasts discovered the CNR traction line on the lower St. Lawrence, the famous Québec Railway Light & Power Railway. In this image from the 1950s, Forster Kemp has lensed the regular CNR passenger train for La Malbaie eastbound at Montmorency Falls, Québec, while a Q.R. L. & P electric car of the 450 series awaits clearance to run west to St. Paul Street station in Québec City. That's the Dominion Textile plant in the background, another venture of Rodolphe Forget. CRHA Archives, Fonds Kemp.

Les premières photos en couleurs du Chemin de fer de Charlevoix datent de l'après-guerre, alors que les amateurs se sont intéressés aux trains électriques de la Québec Railway Light & Power. Sur cette photo, prise par Foster Kemp en 1950, le train de passagers du CN file en direction de La Malbaie alors que la navette électrique pour Québec attend en gare de Montmorency l'autorisation de quitter la gare. L'usine à l'arrière-plan, maintenant démolie, était celle de la Dominion Textile, une autre des entreprises de Rodolphe Forget. Archives ACHF, fonds Kemp.



It's March 15, 1959, the last day of electric operation on the QRL&P. The Canadian Railroad Historical Association chartered cars 401 (Ottawa 1902) and 105 (Barney and Smith 1889) to commemorate the event. With mid-winter conditions prevailing, car 105 sports double windows, white flags and an 'extra' destination sign as it sits 'in the hole' near Saint Anne station. Both cars are preserved at Exporail and await restoration. CRHA Archives, Fonds Angus 1810.

Par une triste journée d'hiver, le 15 mars 1959, l'ACHF a nolisé un convoi spécial pour souligner la fin du tramway électrique sur les rails de la QRL & P. Les voitures 401 (Ottawa 1902) et 105 (Barney et Smith 1889) sont sur la voie d'évitement près de la gare de Sainte-Anne-de-Beaupré. La 105 est munie de fenêtres doubles en raison du froid. Ces deux voitures sont conservées au Musée Exporail en attendant d'être remises à neuf. Archives ACHF, fonds Angus 1810.

Steam shots on the isolated portions of the extremely scenic coastal segments of the CNR Murray Bay Subdivision are rare. Back in September 1976, the St. Lawrence Valley Railway Society operated a two day excursion from Montreal to La Malbaie, Quebec, using CNR U1f 4-8-2 6060. In the regular steam era, CNR 4-8-2 s did not operate on the Murray Bay Sub. On September 26, 1976 CNR 6060 performed a runpast for the faithful at Petite-Rivière-St. Francois. Earl Roberts.



Il y a très peu de photos de locomotives à vapeur en pleine action dans les magnifiques paysages de la région de Charlevoix. Cette photo, prise en septembre 1976 lors d'une excursion de deux jours organisée par la St-Lawrence Valley Railway Society, entre Montréal et La Malbaie, nous montre la 4-8-2 U1f 6060 du CN effectuant un passage photo à Petite-Rivière-St-François. Les locomotives de cette taille n'étaient pas utilisées sur cette ligne à l'époque de la vapeur. Earl Roberts.



For a few years, after steam and before Rail Diesel Cars (RDC), the Murray Bay train service was handled by CNR GMD-1 class diesel locomotives. Here 1026 (a freight locomotive), is followed by an almost new steam generator car, which provided steam heat to the following coaches. Train 176 is standing at Ange Gardien under the QRL&P trolley wire en route to La Malbaie. Ronald S. Ritchie.

Durant quelques années, entre la fin de la vapeur et l'arrivée des autorails Budd RDC, le CN a utilisé des locomotives Diesel de type GMD-1 pour tracter ses trains de passagers entre Québec et La Malbaie. Ces locomotives, prévues pour le service des marchandises, devaient être accompagnées d'un wagon avec génératrice pour chauffer les wagons passagers. Ici, la 1026 avec un tel wagon traverse le village de l'Ange-Gardien sous les fils électriques du QRL & P. Ronald S. Ritchie.

Montmorency Falls, some forty years after the Ritchie shot was taken, shows the unlikely image of rebuilt ex CNR passenger FP9 6305 eastbound for La Malbaie in July 1995. The second short lived tourist train operation featured two former CNR 6500 series F units and an ex CNR streamlined passenger train painted in the beautiful '1954' green, black and yellow paint scheme. Stan J. Smaill.

Les spectaculaires chutes Montmorency apparaissent à l'arrière-plan de cette photo montrant la FP9 6305, anciennement du CN. Deux de ces locomotives, repeintes aux anciennes couleurs des années 1950 (vert, noir et jaune), étaient utilisées avec d'anciens wagons du CN comme train touristique en 1995, entre Québec et La Malbaie. Malheureusement, cette initiative fut de courte durée. Stan J. Smaill.





Looking for all the world like a reincarnated CNR Super Continental from 1955, FP9u 6306 accelerates the La Malbaie tourist train eastward at Ste. Anne in July 1995. The twin spires of the famous Ste Anne Shrine rise in the background . For many years, under the CNR regime, Ste Anne de Beupre was known as 'Ste. Anne Church' on the Murray Bay Subdivision of Canadian National Railways. Stan J. Smail.

En juillet 1995, la FP9u 6306 tracte le train touristique en direction de La Malbaie, traversant le village de Sainte-Anne de Beupré. On voit les deux clochers de la fameuse basilique à l'arrière-plan. L'apparence de ce train nous ramène aux belles années du fameux Super Continental du CN de 1955, à l'époque où le CN appelait cette ligne Murray Bay Subdivision. Cet endroit était appelé Ste-Anne Church. Stan J. Smail.

Operating in push-pull mode, the La Malbaie tourist train crosses the causeway at St. Irene in July 1995. FP9u 6305 brings-up the rear as the train heads eastward. With the headlight extinguished, the nineties tourist train could easily be a CNR passenger train from the nineteen-fifties. With the issuance of the 1962 Uniform Code of Operating Rules, daylight display of locomotive headlights became mandatory in Canada. Stan J. Smail.



En juillet 1995, le train touristique traverse le village de Saint-Irénée. La FP-9u 6305 est à l'arrière du train alors qu'une autre locomotive du même type est à l'avant. On ne retournait pas le train à La Malbaie, on revenait avec l'autre locomotive à l'avant. Avant 1962 et l'adoption du code uniformisé des règlements ferroviaires, les locomotives n'étaient pas tenues d'allumer le phare avant en plein jour; c'est pourquoi on pourrait penser que cette photo date des années cinquante! Stan J. Smail.



Train time at Baie St. Paul ! Quebec Railways train dispatcher Daniel V. Drouin is about to inspect the passage of the eastbound La Malbaie tourist train back in July 1995. For a time, the train dispatching of the former CNR Murray Bay Subdivision was handled from the rudimentary station building at Baie St. Paul. In the CNR years, Baie St. Paul had been a train order office whose call letters were NY. Stan J. Smail.

Le train touristique arrive à la gare de Baie-Saint-Paul en juillet 1995. Le chef de gare, Daniel V. Drouin, est en train d'en faire l'inspection. Pendant un certain temps, alors que le chemin de fer était connu comme étant la subdivision Murray Bay du CN, la répartition des trains se faisait à partir de cette petite gare un peu rudimentaire, dont les lettres d'identification étaient NY. Stan J. Smail.

In 1995, freight service on the Charlevoix Railway was provided between Clermont and Limoilou, Quebec using a pair of ex CNR GMD SW1200RS units. In July 1995, Quebec Railways SW1200RS 1323 and an unidentified sister have the local freight westbound for Limoilou at Montmorency Falls. Stan J. Smail.

En 1995, le service des marchandises sur le chemin de fer de Charlevoix était assuré, entre Clermont et Limoilou, par deux locomotives de manœuvre de type GMD SW1200 RS rachetées d'occasion du CN. Elles tractent un train de marchandises à Montmorency en direction ouest vers Limoilou. Stan J. Smail.





February 2007, and CRC GP15 1510 has the local freight westbound for Limoilou, Quebec on a beautiful winter day in the Bas St. Laurent region. Cut lumber and paper traffic from the mill at Clermont is the sustaining business for the Charlevoix Railway at this point in time. Michel Lortie.

Le train de marchandises du CFC passe à Pointe-au-Pic par une froide journée de février 2007. Les wagons couverts, chargés de papier journal, alternent avec les wagons chargés de bois d'œuvre, les deux seules marchandises transportées par ce chemin de fer à l'époque. Les deux locomotives sont des GP-15 de location qui ont probablement déjà appartenues à Conrail. Michel Lortie.

GP15 1509 has bulkhead lumber cars in tow as she climbs the grade from the Abitibi paper mill to the yard at Clermont, Quebec in March 2007. Once assembled, 1509's train will be westbound for Limoilou, Quebec. Michel Lortie.



En mars 2007, la GP-15 de location no 1509 peine à monter la pente entre le moulin de papier Abitibi Bowater et la gare de triage de Clermont. Elle est allée atteler à son train de wagons de bois d'œuvre des wagons couverts chargés de papier journal. Le train ainsi complété va pouvoir continuer sa route vers Québec. Michel Lortie.



Photos of the Abitibi Bowater's mill switcher, a former Alco-MLW S4 are uncommon, but in February 2007, Michel Lortie found her complete with cut down cab handling CN paper boxes from the yard at Clermont to the mill on the La Malbaie River. Michel Lortie.

En février 2007, le moulin de papier Abitibi Bowater fonctionne encore à plein régime. Sa locomotive de manœuvre est venue chercher des wagons couverts à la gare de triage de Clermont pour les amener au moulin situé sur l'autre rive de la rivière Malbaie. Michel Lortie.

Ex CPR RS18 1868 has the Massif tourist train eastbound for Clermont on August 10, 2011, after having detrained passengers at Pointe Au Pic. Le Massif is the third attempt to provide a tourist passenger rail service on the former CNR Murray Bay subdivision. Michel Lortie.

Après avoir débarqué ses passagers à la gare de Pointe-au-Pic, le train touristique de Charlevoix traverse La Malbaie et se dirige vers la gare de triage de Clermont où il sera ravitaillé en prévision du souper gastronomique qui sera servi aux passagers lors du trajet de retour. Michel Lortie.





Ex CPR RS18 displays perhaps the fifth paint scheme of her long career as she crosses the causeway at St. Irénée on August 10, 2011 bound for Pointe au Pic with the Le Massif tourist train. Like its CNR inspired predecessor from the nineteen ninties, Le Massif operates with a locomotive at each end of the train. Michel Lortie.

Le train touristique de Charlevoix, composé de quatre wagons de passagers et d'un fourgon générateur d'énergie encadré d'une locomotive Alco RS-18 à chaque extrémité, traverse le village de St-Irénée. Lavoie suit la berge du fleuve St-Laurent qui est protégée des marées par un muret de grosses pierres. Michel Lortie.

