

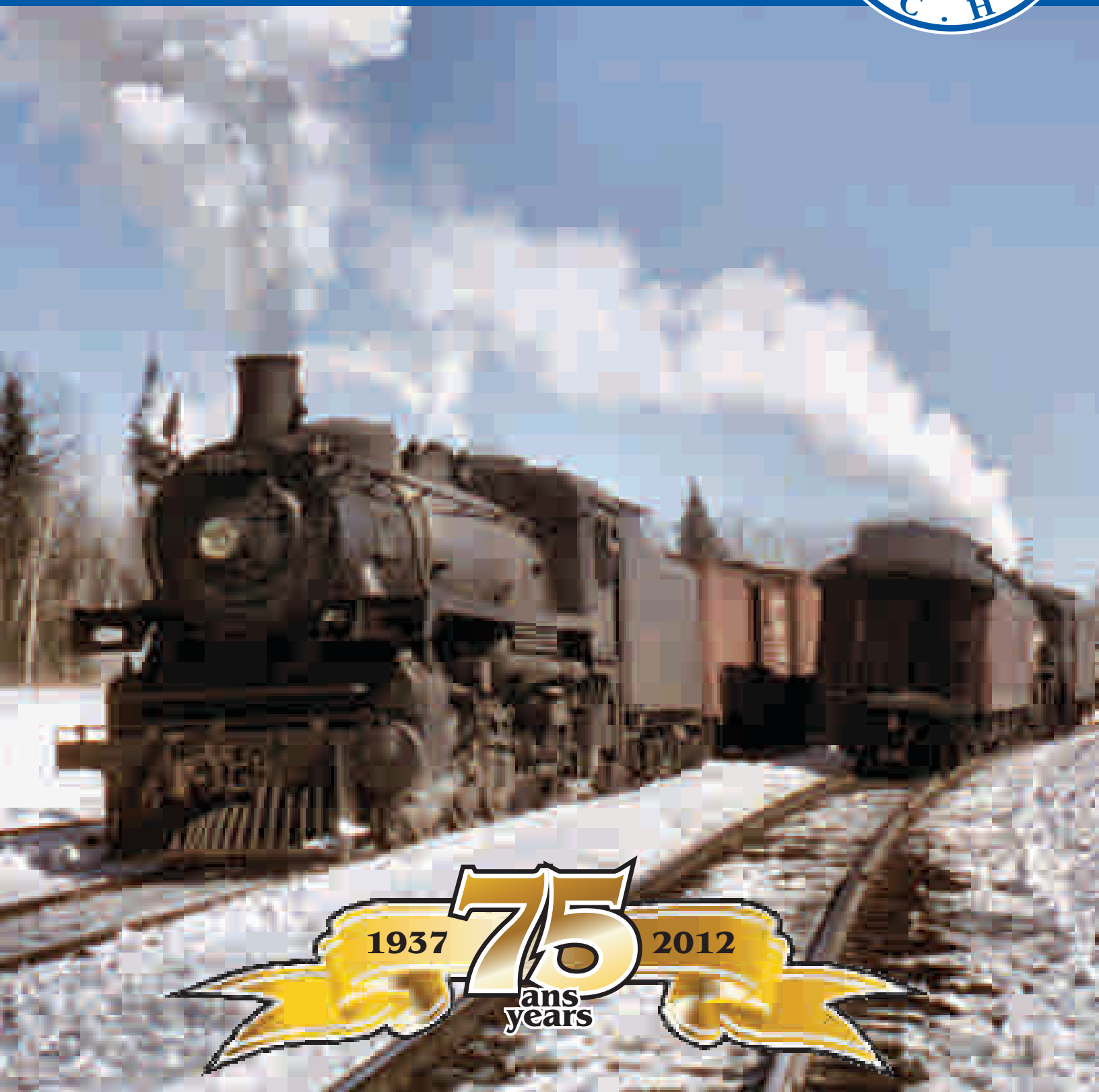
Remembering Edward Allan Toohey, Photo gallery – A Tribute to Omer Lavallée, Heritage Business Car
En souvenir d'Edward Allan Toohey, la galerie de photos – Un hommage à Omer Lavallée, à propos du patrimoine ferroviaire

Canadian Rail

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FRONT COVER: Canadian Pacific G5c 4-6-2 1255, a 1946 product of Canadian Locomotive Company in Kingston, Ontario, heads a freight train which is passing pay car 52 at Mattawamkeag, Maine, in the early 1950's. See page 200 for a detailed description as to what's going on in this photo. Omer Lavallée, Ronald Ritchie collection.