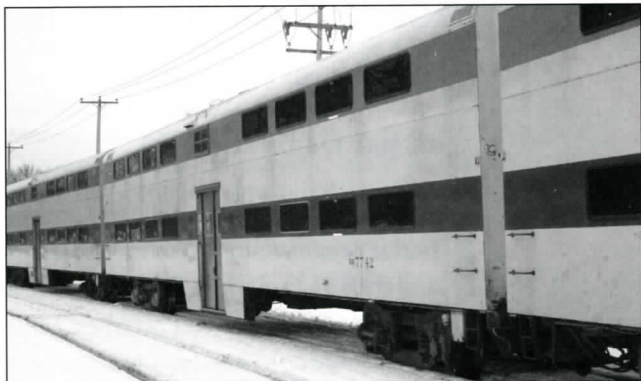
Shuttle operations of Le Massif will be in the charge of self propelled cars built in Germany by Deuwag AG, Waggon Union and FWM. Two sets of these vehicles are presently on the property and will enter service in June 2012 along the scenic coastal section of the railway between Baie St. Paul and Petite Rivière St. François. Collection Denis Fortier.



Voici les nouvelles navettes devant assurer le service de la station de sports Le Massif. Elles ont été construites en Allemagne par les firmes Deuwag AG, Waggon Union et FWM. Deux de ces rames d'atorail ont été acquises et doivent entrer en service entre Baie-Saint-Paul et Petite-Rivière-Saint-François en juin 2012. Collection Denis Fortier.

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Coaches



Built by Pullman Standard, the bi-level coaches spent many years in commuter service on the Chicago & North Western (CNW) and later Metra lines in Chicago. The first photo shows the cars arrived in Quebec for rebuilding, the second photo shows the rebuilt cars in service. Denis Fortier.

Construites par Pullman Standard, les voitures coach à deux niveaux ont été utilisées pendant plusieurs années sur le réseau de trains de banlieue du Chicago & North Western (CNW) et plus tard sur les lignes Metra à Chicago. La première photo illustre les voitures arrivant à Québec pour subir leurs transformations et la seconde photo, les voitures reconstruites, en service.

Eight restored coaches:

- Six cars can carry 68 passengers.
- Two cars with control cabs can carry 60 passengers and are adapted for people with restricted mobility.

Our thanks to Denis Fortier of our Charny Division for the information and photos for this article.

Nos remerciements à Denis Fortier de notre division Charny pour les informations et les photos pour cet article.

Sources:

- Schedules, rates, and more information:
 - <http://www.lemassif.com/en/train/>
 - <http://www.lemassif.com/fr/train/>
- Base map from Carte routière, version 1990, Ministère des Transports du Québec, Les Publications du Québec
- “A Charlevoix Rail Cruise”, Ken Aiken, Montreal Gazette, September 17, 2011; <http://www.montrealgazette.com/>
- History: http://en.wikipedia.org/wiki/Charlevoix_Railway and http://www.lemassif.com/en/train/experience/convoi?clid=CJ_X-bnTuKsCFYbsKgodFWrwhw#tab-3
- On-the-spot observations: Denis Fortier, member CRHA/ACHF 4870
- Equipment: Canadian Trackage Guide 2011, Bytown Railway Society, Ottawa

Voitures coach



Huit voitures coach restaurées :

- Six voitures ayant une capacité de 68 passagers chacune.
- Deux voitures avec cabine de conduite ayant une capacité de 60 passagers chacune avec aménagements pour les passagers à mobilité réduite.



Sources:

- Horaires, prix et information :
 - <http://www.lemassif.com/en/train/>
 - <http://www.lemassif.com/fr/train/>
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- « A Charlevoix Rail Cruise », Ken Aiken, Montreal Gazette, 17 septembre 2011; http://www.montrealgazette.com
- Histoire : http://en.wikipedia.org/wiki/Charlevoix_Railway et http://www.lemassif.com/eb/train/experience/convoi?clid=CJ_X-bnTuKsCFYbsKgodFWrwhw#tab-3
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- Parc ferroviaire : Canadian Trackage Guide 2011, Bytown Railway Society, Ottawa.

VIA Schedule Change Furor

By Douglas N. W. Smith

Translation Denis Vallières

On January 24, 2012, VIA issued a new system timetable. While such occurrences over the last few years has been of little significance beyond changing an arrival time here or a departure time there, this change introduced major changes in the Montreal-Ottawa-Toronto triangle. Most controversial was the discontinuance of Montreal-Toronto trains 68 and 69, the last trains of the day that departed each city after 1800. The change was especially hard on Cornwall as the last train departing westbound each day from Montreal now leaves at 1540, making the last departure from Cornwall for Toronto at 1651.

Those wanting to conduct a day's business, shopping or recreation in Montreal from for the likes of Brockville, Kingston, Belleville, Cobourg or Oshawa have to be fast as the last westbound departure from Montreal to these points now leaves at 1600. Not only does this shorten the time in Montreal by over two hours, but train 659 operates via Ottawa adding over 90 minutes to the journey time.

VIA put a positive spin on the change, by announcing that it was increasing the frequency of the Montreal-Ottawa and Ottawa-Toronto services with one additional daily departure. In effect, what VIA has done is take a Montreal-Toronto through train and split it into these two new services. For Ottawa the most beneficial change is a pair of non-stop Ottawa-Toronto late afternoon express trains. Their three hour 57 minute schedule is the fastest schedule one ever (okay by two minutes), but it is the first real demonstration that the hundreds of millions of dollars the federal government is investing in the Montreal-Ottawa-Toronto triangle in new track, signals, and grade crossing protection will better trip times. VIA claims that the changes will add 100,000 passengers to their carryings a year.

VIA President Marc Laliberte came under fire at an appearance before the Kingston Chamber of Commerce on February 14th for the loss of the late afternoon departures from Montreal. Deflecting the criticism, he said that the schedules could be changed again depending upon demand adding, "It doesn't mean it will stay that way forever."

Changements draconniens dans l'horaire de Via Rail

Par Douglas N. W. Smith

Traduit par Denis Vallières

Le 24 janvier dernier, Via Rail publie son nouvel horaire. Il y a eu peu de changements dans les horaires des dernières années et ils se limitaient généralement à des modifications mineures des départs et arrivées. Mais cette dernière grille horaire amène des changements importants pour le triangle Montréal/Ottawa/Toronto. Il y a controverse en ce qui concerne l'élimination des trains 68 et 69, qui partaient de leurs villes respectives après 18 h. Ce changement affecte particulièrement Cornwall, puisque que le dernier train en provenance de Montréal quitte dorénavant Cornwall pour Toronto à 16 h 51.

Ceux qui, en partance de Brockville, Kingston, Belleville, Cobourg ou Oshawa, désirent se rendre à Montréal pour affaires, pour des sorties récréatives, pour magasiner, sont contraints de prendre le dernier départ à 16 h. Non seulement cela réduit le temps de séjour à Montréal, mais le train 659 via Ottawa ajoute 90 min à l'horaire.

Via Rail a présenté ce changement sur une note positive en affirmant que cela augmentait la fréquence du service de Montréal/Ottawa et Ottawa/Toronto en ajoutant un départ quotidien. En fait, Via Rail a scindé le train Montréal/Toronto en deux nouveaux départs, Montréal et Ottawa. Le changement le plus avantageux pour Ottawa est la création de deux départs d'express entre Ottawa et Toronto en fin d'après-midi. Leur trajet de 3 h 57 est le plus rapide qui n'ait jamais existé (de deux minutes), mais cela démontre que les centaines de millions de dollars du gouvernement investis dans le triangle Montréal/Ottawa/Toronto en de nouvelles voies, en signaux et passages à niveau devraient améliorer le temps de parcours. Via Rail affirme que ces changements ajouteront 100 000 passagers par année.

Marc Laliberté, le président de Via Rail, a été vivement critiqué lors de son apparition devant la chambre de commerce le 14 février dernier à la suite du retrait du départ en fin d'après-midi de Montréal. En réponse, il a dit que les horaires pourraient être à nouveau remaniés en fonction de la demande ajoutant : « Ça ne signifie pas que ces changements sont permanents. »

Displaying several scars stemming from its ten plus years of service to VIA Rail Canada, Erie-built P42DC engine 918 turns to face a strong mid-winter sun near MP2.0 Beachburg Subdivision as it leads daily except Saturday and Sunday Montreal to Toronto train 55 away from Ottawa Station on January 21, 2012. In three days VIA will implement a new passenger schedule on its Corridor route through the Nation's Capital that will increase the number of westbound 'through' trains operating mostly daily except Saturday between Montreal and Toronto via Ottawa from three to five, with the addition of trains 657 and 659. Raymond Farand.



Affichant quelques cicatrices après 10 ans de service et plus pour Via Rail Canada, la locomotive P42DC no 918, construite à Erié, fait face à un soleil radieux de mi-hiver près du mille 2.0 de la subdivision Beachburg, tandis qu'elle est en tête du train quotidien sauf samedi et dimanche 55 entre Montréal et Toronto, passé la gare d'Ottawa, en ce 21 janvier 2012. Dans trois jours, Via appliquera un nouvel horaire pour le Corridor, qui aura pour effet d'augmenter de trois à cinq les départs quotidiens de la capitale nationale en direction ouest, excepté le samedi, entre Montréal et Toronto via Ottawa, avec l'ajout des trains 657 et 659. Raymond Farand.



After rolling to a stop five minutes 'off the advertised', Train 55 has received both passengers and a fresh crew and is now on schedule as it departs Ottawa Station at 12:25 on January 24, 2012. Seen here approaching Controlled Location Ottawa West on the North Track at MP0.74 Beachburg Subdivision, the gleaming train strikes a classic pose as it negotiates around the tight 7° left-hand curve located at the west end of Ottawa Station. At this point in their journey passengers seated in the right-side coach seats are being treated to an excellent view of Ottawa's downtown skyline, with those having a sharp-eye able to identify the roof of the Peace Tower on Parliament Hill. Raymond Farand.

En ce 24 janvier 2012, après un arrêt de 5 min, le train no 55 a reçu ses passagers et une nouvelle équipe de bord. Il manœuvre maintenant pour un départ à l'heure, c'est-à-dire 12 h 25, de la gare d'Ottawa. On l'aperçoit approchant le contrôle d'Ottawa Ouest sur la voie nord au mille 74 de la subdivision Beachburg. Le train étincelant affiche une pose classique au moment où il négocie la courbe gauche de 70 à l'extrémité ouest de la gare. Les passagers assis du côté droit peuvent apercevoir les gratte-ciel du centre-ville et ceux ayant une vue plus perçante peuvent déceler le toit de la Tour de la paix sur la colline Parlementaire. Raymond Farand.

Train 657, with the engine VIA 915 leading, makes an on-time departure from Ottawa Station at 15:13 during its inaugural run from Montreal to Toronto on January 24, 2012. This new daily except Saturday offering by VIA Rail provides additional 'through' train service between Montreal and Toronto via Canada's Capital City. Train 657 replaces train 635 that operated a similar early afternoon schedule between Montreal and Ottawa, with the equipment cycling west to Toronto on train 49 later the same day. Train 657 has fewer stops west of Ottawa than that of discontinued train 49, with evening train 659 making most of the local stops along the route for passengers travelling to intermediate destinations east of Toronto. Train 59 that departs Ottawa an hour and ten minutes ahead of train 659 now provides 'express' service to Toronto Union Station. Raymond Farand.



Le train no 657 avec sa locomotive Via no 915 exécute un départ à l'heure de la gare d'Ottawa à 15 h 13 à l'occasion de son voyage inaugural de Montréal vers Toronto en ce 24 janvier 2012. Ce nouveau départ quotidien, excepté samedi, offert par Via Rail procure un nouveau service entre Montréal et Toronto via la capitale canadienne. Le train no 657 remplace le no 635, qui offrait un service similaire en après-midi entre Montréal et Ottawa conjointement avec le train no 49 vers Toronto. Le train no 657 fait moins d'arrêts que le défunt train no 49, mais le no 659 en soirée fait par contre les arrêts locaux le long du parcours pour les passagers à destination de localités à l'est de Toronto. Le train no 59, qui part d'Ottawa une heure et dix plus tôt que le train no 659, offre un service express vers la gare Union de Toronto. Raymond Farand.

Corridor		Corridor					
MONTRÉAL → OTTAWA →		→ TORONTO					
TRAIN	KM	51	55	657	59	659	
DAYS / JOURS		x6,7		x6	x6		
CLASS / CLASSE							
Montréal, QC	0	DP 0620	0955	1250	1455	1600	
Dorval, QC	± 19	0643	1019	1314	1518	1623	
Coteau, QC	63						
Alexandria, ON	100	0735	1115	1402	1603	1715	
Casselman	140		1139 ^c	1427 ^c			
Ottawa	187	AR 0821	1210	1458	1651	1801	
Fallowfield	187	DP 0836	1225	1513	1706	1816	
Smiths Falls	253		0856	1245	1532	1836	
Brockville	298		0923			1907	
Gananoque	343		0952	1347	1632	1941	
Kingston	378	AR 1031	1435	1713		2020	
Napanee	415	DP 1035	1439	1717		2023	
Belleville	451		1523			2105	
Trenton Jct. (Quinte West)	470					2116 ^c	
Cobourg	520		1146	1830		2145	
Port Hope	531						
Oshawa	581		1634	1909 ^d		2224	
Guildwood	612		1241	1653		2242	
Toronto	633	AR 1257	1716	1943	2103	2257	

Montréal
Ottawa
Toronto

No local service between Montréal and Dorval or Ottawa and Fallowfield or Guildwood and Toronto.
Pas de service local entre Montréal et Dorval, Ottawa et Fallowfield ainsi qu'entre Guildwood et Toronto.

c Reservations are required at least 40 minutes before the train departure from its original station for a stop at Casselman or at Trenton Jct.
Pour un arrêt à Casselman ou à Trenton Jct., les réservations sont requises au moins 40 minutes avant le départ du train de sa gare d'origine.

d Stops to detrain only.
Arrête pour laisser descendre seulement.

☐ Checked baggage available on this train at certain stations only. For more information, please call VIA Rail (1 888 942-7245) or visit our web site (viarail.ca).
L'enregistrement des bagages est offert pour ce train à certaines gares seulement. Pour plus d'information, veuillez appeler VIA Rail (1 888 942-7245) ou visiter notre site Web (viarail.ca).

Seat assignment in Economy class on trains 51, 657 and 659.
L'assignation des sièges en classe Économie pour les trains 51, 657 et 659.

Corridor		Corridor			
TORONTO → OTTAWA →					
TRAIN	KM	50	54	656	
DAYS / JOURS		x7	x6	x6	
CLASS / CLASSE					
Toronto	0	DP 0640	0925	1620	
Guildwood	21	0658			
Oshawa	51	0717	0958		
Port Hope	101				
Cobourg	113	0751	1031		
Trenton Jct. (Quinte West)	163				
Belleville	182	0825			
Napanee	217				
Kingston	254	AR 0905	1139		
Gananoque	290	DP 0909	1143		
Brockville	335		1003	1243	
Smiths Falls	380		1033		
Fallowfield	430		1059	1342	
Ottawa	446	AR 1115	1359	2017	
Casselman	493	DP 1130	1414	2032	
Alexandria, ON	533		1225	1508	
Coteau, QC	570		1530 ^e		
Dorval, QC	± 614	1309	1554	2202	
Montréal, QC	633	AR 1328	1612	2220	

No local service between Toronto and Guildwood, Fallowfield and Ottawa or Dorval and Montréal.
Pas de service local entre Toronto et Guildwood, Fallowfield et Ottawa ainsi qu'entre Dorval et Montréal.

c Reservations are required at least 40 minutes before the train departure from its original station for a stop at Casselman.
Pour un arrêt à Casselman, les réservations sont requises au moins 40 minutes avant le départ du train de sa gare d'origine.

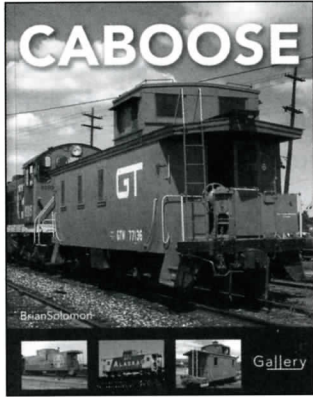
e Stops to detrain on Fridays only.
Arrête le vendredi pour laisser descendre seulement.

Book Reviews

CABOOSE

By Brian Solomon

Reviewed by Ken Goslett



Brian Solomon has become a very prolific author of late with his railroad book series for Voyageur Press. These volumes vary in size from small “Gallery” photo books to large coffee table sized works with detailed text in addition to pictures. This review will cover three of the most recent releases, “Caboose”, “Modern Diesel Power” and

“Electro-Motive E-Units and F-Units”.

Let’s begin with “Caboose”, self-evidently a collection of caboose photos with brief text at the start of each its four chapters. These are entitled “Classics”, “Bay-Windows”, “Wide-Vision” and “Odds and Ends”.

Within “Classics” one expects photos of wood sheathed and early steel cabooses and such is largely the case. Photos are well reproduced in both black & white

and colour and include both American and Canadian examples of caboose cars. Curiously, Canadian National’s modern Pointe-St-Charles cabooses, built in the 1970’s, are included in the “Classic” section as are the Cape Breton & Central Nova Scotia’s second hand examples of the same cars. These cabooses are hardly ‘classics’ and in fact appear elsewhere in the book in the “Wide-Vision” chapter.

Equally odd, is the inclusion of a Central Vermont wood sheathed in the “Wide-Vision” section. Otherwise, the chapter divisions are sensible with good coverage of bay window cabooses and in “Odds and Ends” the reader gets to see some truly bizarre transfer cabooses.

Canadian readers will find examples of cabooses belonging to BC Rail, Canadian National, Canadian Pacific, Ontario Northland, Quebec Cartier and Toronto Hamilton & Buffalo. Photos are clear and sharp providing good detail for modellers. Even hard to find overhead views are included. Perhaps the book would be most fun to look at with a young child while pointing out the different colours and shapes of the cabooses.

CABOOSE

ISBN 978-0-7603-3942-8

Published by Voyageur Press

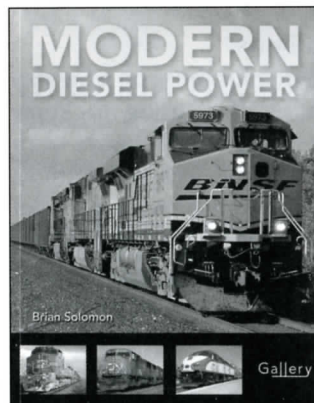
192 pages, portrait format, 6 1/2" X 8" size, soft cover

Price: 21.99 plus GST, plus postage

MODERN DIESEL POWER

By Brian Solomon

Reviewed by Ken Goslett



Moving on to “Modern Diesel Power” we find a Gallery book of the same 6” by 8” vertical format with soft covers. Within its 192 pages are more than 200 beautiful colour photographs of North American diesel locomotives built since 1980.

The two major builders of freight units, General Electric and Electro-

Motive, are each awarded a long chapter while a third chapter highlights passenger locomotives and a fourth details modern diesel switchers.

A short text begins each chapter and is followed by excellent, varied locomotive photos. Detailed captions

provide the bulk of the information in the book and give date, place and background highlights for each image. Photos are very well reproduced with the caveat that red tones have been boosted, exaggerating that colour somewhat.

The section on passenger locomotives has ample coverage not merely of the diesel units of Amtrak and VIA but also of the myriad of jellybean-shaped commuter engines popular throughout the continent. Some unusual genset and rebuilt locomotives are depicted in the “Switcher” chapter although here the author only scratches the surface of modern developments.

There is much to interest Canadians in “Modern Diesel Power”. Abundant photos show the modern GE and EMD locomotives of Canadian National, Canadian Pacific and VIA. Go Transit makes an appearance in the photos as does AMT, Montreal’s commuter agency.

MODERN DIESEL POWER

ISBN 9780 7603 3943-5

Published by Voyageur Press

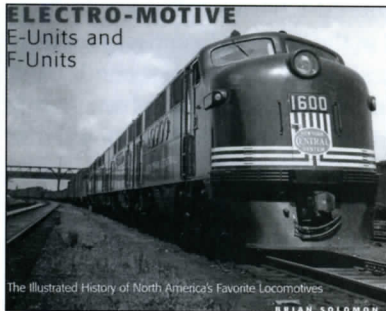
192 pages, portrait format, 6 1/2" X 8" size, soft cover

Price: 21.99 plus GST, plus postage

ELECTRO-MOTIVE E Units and F Units

By Brian Solomon

Reviewed by Ken Goslett



In "Electro-Motive E-Units and F-Units", the third of our review samples, author Solomon takes a more serious approach to his subject giving us a landscape format 9" by 11" hard cover book that matches

text and photographs in equal amounts.