BELOW: Cameras at the ready! Omer Lavallée and Allen Toohey at Hochelaga, in east-end Montreal on August 14, 1948 scouting for trains in both directions. Anthony Clegg.

PAGE COUVERTURE : *La locomotive du Canadien Pacifique G5c No 1255, une 4-6-2 produite en 1946 par la Canadian Locomotive Company à Kingston, Ontario, tire un train de marchandises croisant le wagon du payeur No 52 à Mattawamkeag, Maine, au début des années 50. Voir page 200 pour en savoir plus sur ce qu'évoque cette photo. Omer Lavallée, Collection Ronald Ritchie.*

CI-DESSOUS: *Les appareils photo sont prêts! Omer Lavallée et Allen Toohey à Hochelaga, dans l'est de Montréal, le 14 août 1948, observent les trains dans les deux directions. Anthony Clegg.*



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Canadian Heritage
Patrimoine canadien

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

Remembering Edward Allan Toohey (1930 - 1959)

**Editor, Photographer, Friend
and Travelling Companion**

By Peter Murphy

French version, Jean-Maurice Boissard
and Denis Vallieres

Un portrait d'Edward Allan Toohey (1930 - 1959)

**Rédacteur, photographe,
ami et compagnon de voyage**

Par Peter Murphy

Traduction : Jean-Maurice Boissard
et Denis Vallieres

The success of this bulletin depends on the volume of news items submitted by the members. It would be appreciated if you could arrange to contact Mr. Toohey before the twentieth of each month in order that all items may be included in the monthly issue.

Allan Toohey, CRHA News Report,
November 1949

Le succès de cette revue dépend de la quantité de nouvelles soumises par les membres. Les articles à paraître dans l'édition du mois courant doivent parvenir à M. Allan Toohey avant le 20 de chaque mois.

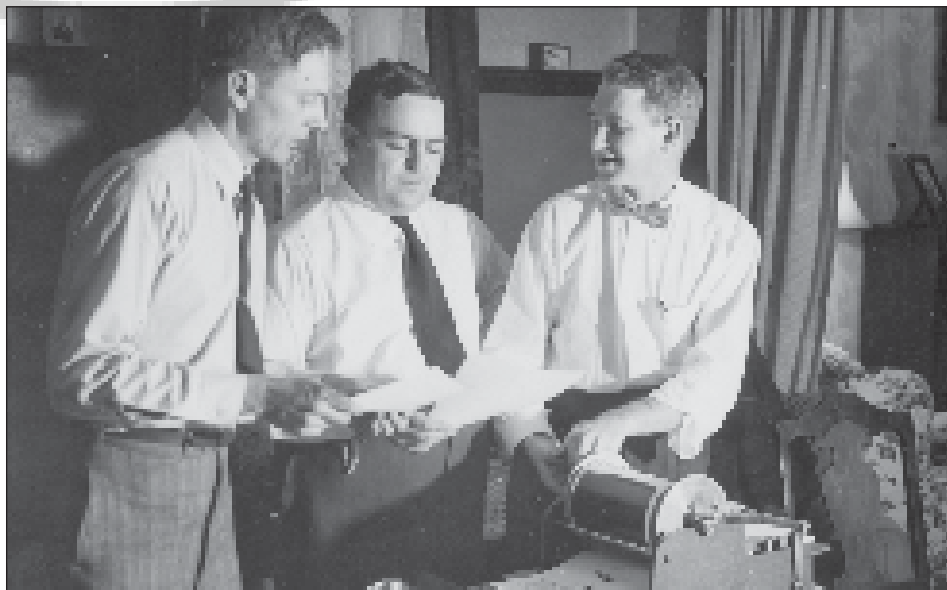
Allan Toohey, CRHA News Report,
novembre 1949.