The subject is the first generation cab units from Electro-Motive, the locomotive subsidiary of the General Motors Corporation. These are identified as the twelve-wheeled E-Units intended to lead streamlined passenger trains and the eight-wheeled F-Units designed for freight service. Solomon calls the two types 'North America's Favorite Locomotives' and while that claim might be debatable, thanks to GM's styling department they were the handsomest cab units on the continent.

Not merely good looking, the GM cab units were prolific. While Solomon does not offer a roster nor production totals for the GM cab units, a quick look at the 'Diesel Spotter's Guide' shows more than 8900 units produced by the LaGrange, Illinois and London, Ontario plants. This is no small topic!

Electro-Motive E-Units and F-Units contains some wonderful historic images from Richard Neumiller, Jim Shaughnessy and the author's father Richard Jay Solomon. In both black & white and colour these depict

EMD cab units on the point of streamliners or toiling against strings of boxcars.

Canadian subjects appear in only a few photos. One very nice image shows the CP Rail train #2 pulling into Calgary behind an FP9, while another illustrates VIA #1 at Field BC. A mediocre time exposure shows one of CPR's three E-units at Brownville Junction Maine.

In addition to chapters on 'E-Units' and 'F-Units' the volume also includes three other sections, one devoted to the unique New Haven FL9 cab units, another to 'Repurposed F-Units' and a final one to 'Executive E-Units and F-Units'. The first of these, on the FL9, allots 16 pages to a locomotive model that sold only 60 examples. Clearly, the FL9 was a favorite locomotive of the author's. The 'Repurposed' chapter highlights rebuilds, repowerings and conversions of both A and B-units.

Finally the book concludes with a look at the EMD cab units employed as power for executive trains on the continent's major carriers. Painted in deluxe colour schemes and kept scrupulously clean, these executive locomotives are the pride of their owner railroads and the delight of railfans.

Electro-Motive E-Units and F-Units is packed with thoroughly researched text as evidenced by its comprehensive bibliography at the end of the volume. It's an enjoyable read as well as a feast for the eyes. All it lacks is a roster or tabular production history. But those are available elsewhere. There is much to enjoy.

ELECTRO-MOTIVE E Units and F Units

ISBN 9780 0 7603 4007-3

Published by Voyageur Press

Landscape format, 9" X 11" size, hard cover

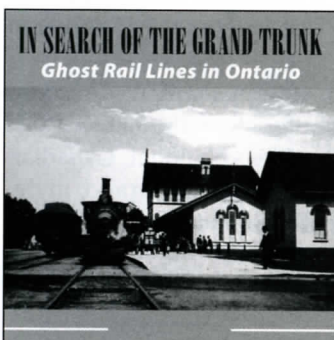
Price: \$ 49.99 plus GST, plus postage

IN SEARCH OF THE GRAND TRUNK:

Ghost Rail Lines in Ontario

By Ron Brown

Reviewed by Douglas Smith



This oddly titled book presents brief histories of abandoned steam and electric radial lines in the province. I say oddly titled as it covers many more lines than those with just a Grand Trunk provenance such as the Lake Erie & Detroit River, Canada Southern, New York Central,

Toronto, Grey & Bruce, Toronto Suburban and Lake

Huron & Northern Ontario Railways.

The book provides information for those on a Sunday drive or ramble along a rail trail wanting to know something about the abandoned railways that have been converted into hiking trails or the bridges and stations now sadly without any tracks. Besides providing a brief rail history, data is provided on community history and nearby tourist attractions. Photographic coverage is limited to present day scenes of stations which have found other uses and abandoned rights of way. There are some very rudimentary maps showing rail lines in different regions of the province.

This work appears to be a compilation of the material present in Mr. Brown's earlier two volume set entitled Ghost Railways of Ontario. If you have the earlier volumes, there is no need to purchase this one. If you don't have these volumes or are looking for a book to keep in the car for ready reference, this is the one to have.

One other comment – Mr. Brown writes as if the entire railway industry in Ontario is on its last legs. While many miles of track have been abandoned, these were primarily branch and secondary lines. The main lines of Canadian Pacific and Canadian National are carrying more tonnage than ever, which is reflected in the present day railway industry making the largest profits in its history. Unlike the impression given by Mr. Brown, the iron horse is not ready for the knackers. It remains a most dynamic part of the transportation and logistics business

in the country – something which should be celebrated and a point that writers should convey a public which knows far too little about the dynamic present day railway industry.

IN SEARCH OF THE GRAND TRUNK

ISBN

Published by

256 pages, 55 black and white photos, soft cover

Price \$25.95 plus GST, plus postage

A LINE THROUGH THE HILLS

By Jay Underwood

Reviewed by Douglas Smith



One of the most famous physical features of the old Intercolonial Railway was the so-called Grecian Bend, a twisting line of passage through the Cobequid Mountains west of Truro, Nova Scotia.

While the line could have been built on a much shorter alignment, lobbying by industrialists backing the Londonderry Iron Works and

their political ‘friends’ was responsible for the ultimate choice of route of this segment of Canada’s eastern transcontinental railway.

The author traces the various routes that could have been used and the backroom dealings that lead to the choice of the final alignment.

The book contains a number of historical and contemporary photos illustrating both engineering details and general construction views, prominent figures in the story and a very limited number of train operations. Several maps are included to orient the reader.

A LINE THROUGH THE HILLS

By Jay Underwood

ISBN 978-09687714-7-1

Published by Penny Dreadful Press

138 pages, landscape format, 8 1/2" X 11" size, soft cover

Price:

THROUGH THE WINDOW OF A TRAIN

Edited by Barbara Lange

Reviewed by Douglas Smith



This is a book that looks more at the social side of railroading than of nuts and bolts. It contains both true stories and fiction, and even a little railway poetry.

Divided into four sections the book recounts stories of people who worked for the railway, family members of railway workers, and travelers. The last section deals with history and folklore.

Many of the tales date back to the steam era. One is struck reading the book about how much the railway was part of the life of all Canadians. While there are stories from as far afield as Nova Scotia and British Columbia, many are from Manitoba – a province that does not often figure in the written chronicle of railway events. There are stories from those who worked in the Transcona shops, on steam train in northwestern Ontario, on the Prairie Dog Central, a history of the Greater Winnipeg Water District, tales from the summer excursion trains which once carried thousands to Winnipeg’s lake districts.

THROUGH THE WINDOW OF A TRAIN

Edited by Barbara Lange

ISBN 978-0-88887-391-0

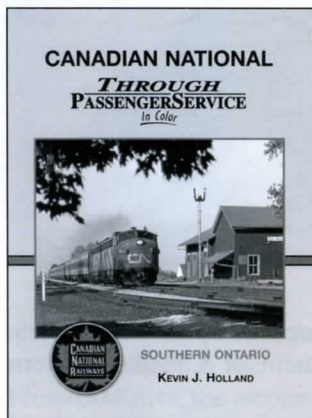
276 pages, portrait format, 6" X 9" size, soft cover

Price: \$ 19.95 plus GST, plus postage

CANADIAN NATIONAL THROUGH PASSENGER SERVICE

by Kevin J. Holland

Reviewed by Lorne Perry



Morning Sun has done it again! Another high quality hard-cover all-colour book devoted to aspects of Canadian railways; not the first to be authored and designed by Kevin Holland. The era covered is approximately 1950 until VIA took over in 1978, and sticks to its descriptive title.

Narrative text is brief and to the point, providing

some perspective for the large number of well-presented photos. Captions are extensive, pertinent and accurate. The Contents page outlines the scope: Southwestern Ontario (66 pages), le Champlain (6 pages), Tempo (16 pages), Turbo (8 pages), Toronto-Montreal (16 pages)

and To Northern Ontario (9 pages).

The change in colour schemes is well detailed pictorially, and the changing philosophy of CN management through that era, as well as the innovative “experiments” in equipment, schedules, fares and on-board services are highlighted. You can’t say that CN didn’t give passenger its best shot and a fair trial. But the stark realities of the balance sheet led directly to restructuring under VIA Rail Canada.

As I leaf through a photo book, I like to single out an image or two that especially catch my eye and linger in memory. Such are the wonderfully-lit shot of an image-perfect train at Burlington ON in 1972 (page 65) and a train in profile with foreground cemetery, west of London in 1974 (spread 32-33). The latter seems to suggest where CN passenger was headed, unless rescued.

A fine addition to a bookshelf dedicated to railroading.

CANADIAN NATIONAL THROUGH PASSENGER SERVICE

ISBN 1-58248-330-2

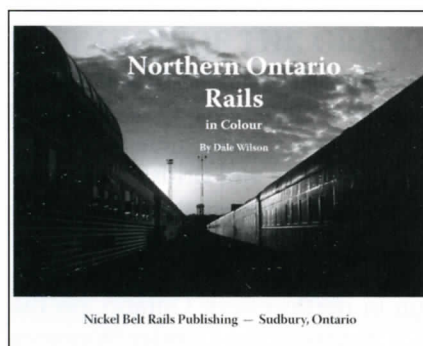
Published by Morning Sun Books Inc.

128 pages, portrait, 8 1/2" X 11" size, hard cover
price: \$59.95 plus GST, plus postage

NORTHERN ONTARIO RAILS IN COLOUR

by Dale Wilson

Reviewed by Lorne Perry



Dale Wilson is well known for championing the railways in the area North of the Great Lakes, and their history. The traditional (and uninforme d) image of rails in Northern Ontario

perceives them as primarily a bridge to somewhere else; and as one crosses the "bridge" the view is mostly trees. This volume challenges that perception. Among other things it highlights the diversity of the countryside, the variety of freight originating in the territory and the range of local and long-distance routes, past and present.

The front cover shows a striking sunset view of two

passenger trains (one being the Canadian) being serviced, probably at Sudbury. Another shot that caught my eye (page 101) looks like it could be of an elaborately scenedecked model railroad. The angle is high, from the top of a building, and the background seems as if it could be a painted backdrop. It shows VIA's Canadian crossing a Sudbury main street.

The book is divided into sections covering particular parts of the territory from west of Montreal and north of Toronto to the head of the lakes, CP close to the Great Lakes, and CN mostly well to the North. Each section includes short text and a map for easy orientation. The era covered is 98% post-steam, and along the way the many colour schemes and train patterns are well-chronicled.

The back cover features an aerial view of a CP container train snaking through the timberlands close to Lake Superior. Such double-stackers remind me of a mobile Great Wall of China.

NORTHERN ONTARIO RAILS IN COLOUR

ISBN 0-920356-18-4

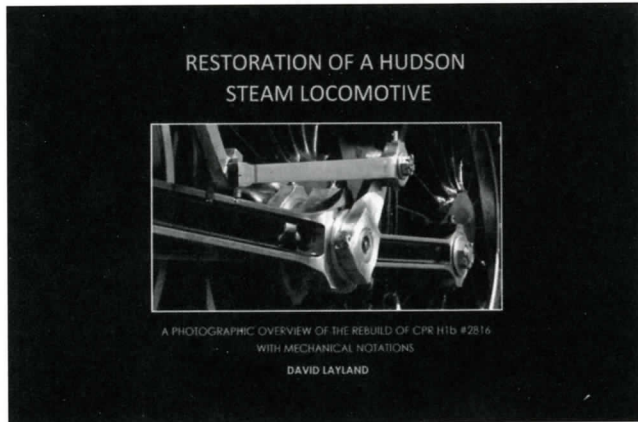
Published by Nickel Belt Rails Publishing

130 pages, landscape format, 8 1/2" x 11" size, soft cover
\$55.00 plus GST, plus postage

RESTORATION OF A HUDSON STEAM LOCOMOTIVE

By David Layland

Reviewed by Peter Murphy



This book is a photographic overview of the rebuilding of Canadian Pacific Railway's H1b No. 2816. The book is divided into essentially four chapters:

Introduction
The restoration
Testing and inaugural run
In service

By far the majority of the book is devoted to the restoration of 2816. Through over a hundred clear colour photos, diagrams, etc. the restoration process is tracked from start to finish. The restoration of numerous individual components is also included, not just the boiler and major elements.

The last 40 pages are devoted to the inaugural test runs and the 2816 in service. Dozens of excellent colour photos track the 2816 as it performs its 'Empress' function for the CPR.

Anyone who is interested in the inner workings of a steam locomotive should have this book on their shelf!

RESTORATION OF A HUDSON STEAM LOCOMOTIVE

ISBN 978-0-9868367-0-1

Published by David Layland

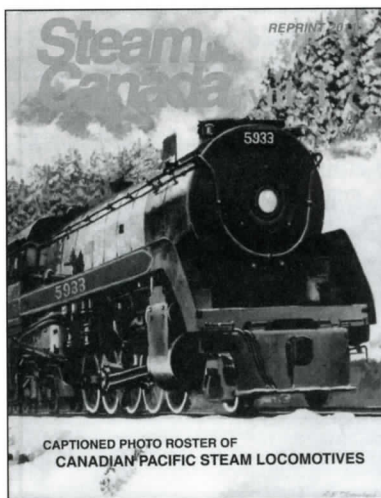
144 pages 6" X 9" size, landscape format, soft cover

Price \$ 25.00 plus GST, plus postage

STEAM IN CANADA - VOLUME 1

By Donald C. Lewis

Reviewed by Peter Murphy



This book is billed as a 'Captioned Photo Roster of Canadian Pacific Steam Locomotives'. The work was first published in 1984, this edition is expanded with more information and photos. In 160 pages, 224 black and white photographs and numerous side elevation drawings, the author

works his way through the CPR steam locomotive roster in 1945 / 47 by Whyte classification. Some 26 classes and more than 100 sub-classes of steam locomotives are listed. There is a 4 page concise roster included, it does not give the disposition of the units.

This is not an authoritative volume on CPR steam, it is intended as a guide for modellers, and that's exactly what it is. Almost all photos are 'roster shots', an unusually large number of photos were taken when the locomotives were out of service with rods removed.

The accuracy of the captions is suspect, as an example on page 144: below 6275 waiting for a work assignment on the ready track at the John Street roundhouse in Toronto on October 7th, 1949. Only problem is that the engine's main rods are stored on the running board? In another caption, the location is stated as Kentville, Nova Scotia when in fact it's McAdam, New Brunswick!

Photo reproduction quality varies from excellent (most) to poor in some cases. The book is well bound with a perfect binding and a hard cover.

Omer Lavallee's Canadian Pacific Steam Locomotives remains the authoritative tomb on CPR steam. Steam in Canada is however a quick, easy to read guide to the vast fleet of steam locomotives that operated on the CPR for some 70 years.

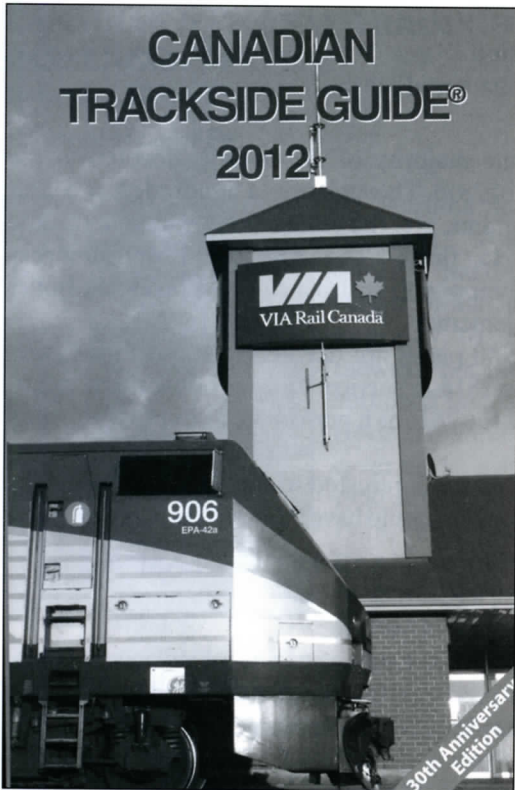
STEAM IN CANADA - VOLUME 1

ISBN 0-978-0-920264-42-3

Published by LPD Publishing

160 pages, 8 1/2" X 11" size, portrait format, hard cover

Price 69.95 plus GST, plus postage



CANADIAN TRACKSIDE GUIDE 2012

Published by the Bytown Railway Society

This is the 30th. anniversary edition of Canada's comprehensive guide to Canadian railways. It contains 696 expanded and updated pages, 5 1/2" X 8 1/2" in size. This guide includes information on:

- Locomotives, CN, CPR, VIA and others
- Preserved equipment
- Passenger cars
- Urban rail transit
- Cabooses
- Non-revenue equipment
- Radio frequencies
- Detailed divisional maps and other information
- Mainline train numbers
- railway reporting marks
- Rail maps (major cities)

CANADIAN TRACKSIDE GUIDE 2012

ISSN 0829-3023

Published by the Bytown Railway Society

696 pages, portrait format, 5 1/2: X 8 1/2" size, soft cover

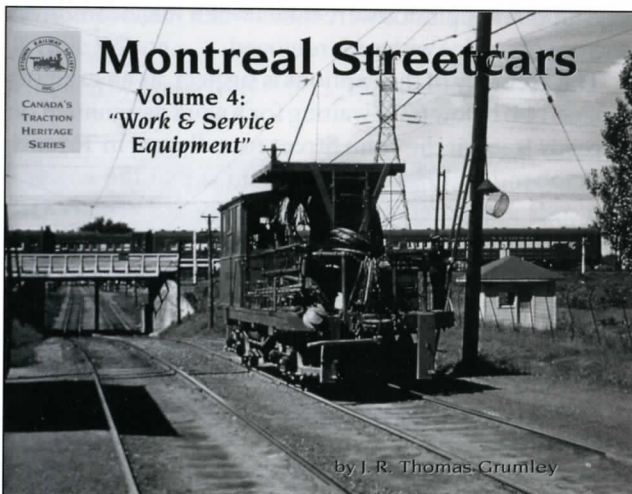
Price \$ 26.95 plus GST, plus postage

MONTREAL STREETCARS - VOLUME 4

Work and Service Equipment

By J. R. Thomas Grumley

Reviewed by Peter Murphy



Almost every type of work car used is represented in 99 crisp photos (33 in colour) including tower cars, training cars, brine cars, tool cars, snowplows, sweepers, rotary plows, stores car, funeral car, prison car, band car, cranes, welding cars, flat and dump cars and locomotives.

The author has done a great job in tracking down what is probably the greatest assembly of streetcar work equipment photos ever assembled into one book. The photography of many of our well known predecessors and contemporaries are represented including Ronald Ritchie, Omer Lavallee, Ernest Modler, Anthony Clegg, Bob Sandusky, Forster Kemp, Paul McGee, and of course the author himself. The CRHA Archives and the MTC itself are also well represented .

These cars were not glamorous, but they performed a vital function in keeping Canada's largest streetcar system operating smoothly, especially in the days before service trucks. Some service cars were used right to the end on the private right of way sections of Montreal's elaborate system.

If you are a tramway enthusiast or traction modeler, this book should be in your library.

MONTREAL STREETCARS - VOLUME 4

Published by the Bytown Railway Society

52 pages, 8 1/2" X 11" size, landscape format, soft cover.

Price \$ 19.95 plus GST, plus, postage

If cream and green were the colours of Montreal's passenger streetcars, then red and grey were the colours of its work and service equipment. In this ninth volume of Bytown's Canadian Traction Heritage series, and Tom's fourth on Montreal streetcars, he devotes 52 pages to Montreal's 100 or so work cars.

METRO: DESIGN IN MOTION

by John Martins-Manteiga

Reviewed by Peter Murphy



This new book is one of the few available dealing with the Montreal's rubber-tire Metro (subway) system. It is published by Dominion Modern which is an archive of 20th century Canadian architecture and design. It is fully bi-lingual and its 442 coated colour pages weigh in at almost one pound!

At least three-quarters of this book is devoted to the architectural elements in the Metro such as graphics, station design, artwork and various other architectural elements. Almost every page between 110 to 433 is filled with six or eight beautiful colour, sharp images of artistic and architectural elements with no text or page numbers.

For those more historically or technically inclined, the first six chapters (to page 97) deal with the political history leading up to the start of construction on May 23, 1962; the construction phase; and the rolling stock. Even the construction and rolling stock chapters have a design slant, the seventeen page rolling stock section explains in detail how the cars were designed with photos of mock ups, interiors, etc.

The author does take you behind the scenes to learn the challenges faced by Jean Drapeau, Lucien Saulnier and Claude Robillard (and others) to get this project launched in the first place. Then on to the various challenges faced in the design phase of the system, including the choice to go with rubber tires.

The quality of this book is stunning, the photography and printing is excellent, but remember the bulk of the book is of caption-less colour images (all photo credits are on page 439) of art or architectural elements in the Metro. A comprehensive four page, three column, index is included, which makes for easy reference.

This book is the best value per pound to come along in a long time!