This year marks the seventy fifth anniversary of the CRHA Bulletin founded in 1936, renamed the CRHA News Report in 1949, and given its present name Canadian Rail in 1964. Although publication was interrupted during World War II, it was Allan Toohey and his CPR co-worker Bob Joedicke who resurrected the publication in 1949. Allan and Bob continued to edit the CRHA News Report until issue No. 20 in June 1951 when Omer Lavallée and Ron Ritchie took over. Canadian Rail is the longest running historical journal devoted to railway subject matter in Canada. As your co-editor looks back not much has changed since Allan penned the statement above in 1949!

Cette année marque le 75^e anniversaire du bulletin de l'ACHF fondé en 1936, renommé CHRA News Report en 1949, puis Canadian Rail en 1964. La publication fut interrompue pendant la Seconde Guerre mondiale, pour renaître en 1949 sous l'égide d'Allan Toohey et de son collègue Bob Joedicke. Allan et Bob assurent l'édition du CHRA News Report jusqu'au No 20 en juin 1951, quand Omer Lavallée et Ron Ritchie reprennent le flambeau. Canadian Rail est la revue d'histoire dédiée au chemin de fer canadien la plus ancienne. Et comme le constate votre co-rédacteur, rien ne semble avoir beaucoup changé depuis sa reprise par Allan en 1949!

From left to right Tony Clegg, Omer Lavallée and Sandy Worthen working the mimeograph machine to print the CRHA News Report in the early 1950's. There is no indication as to who took the photo. CRHA Archives.

De gauche à droite Tony Clegg, Omer Lavallée et Sandy Worthen avec la polycopieuse à alcool servant à imprimer le bulletin CRHA News Reports au début des années 50. On ne connaît pas le photographe. Archives de l'ACHF.



I have been associated with Canadian Rail since 1960, first as a volunteer helping to collate the newsletter in John and Winifred Saunders' basement in Saint Lambert, later as a production assistant to Editor Sanborn S. Worthen. When 'Sandy' decided to retire in 1976, I took over the editorship for a brief period prior to Frederick Angus assuming the role in 1981. When the time came to 'transfer' the duties from Sandy, I inherited the CRHA's IBM ball typewriter – a state of the art machine at that time, the rolls of white-out to correct mistakes, all the files in process, and a grey steel cabinet with eight drawers containing the E. A. Toohey negative collection. It must be mentioned that the Canadian Railway Museum (Exporail) had not been built yet and the Association's archives were held in various members houses all over the city of Montreal and beyond.

Editors / Rédacteurs

CRHA News Report - Canadian Rail
 Dr. R. V. V. Nicholls 1937 - 1940
 Allan Toohey 1949 - 1951
 Omer S. A. Lavallée 1952 - 1961
 Anthony Clegg 1962 - 1966
 William Pharoah 1967
 Sanborn S. Worthen 1968 - 1976
 Peter Murphy 1977 - 1980
 Frederick F. Angus 1981 - 2007
 Peter Murphy and Douglas N. W. Smith 2007 -

The Toohey collection was (and is) an invaluable source of photographic material for the Editor of Canadian Rail to draw on. This was particularly so before the digital era and when many collections and photographic sources we now take for granted were in private hands and often not accessible. I found it quite extraordinary that a CRHA member witnessed a Canadian Pacific Railway's 5900 series Selkirk locomotives being delivered new from Montreal Locomotive Works, and fortunately recorded the event on film!

When Fred Angus took over as Editor, as custom would have it, the grey eight drawer negative cabinet and collection were transferred to 3021 Trafalgar Avenue in Montreal, the home of the new Editor of Canadian Rail. Allan Toohey's negative collection went along with the Editorial position!