METRO: DESIGN IN MOTION (Bi-lingual)

Published by Dominion Modern

ISBN 970-0-9681933-4-1

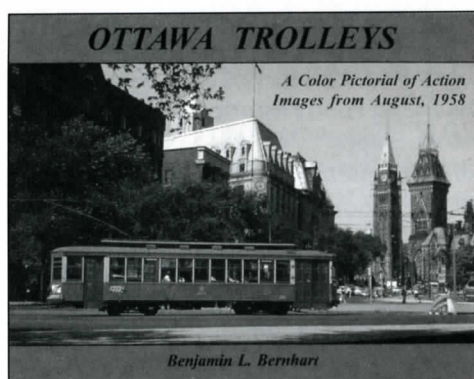
442 pages, portrait format, 8" X 10" size, soft cover

Price \$ 39.95 plus GST, plus postage

OTTAWA TROLLEYS

By Benjamin L. Bernhart

Reviewed by Peter Murphy



This book was published in 2008 and has been promoted by Peter Joyce and his 696 Group in Ottawa as a fundraiser towards the restoration

of Ottawa streetcar 696. Car 696 was built by the Ottawa Car Company in 1917 and was retired from service in 1958. It was subsequently purchased from a scrap-yard by

the CRHA and moved to the Canadian Railway Museum. It was donated to OC Transpo by the CRHA in 1989, moved back to Ottawa and is presently being restored by the 696 Group.

This book is a pleasing presentation of 38 high quality colour photographs (22 of them full page size) with accompanying captions. They were all taken by Benjamin L. Bernhart, a Maryland tourist who travelled to Ottawa on August 27 and 28, 1958 for the Central Canada Exhibition. Bernhart called it 'The Last Great Stand' as Ottawa trolleys moved thousands of fairgoers in the twilight of the streetcar era in Ottawa. All the photos are of excellent quality and most are street-scenes with interesting 1950's era backgrounds.

OTTAWA TROLLEYS

Published by Outer Station Project

ISBN 979-1-891402-20-3

36 pages, landscape format, 8 1/2" X 11" size, soft cover

Price \$ 10.00 plus GST, plus postage



BUSINESS CAR

MAY – JUNE 2012

By John Godfrey
Edited by David Gawley

Mail Received



CRHA Archives, David Jenkins donation

John Davis writes:

I was elated reading Lorne Perry's fine piece on the X-10's in Issue 545 of Canadian Rail, for I have always been fascinated by these little beauties, and seeing the photo of the 48 leaving Val Royal with a beach train destined for Pointe Calumet brought to mind that several members of the class saw service on other lines well away from their usual Lake Shore commuter runs, and long before the 48 was sent to Southern Ontario.

As a bit of epilogue to Lorne's article, let me add that subsequent to their bumping what became CN's X-9a 4-4-2T's to Richmond for the Coaticook "Scoot" when new, some of the X-10's made their way across Victoria Jubilee Bridge to St. Lambert and beyond in the 1920's working trains in the Eastern Townships.

I have the Sunday, May 2, 1926, Montreal District Portland Division's St. Hyacinthe and Danville Subs Dispatcher Sheet Form 799 which shows Train 24 arriving at St. Rosalie Junction at 12:35 P.M. after having left Montreal at 11:10 A.M. with Engineer Parker at the throttle of engine 47, drawing cars 7356, 4211, 3566, 3546 and 3874. At 5:45 P.M. engine 47 with the same consist and crew departed for Montreal, arriving there at 7:20 P.M. Being a Sunday, I tend to think this was a common practice to maximize usage of the X-10's rather than an isolated occurrence for one to be out in the Eastern Townships.

Particularly so, as it also appears that in the late 1920's and early 1930's when only X-9a 43 was left at Richmond for handling the Scoot to Coaticook, an X-10 was dispatched to relieve it for shopping, and someone out there may have the Portland Division's Sherbrooke and Berlin Subs Dispatcher Sheet for Thursday, Sept 2, 1926. (In the late 1970's a cache of these Portland Division sheets spanning several years of the 1920's was discovered in the Richmond roundhouse, and distributed among a number of officials, local employees and a few selected acquaintances. I was fortunate to receive the aforementioned May 2, 1926 sheet and several April and May 1926 Sherbrooke and Berlin Sub sheets.)

On Sep 2, 1926, as recorded on the Enginemen's Rest and Appearance Register at the Island Pond, Vermont, motive power office, an X-10 brought in the east wayfreight from Richmond after replacing disabled Mogul 732 at Coaticook. That's right, not only an X-10a working a revenue freight train, but right across the boundary into the United States, and the only one of its class to have operated the entire length of the GTR's original Second District trackage (Montreal to Island Pond) and most fittingly is the one preserved at Exporail, the 49.

Unfortunately because of problems with 732 getting to Coaticook and replacing it with the 49, darkness had set in by the time the wayfreight arrived in Island Pond, and shortly after being serviced it was run light back to Coaticook, thus there is no photo of 49's presence at Island Pond. However, the register page exists today in the Island Pond Historical Society archives and is preserved for the ages.

It's even more interesting about 49's assignment to Richmond for the Scoot on September 2nd, as there was also a Sherbrooke and Berlin Sub Dispatcher Sheet for December 17, 1926, in the possession of the late Al McCourt, and from which I'd made a notation during the loan of it, that the 49 was working Trains 108 and 109, the Coaticook Scoot, on that date. So it would appear 49 was in Eastern Township service at least three and a half months that year.

I don't know what became of Al's collection after his passing, but there undoubtedly are still Dispatcher

sheets spanning that period out there in the hands of others residing in the Richmond area. Please feel free to use any portion of the foregoing for benefit of Canadian Rail readers should you deem this of interest.

John Davis

Greg Kennelly writes:

Congratulations on the special PGE/BCR/BC Rail issue of "Canadian Rail". It is an excellent compilation of text and photographs chronicling the history of the railway.

There are, however, a couple of rather glaring caption errors that I would like to point out.

The lower photograph on page 60 shows Mikado 162 supposedly near Squamish, BC in 1950. In 1950, the only through truss bridge on the railway was the one across the Quesnel River in Quesnel, BC. The train shown is Southbound out of Quesnel and the bridge in the right background is the old highway bridge. The confluence of the Quesnel and Fraser Rivers is approximately 1/2 mile out if the picture to the left. Other than a few short bridges that were simply timber stringers on concrete abutments, all other bridges on the PGE at that time were either frame or pile trestles, deck plate girders (on either concrete piers or steel towers for the longer spans) or the continuous deck truss Fraser River bridge at Lillooet.

The October 1950 Omer Lavallee's photo of Mikado 161 on page 63 was, according to the caption, taken at Quesnel, BC. In fact, the location is the approach to the barge slip at Squamish, BC as the presence of Mount Garibaldi in the background readily attests. The cars at the right edge of the photograph are on the express and passenger tracks leading to Squamish wharf.

On page 56, photo 15: The caption indicates "A very rare photo shows three Dash 9-44CWL's". The photograph, however, shows a single Dash 9-44CWL and a pair of Dash 8-40CM's. I could not find a photograph anywhere in the issue that shows three Dash 9-44CWL's.

On pages 67, 68 & 69, there are several instances in which Engines 701 & 702 are identified as M630s. In fact, Engines 701 - 704 were C-630M's with Engine 705 being the first M630.

On page 71, a photograph of Budd RDC-3 #BC-33 at the Lillooet station is identified as being at Squamish.

Also on page 71, the lower photograph caption reads "RS-18 608 snakes its way through Squamish". I am not 100% certain, but the photograph looks more like the area in the Cheakamus Canyon northbound around Mile 56. There is no location "in Squamish" where the grade is cut into a slope that is that steep.

On page 77, in Paul Crozier-Smith's roster, Engines 4 & 5, built by Baldwin in 1908, were 2-6-2 wheel arrangement, not 2-6-0 and Hall-Scott gas cars 101(2nd) & 102 were converted into wayfreight (combination)

caboose in 1950 not 1957. I have attached a photograph by Milton A. Davis from my own collection showing Engine 5 at Quesnel in July 1946 as confirmation of the wheel arrangement.



Milton A. Davis

Regards,
Greg M. Kennelly

Co-chair, "PGE 100", the PGE Centennial Convention
(PGE - BCR Modellers)

Co-Editor's note, we identify the photo locations from what's written on the slide frame, or provided by our contributors, we regret these errors.

British Railways A4 Pacific Dominion of Canada to return on loan to the UK

Plans are in the works to repatriate British Railway Gresley A4 Pacifics Dwight D. Eisenhower in Green Bay, Wisconsin and Dominion of Canada at Exporail in St. Constant, Quebec back to the United Kingdom's National Railway Museum for a period of two years. These locomotives would be part of NRM's celebration of the 75th anniversary of the setting of the world steam speed record by A4 Pacific locomotive, "Mallard," in 1938. The NRM will carry out a cosmetic restoration of the "Dominion of Canada" at its expense as part of the agreement. This project is subject to NRM raising the necessary funding to carry out the project.



Stephen Cheasley

Group wants City of Ottawa to restore train bridge



Raymond Farand

A group hoping to launch a regional rail system in eastern Ontario and the Outaouais wants the city to repair the Prince of Wales Bridge at a cost of up to \$40 million, says a memo to city councillors from their chief lawyer. "The complaint alleges that the City, by allowing the Prince of Wales Bridge to fall into a state of disrepair, has effectively discontinued the use of the railway line running across the bridge without having first complied with the process outlined in the Canada Transport Act," says the memo from city solicitor Rick O'Connor.

The city bought the decrepit bridge, which crosses the Ottawa River north of the end of the O-Train line at Bayview, as part of its \$12.6M purchase of the O-Train tracks from CP in 2005. The purchase was in anticipation of someday extending light rail service across the river, though so far Gatineau hasn't been receptive to the idea. Since then, the bridge and the old tracks have lain fallow except for the occasional inspection to make sure the structure won't fall down. Now, says O'Connor's memo, that's the subject of the complaint from Mobility Ottawa-Outaouais Systems and Enterprises.

The group made a pitch to Ottawa council in July, advancing the notion of a regional rail network run mostly on existing but underused rail lines. There would be three railroads – Arnprior, ON to Montebello QC,

Norway Bay, QC to Casselman, O and La Pêche, QC to Smiths Falls, ON. The kilometre-long Prince of Wales Bridge would be crucial to two of these three lines. The Canada Transport Act says that if the owner of a rail line plans to discontinue using it in the next three years, there has to be a public notice and alerts sent to the federal government and officials in every jurisdiction through which it passes.

According to O'Connor's memo, the complaint says that notice wasn't given, and so MOOSE wants the city to restore the bridge to rail-worthiness by next September. The Citizen reported in 1997 that CP's eastern division had given notice of its plans to shut down the rail line that ran from Kemptville to Hull across the bridge though it's not clear whether that notice included the bridge. In 1999, CP agreed to lease part of it to the city for what was then an experiment with light rail, and rail enthusiasts marked the day in 2001 when the last train crossed the bridge with a load of crushed stone used to get the tracks in shape for the O-Train.

In 2009, with the tracks and bridge in city ownership the city's infrastructure department roughly estimated that fixing up the Prince of Wales Bridge (which it described then as "out of service") would cost between \$20M and \$40M, since it was built in 1879 and last had a major renovation in 1926. But to know for sure, the estimate said, would take an eight-month study costing \$1.5M. (Ottawa Citizen)

County looking to acquire the CP railway corridor in Ottawa Valley

As rails and ties continue to be ripped up across the Ottawa Valley, Renfrew County has officially moved to acquire the now defunct CP corridor. County council has established an ad-hoc committee that will lead the ongoing discussions to secure the line for future uses.



CPR rail lifting train crossing the Mississippi River at Almonte, Ontario on April 18, 2012. Raymond Farand.

Un train du CP affecté à l'enlèvement des rails franchit la rivière Mississippi à Almonte en Ontario, le 18 avril 2012. Raymond Pharand.

County staff will commence the creation of a project team and development of a memorandum of understanding that encompasses the guiding principles for the acquisition of the rail corridor.

"CP wants to deal with this in one piece. We fully understand that there are many stakeholders along that railroad who have an interest," said County Warden Bob Sweet. "They are not going to be ignored." The warden calls the CP line a major opportunity for the area. "This would be a huge economic development tool for the County of Renfrew," he said. "This would be the backbone of one of the largest trail systems anywhere in Ontario and certainly in Canada. It's a huge opportunity." Sweet intends to discuss the rail acquisition with Renfrew-Nipissing-Pembroke MP Cheryl Gallant and the riding's MPP. (Pembroke Daily Observer)

Duluth Winnipeg & Pacific 111 year old name disappears

CN has announced it will complete the merger of three of its U.S. operating subsidiaries. The merger of Duluth, Missabe and Iron Range Railway Company (DMIR), Duluth, Winnipeg and Pacific Railway Company (DWP), and Wisconsin Central Ltd. (WC) will simplify CN's corporate structure and operations by combining these three separate connecting rail affiliates into a single entity -- Wisconsin Central Ltd.

Jim Vena, CN senior vice-president, CN Southern Region, said: "CN expects the merger will lead to operational efficiencies and service improvements through the integration of distinct work forces in and around the Twin Ports region of Duluth, Minn., and Superior, Wis., where DMIR, DWP, and WC operate today.

A unified workforce will allow better management of crew staffing and more efficient and reliable rail service to customers throughout the region, including those in the Mesabi iron ore range, and beyond."

The merger was authorized through a notice of exemption for transactions within a corporate family filed with the U.S. Surface Transportation Board. Under labor protective conditions imposed by the STB, implementing agreements with the unions representing the various crafts must be in place prior to closing the transaction. All such agreements are now in place, permitting the company to complete the merger. (Globe Investor via Douglas Smith)

Ogema SK tourist train debuts to public

For the first time, since its inception, the one and only tourist train in Saskatchewan made its debut in public at the Ogema train station, in preparation for the village Centennial in 2012. Ogema Mayor, and Chairman

of the Ogema Heritage Railway Association, Wayne Myren, and Southern Prairie Railway CEO, Cheryl Generous, welcomed visitors to the event to officially announce the arrival of the GE 44 Tonner locomotive and 1922 70-passenger Pullman car, after four and a half years of planning. Beginning its operating season in 2012, the Ogema Heritage Train will be ready to take passengers on the adventures of a lifetime, from star gazer tours to pitchfork fondue and death by chocolate excursions, and other experiences from the early pioneer days when train robberies were a fact of life. Ogema is a vibrant rural community, situated 80 miles south of Regina in south central Saskatchewan, half-way between Weyburn and Assiniboia. Updates can be found at <http://www.townofogema.blogspot.com/> . (Assiniboia Times SK)

Steam locomotive back on track in Moose Jaw, SK

A steam locomotive that once hauled hopper cars in Western Canada is pulling passenger coaches this summer after being rebuilt. The narrow-gauge locomotive, built in 1914 at the Vulcan Iron Works in Wilkes-Barre, PA, worked in coal mines in the Crowsnest Pass and later hauled hopper cars loaded with sodium sulphate.

Over the past 12 months volunteers and staff at the Western Development Museum in Saskatoon restored mechanical components and "today the Vulcan looks like new," the museum says. Engine 101 - Saskatchewan's only operating steam locomotive - will be used to take visitors for 15-minute rides on an oval track at the museum's Moose Jaw branch on weekends until Sept. 5, weather permitting, said museum spokesperson Kathy Fitton. The locomotive was acquired by the museum in 1958 and was used for rides in Moose Jaw for many years until 2008 when repair work was needed. (Canadian Press)

Coutts, Alberta CPR station moved in 2000 and now restored

Sir Alexander Galt built this International Station in 1890, straddling the Canada-USA border on his railway from Lethbridge, AB. to Great Falls,



Montana. The railway opened in 1890 as two lines: the Alberta Railway & Coal Company's 68 mile track from Lethbridge to the Canada-USA border at Coutts, which was then still in the Alberta District of the North West Territories (Alberta did not become a Province until 1905), and the Great Falls and Canada Railway's 135 mile line from Sweetgrass, Montana, south to Great Falls.

The station was operated by the CPR at Coutts from 1915 until 1960 (on its Coutts Subdivision, part of today's Montana Subdivision). The station was moved 47 miles north to the Galt Historic Railway Park in Stirling, Alberta, in 2000 by the new owners, the Great Canadian Plains Railway Society, who have done a fine job of restoring the station.

Other than the original 1890 CPR Laggan (today's Lake Louise) station which is at Calgary's Heritage Park, I believe that the 1890 International Train Station is the oldest existing railway station in Alberta (although not on its original site); perhaps the oldest in Western Canada? (Cor van Steenis)

Trying to save Hanna, Alberta's Railway Heritage

The Canadian Northern Railway established Hanna, Alberta (located between Saskatoon and Calgary), as a divisional point and built a roundhouse in 1913. Other infrastructure included a machine shop, boiler room, turntable, 60,000 gallon water tank, bunk house and station. The station was moved to the highway in 1910, renovated and now serves as a tourist information centre.



The last through mainline train No. 115 on December 2, 2008. John Southerland.

Le train 115, dernier convoi régulier à circuler sur cette ligne. John Southerland.



Exterior and interior views of Hanna Roundhouse, 2011. John Southerland.

La rotonde Hanna, vue de l'intérieur et de l'extérieur. John Southerland.

Originally consisting of 10 stalls, 5 larger and longer stalls were added between 1919 and 1921 when locomotives became larger. Some 60 men were employed in the servicing facility over a 24 hour period in the age of steam. Canadian National Railways closed the facility in 1961.

Rails leading to the roundhouse were lifted, other businesses leased the building from 1961 to 1969. It sat abandoned until 1974 when it was purchased by a cattle auction company which operated for a number of years. CNR abandoned the Drumheller Subdivision in 2008; by this time the roundhouse sat unused, its future in jeopardy. Mainline rails were finally lifted between Hanna and Oyen in 2011.

The public has been invited to support the not-for-profit Hanna Roundhouse Society to purchase the roundhouse property, restore the 1913 CNR Roundhouse and develop the west lot adjacent to the roundhouse building. In order to be able to do anything with the roundhouse, the property needs to be in the name of the Hanna Roundhouse Society.

The vision for the Hanna Roundhouse Society is to restore the Hanna Roundhouse to its original state (or as much as possible) with input from those who worked in the roundhouse in the past, or with the help of any pictures which may be around, and to build a Cultural

Center directly west of the roundhouse lot. This center will provide a place to exhibit local history of railroad workers and railroad archives, and to exhibit history on local settlers, prairie families. Plans are also being discussed for a theatre for live theatre, conferences, weddings, guest presentations, conferences, etc. which the community of Hanna and surrounding areas could utilize and benefit from.

Since the roundhouse is the focal point of the whole project, there will also be a strong theme dedicated to the railroad; but everything is dependent on purchasing the roundhouse property. The Society needs \$200,000 to purchase the roundhouse property, to cover insurance and to account for the taxes. Their goal is to have a Grand Opening of some kind for the Hanna Roundhouse, linked with Hanna's centennial birthday in 2012. (Ed, Hanna Herald, Railfan Canada Vol. 2/No. 3)

Revelstoke Railway Museum news

Work is nearly complete on the production of the museum's online exhibit, "Railway Reflections in the Revelstoke Community". Thanks to a generous partnership with the Virtual Museum of Canada (VMC), a department of Canadian Heritage, and administered by the Canadian Heritage Information Network (CHIN), this exhibit will give the Revelstoke Museum the opportunity to share with the world the significance of the railway through the experiences of railroaders in this community. Material for the exhibit will include photographs, artifacts, documents, and video gathered and digitally transferred to CHIN's specially designed software program.

This project involves a cooperative effort between the museum organization and the community and will build on the education and volunteer programming development begun earlier this year under the coordination of Michelle Cole. The exhibit will also become an educational and interpretive tool as it can be accessed by teachers, on the web, for preparing lessons, as well as shown at the museum as a component of the permanent exhibits.

Contact the RRM website <http://www.railwaymuseum.com/> or watch the Railway Days website for up-to-date information <http://www.railwaydays.com/> (Jennifer Dunkerson)

Canadian Museum of Rail Travel's Trans Canada Limited receives historic designation

The complete 7-car set of the 1929 Trans Canada Limited on display at the Canadian Museum of Rail Travel, in Cranbrook, British Columbia, has received National Historic Designation from Historic Sites & Monuments Canada.

It appears that this is the first 'train' in Canada to be so-designated. It could be a game-changer for the

museum in enhancing its reputation in the community, the region, the province and Canada, as well as internationally. Some applications for project/program funds might have an advantage and the museum will definitely be noticed more outside the region.