I never knew Allan Toohey and I was very interested in learning more about just who he was. I contacted Ron Ritchie and asked him if he would pen some reminiscences of Allan Toohey. Furthermore, in 2005, realizing that the evolutionary clock was ticking, I called and paid a visit to our long-time member and friend Anthony 'Tony' Clegg, of Mont St. Hilaire, Quebec. Ron and Tony were surviving members of a close knit group of railway enthusiasts of the day who knew Allan. Unfortunately we lost Tony in the ensuing years.

Je suis associé au Canadian Rail depuis 1960, d'abord comme bénévole aidant à l'élaboration des nouvelles dans le sous-sol de John et Winifred Saunders à Saint-Lambert, puis comme assistant de production du rédacteur Sanborn S. Worthen. Quand ce dernier a décidé de prendre sa retraite en 1976, j'ai assuré l'intérim de la rédaction pour une brève période jusqu'à ce que Frederick Angus prenne la relève en 1981. Au départ de Sandy, j'ai hérité de la machine à écrire IBM à boule de l'ACHF, le nec plus ultra de l'époque en la matière, des rouleaux de ruban correcteur, de tous les dossiers en cours et d'un classeur gris à huit tiroirs contenant la collection des négatifs de E. A. Toohey. Il faut bien comprendre qu'à cette époque, il n'y avait pas Exporail, et que les archives de l'ACHF étaient éparpillées chez divers membres à Montréal et dans les environs.

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La collection d'Allan Toohey était et reste encore une source inestimable de documents photographiques pour un rédacteur du Canadian Rail. Et c'était d'autant plus vrai avant l'ère numérique lorsque de nombreuses collections photographiques et les sources que nous tenons aujourd'hui pour acquises étaient dans des mains privées, et souvent inaccessibles. Je trouve assez extraordinaire qu'un membre de l'ACHF soit témoin de la livraison au CP d'une Selkirk 5900 construite par la MLW et qu'il ait photographié l'évènement.

Comme le veut la coutume, quand Fred Angus reprit le poste de rédacteur, le classeur gris à huit tiroirs et la série de négatifs déménagèrent au 3021 avenue Trafalgar, sa résidence. La collection d'Allan Toohey va de pair avec la fonction de rédacteur.

Je n'ai jamais rencontré Allan Toohey, mais je voulais en savoir plus sur lui. J'ai alors contacté Ron Ritchie et lui ai demandé d'écrire quelques souvenirs qu'il avait d'Allan. En outre, en 2005, réalisant que le temps passe inexorablement, j'ai appelé un de nos membres et ami de longue date, Anthony « Tony » Clegg, et suis allé le rencontrer à Mont-Saint-Hilaire. Ron et Tony sont les survivants de l'équipe « tricotée serré » de passionnés de chemin de fer qui ont connu Allan. Hélas, Tony nous a quittés quelques années après.

Dans un certain sens, Tony était plus près encore d'Allan, car leurs centres d'intérêt dépassaient celui des

In a certain way, Tony may have been closest to Allan because their interests extended beyond the railway hobby. Tony and Allan were both members of the Canadian Hostel movement and they spent many a trip bicycling in various parts of Canada from hostel to hostel. This is not to say that the bicycle trips were not planned around local railway hot spots!

Next, I contacted Lorne Perry, who has very fond memories of time spent with Allan. They shared many a mile on the iron road, many laughs, good times and they took many photographs.

Allan Toohey was born in 1930 in Montreal. He joined the CRHA in 1947, just fifteen years after the Association was founded in 1932. An accomplished photographer and railway enthusiast, he proceeded to make some 4,000 black and white negatives between 1946 and 1954. The majority of the photographs are taken in the Montreal area ranging from Cornwall to the west, Vermont to the south,



Allan Toohey at the controls of a Cornwall, Ontario streetcar in August, 1949. Omer Lavallée 2305, collection Ronald Ritchie.

Allen Toohey conduisant un tramway à Cornwall, Ontario en août 1949. Omer Lavallée 2305, Collection Ronald Ritchie.

trains : ils étaient tous deux membres du Canadian Hostel movement (nos auberges de jeunesse d'aujourd'hui -NdT-) et passaient pas mal de temps à faire des randonnées à vélo un peu partout au Canada. L'histoire ne dit pas si leurs balades ne les menaient pas vers des points d'intérêt... ferroviaires.