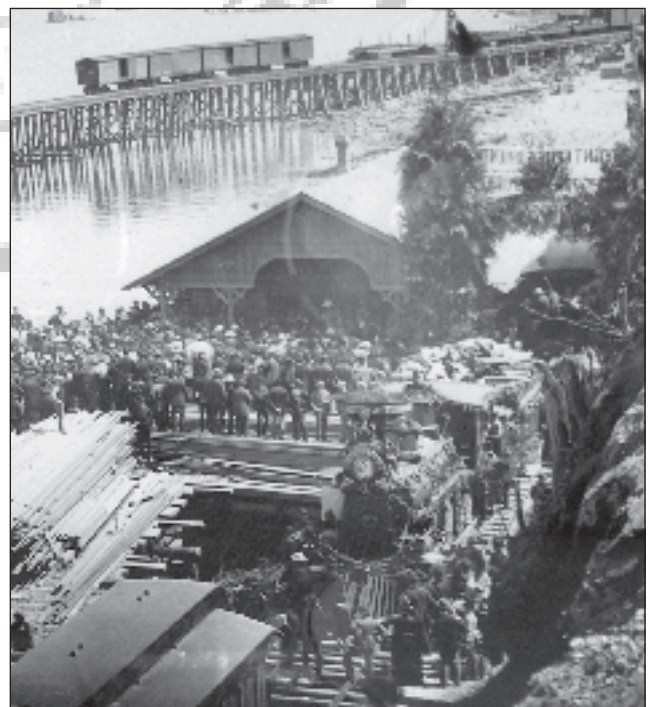
This makes an excellent case for everyone to get on board to support a future train display building that is part of the museum's 500 year plan. This building will ensure the trains are preserved and available to the public hundreds of years in the future. (Garry Anderson)

CPR's 374 arrived in Vancouver 125 years ago

Few events have had such impact on Vancouver, British Columbia than the one that took place on May 23, 1887—when CPR locomotive #374 chugged into town with the first transcontinental passenger train to reach Vancouver. The city itself was just a year old (incorporated April 6, 1886) - after the CPR chose the location to be its western terminus. The rest, of course, is history.

Around the initial waterfront location quickly grew a city, starting with the area we now today as Gastown. The initial wooden station was replaced by a brick building in 1899 and by the grand structure, which presently serves as a transportation centre, 1914.

After its arrival, the CPR went about establishing and developing the original port, making Vancouver the terminus as well for its trans Pacific steamers, linking North America to Asia with modern and fast ocean liners. The Coastal steamship service also established and grew. Over the years, the port has grown to become a North American leader and the railways to



CPR Archives

this day traverse the country carrying goods in both directions in ever increasing quantity, as a vital link in the global economy.

History of locomotive 374 - Canadian Pacific Railway began to design its own locomotives in July 1883 with the hiring of F.R.F. Brown as the company's second locomotive superintendent. Canadian Pacific opened a new shop in Montreal, and the first locomotives were built there later that year. Between May and July 1886, a group of eight passenger locomotives, of 4-4-0 wheel arrangement with 69 inch driving wheels, were constructed and numbered 371 to 378. These were then sent to the Pacific Division to operate on the Cascade section between North Bend and Port Moody, BC—and two of them figured in historic events.

Number 371 hauled the Pacific Express into Port Moody on July 4, 1886. This was the first scheduled train to operate across Canada from sea to sea. Number 374 also went on to fame, hauling the first passenger train, with 150 aboard, beyond Port Moody and into the new City of Vancouver—the railway's final Pacific terminus. This train arrived on May 23, 1887 to a grand welcome.

While #371, still essentially in its original form, was scrapped in 1915 sister #374 had a very different fate. In September 1914, it was selected for a complete rebuild and ended up almost a completely new locomotive, built on the original main frame. Number 374 was given an additional thirty year lease on life and remained in service until July 1945.

After retirement, the locomotive was given to the City of Vancouver as a memento of the original engine, and CPR gave it a cosmetic treatment to make it look "old" again. This work, also removing some more modern technology, rendered the locomotive inoperative. After

delivery, the engine was turned over to the Vancouver Park Board for care, and it ended up being put on display at Kitsilano Beach. The next 38 years were perhaps the saddest in the life of the loco, as she was thoroughly trashed and vandalized at that site.

Then, in 1981, the West Coast Railway Association and the Canadian Railroad Historical Association began to promote the saving and restoration of this historic artifact. By 1983, they had raised funds for a cosmetic restoration, and the loco was moved from Kitsilano to a warehouse on Granville Island where teams of volunteers worked on her for two years. The work was completed at Versatile Shipyards in North Vancouver. Final funds were raised through the Esso Heritage Brick program—the bricks today form the floor in the Pavilion.

On February 13, 1986, #374 was transported to the Expo 86 Roundhouse site and there, in all her glory, was placed onto the turntable and exhibited throughout the world's fair. After Expo, the engine again faced an uncertain future and was placed inside the remnants of the CPR Drake Street roundhouse, for the most part inaccessible. However, as part of the Concord Pacific development of the entire area, the Roundhouse was once again rescued to become the Roundhouse Community Centre that it is today.

That didn't end the uncertainty for the 374, however, as she was now in the way of other planned uses for the community centre. A major effort was then launched by the 374 Station Society and the Central Lions Club of Vancouver to construct a permanent home for the historic engine, and thus the 374 Pavilion was created. Today the Pavilion is an integral component of the Roundhouse Community Centre and is operated by the West Coast Railway Association, open to the public year round. (Don Evans, WCRA)

David Johnson PhD

1944 - 2012

We were all shocked and saddened to learn of the sudden death of Dr. David W. Johnson PhD, on March 18, 2012, in Revelstoke, British Columbia. Most unfortunately, David suffered a massive heart attack Sunday morning, as he was preparing to attend church.

David was born in Calgary, Alberta and completed his PhD at Simon Fraser University in Vancouver. He moved with his family to Montreal where he was hired by Vanier College as a chemistry professor in 1974 at their Snowdon Campus. He took an active role in campus life and was soon elected to the Board of Directors of the college. Following the move to the new St. Croix Campus in 1986, he became Dean of Applied Technologies. In 1993, he became Academic Dean of the College and retired from that position in 2000.

David became involved with the CRHA immediately following his move east. He served as CRHA President from



C'est avec énormément de tristesse que nous vous annonçons la mort subite de David W. Johnson, Ph. D., survenue le 18 mars dernier à Revelstoke en Colombie-Britannique. Il a malheureusement été victime d'une grave crise cardiaque au moment de se rendre à l'église.

Né à Calgary en Alberta, où il a complété ses études de doctorat à l'Université Simon Fraser, David et sa famille sont venus habiter à Montréal en 1974. Le collègue Vanier a alors retenu ses services pour l'enseignement de la chimie à son campus de Snowdon. Son importante implication dans la vie étudiante lui a valu d'être rapidement nommé au conseil de direction du collège. Après l'inauguration du nouveau campus de Sainte-Croix en 1986, il devint doyen des technologies appliquées, puis, en 1993, doyen des études du même collège, poste qu'il a occupé jusqu'à sa retraite en l'an 2000.

1983 - 1992. He was instrumental in guiding the design phase of the new Angus Pavilion at Exporail, the Canadian Railway Museum and he introduced the CRHA Awards program. He, himself, was awarded a CRHA Lifetime Achievement Award in 2000. More than anything, David was a true mentor, a visionary, dedicated to the Canadian railway heritage preservation movement. Whether it was laying track, or appearing before a House of Commons Heritage Committee, David was comfortably at home. His depth, common sense and grasp of issues made him an excellent Director and Executive. His thoughts were always organized in a concise manner and to the point.

After retiring, David and his wife of 40 years, Edna-Mae, moved to Revelstoke, British Columbia, there they purchased a classic Victorian home and after major renovations, opened the Minto Manor B&B. As usual, David got involved in his new community - with the Revelstoke Railway Museum as Chairman, as President of the Revelstoke Community Energy Corporation, the local Arts Council, the Anglican Church and others.

His passing is a great loss for the Canadian railway heritage preservation community, and for his friends and associates in Montreal and Revelstoke, but most of all for his wife, Edna-Mae and their three children Thomas, Janice and Bonnie. Our sincerest sympathy is extended to his family and his many friends. David, you left us too soon. (Peter Murphy)

Le travail de David au sein de l'ACHF date des premiers mois suivant son déménagement dans l'est du pays. Il joua un rôle primordial lors de la conception et du développement du Musée ferroviaire canadien ainsi que du pavillon Angus. C'est lui qui a lancé le programme de récompenses annuelles de l'Association et lui-même a mérité en 2000 l'hommage Reconnaissance de l'apport d'une vie. David a toujours été un visionnaire et un guide ayant pour objectif la mise en valeur de notre héritage ferroviaire. Il était toujours à la hauteur, quelle que soit la tâche à accomplir, aussi bien la construction d'une voie ferrée qu'une comparution à un comité de la Chambre des Communes. Sa vision réfléchie des choses, son sens commun ainsi que son esprit analytique en ont fait pour nous un administrateur hors pair.

À sa retraite, David et Edna-Mae, mariés depuis 40 ans, sont allés s'établir à Revelstoke, où ils ont fait l'acquisition d'une maison de style victorien classique. Ils ont alors ouvert un B&B, le Minto Manor. Égal à lui-même, David a commencé à s'impliquer dans son nouveau milieu : président du conseil du Musée ferroviaire de Revelstoke, président de la Corporation communautaire de l'énergie de Revelstoke; mentionnons aussi, entre autres organismes, le conseil local des arts ainsi que l'église anglicane.

Son décès crée une lourde perte au sein de la communauté dédiée à la préservation du patrimoine ferroviaire ainsi que parmi ses amis et collaborateurs de Montréal et Revelstoke, mais surtout pour sa femme Edna-Mae et pour ses enfants Thomas, Janice et Bonnie, auxquels nous désirons exprimer toute notre sympathie. David Johnson nous a quittés beaucoup trop tôt. (Jacques Loiselle)

BACK COVER TOP: Once again RS18 1868. The ramparts loom in the background as Le Massif pauses at Pointe Au Pic, Quebec on a beautiful winter afternoon. Le Massif's present train consist comprises Bi Level commuter cars from the Chicago and North Western railway, with a generator car supplying electrical power and supplies for the passenger train requirements. Denis Fortier.

HAUT DE LA PAGE COUVERTURE ARRIÈRE : De nouveau, la RS18 1868. Par un bel après-midi d'hiver, Le Massif est à l'arrêt devant les falaises de Pointe-au-Pic. Le train se compose de voitures de banlieue à double niveau provenant du chemin de fer Chicago and North Western ainsi que d'un wagon auxiliaire pour l'approvisionnement, les bagages et l'alimentation en électricité. Denis Fortier.

BACK COVER BOTTOM: VIA Train number 55 on track 1 at Ottawa Station on January 24, 2012, the inaugural day for this new stainless steel consist service, from Montreal to Toronto via Ottawa. Raymond Farand.

BAS DE LA PAGE COUVERTURE ARRIÈRE : Le train VIA numéro 55, sur la voie 1 en gare d'Ottawa, le 24 janvier 2012. C'est le premier jour d'utilisation de voitures en acier inoxydable pour le service entre Montréal et Toronto en passant par Ottawa. Raymond Pharand.

For current Canadian railway news, updated monthly, please visit canadianrailwayobservations.com

Pour des nouvelles concernant le chemin de fer canadien, s'il vous plaît visitez le :
www.canadianrailwayobservations.com

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