Puis, j'ai contacté Lorne Perry, qui a d'excellents souvenirs du bon temps qu'il a passé avec Allan. Ils ont partagé tant de kilomètres sur les voies ferrées, tant de rires, et pris tant de photos ensemble.

Allan Toohey naît à Montréal en 1930. Il se joint à l'ACHF en 1947, quelque 15 ans après la fondation de celle-ci en 1932. Photographe accompli et passionné des chemins de fer, il amasse plus de 4000 négatifs en noir et blanc entre 1946 et 1954. La majorité des photos sont prises dans la région de Montréal, et depuis Cornwall dans l'ouest jusqu'au Vermont au sud, la région de Québec à l'est et les Laurentides au nord. Allan visite aussi l'ouest du



Allan Toohey and Anthony Clegg, with their bicycles at Montreal West station on June 9, 1952 preparing to head out west. CRHA Archives, Fonds Worthen.

Allen Toohey et Anthony Clegg, avec leur vélo à la gare de Montréal-Ouest, le 9 juin 1952, se préparant à partir vers l'ouest. Archives de l'ACHF, Fonds Worthen.



Allan Toohey (top) and Lorne Perry riding the CNR rails at Beeton, Ontario on April 3, 1954. Anthony Clegg.

Allen Toohey (en haut) et Lorne Perry en route à bord du CN à Beeton, Ontario, le 3 avril 1954. Anthony Clegg.

Quebec City to the east and the Laurentians to the north. Allan did make a few trips afield, including to western Canada and to the central and western USA where he took many photos.

Allan's photograph output prodigious, especially considering that all 3,987 black and white negatives in the Fonds Toohey were taken by the time he was 24. The chronology of the collection is as follows:

1946	2
1947	274
1948	674
1949	796
1950	680
1951	760
1952	174
1953	400
1954	227

Canada et l'ouest et le centre des États-Unis, où il prend de nombreux clichés.

La production photographique d'Allan est prodigieuse, et plus particulièrement si l'on pense que ses 3987 photos en noir et blanc ont été prises avant l'âge de 24 ans. La chronologie de sa collection est la suivante :

1946	2
1947	274
1948	674
1949	796
1950	680
1951	760
1952	174
1953	400
1954	227

First meeting of the Cornwall Electric Railway Society on January 18, 1948, top row left to right; Unknown, Bill McKeown, Omer Lavallée, Unknown; bottom row left to right Sandy Worthen, Allan Toohey, George Thompson, Edward Thompson.

Première réunion de la Cornwall Electric Railway Society le 18 janvier 1948. En haut, de gauche à droite: inconnu, Bill McKeown, Omer Lavallée, inconnu; en bas, de gauche à droite: Sandy Worthen, Allan Toohey, George Thompson, Edward Thompson.



Over the years, Sandy Worthen made it a project to sort out and identify Allan's negatives. Each negative is in its own envelope, numbered and identified. Allan's sister Ruth made the official donation of Allan's negatives in February 1993 when the Fonds Toohey was created. Josee Vallerand, CRHA's Archivist, has created a data base index of his negatives based on Sandy's work.

Ron and Tony have both penned their recollections of knowing Allan Toohey, first Editor of the CRHA News Report and source of the CRHA's first major negative fonds.

Ronald Ritchie Remembers Allan Toohey

If ever there was a 'free spirit' among the writer's friends it was Allan Toohey. His outlook on life was almost akin to the 'hippie generation', except, of course, that he was at least two decades ahead of time.

Allan was living with his mother, father and sister Ruth when I first met him. The address was, if I remember correctly, 2168 Beaconsfield Avenue in the N.D.G. area of Montreal. That was his home on the occasions when he decided to stay in Montreal for a while.

My first encounter with Allan was in 1948 when working in the office of the General Superintendent of Transportation, Canadian Pacific Railway, Montreal. Allan had been working in the Company's Tariff Bureau and had left on one of his railway pilgrimages. In those days it was very difficult to obtain leave of absence, so it was necessary to resign in order to take an extended vacation. In that year he had returned from a trip and, seeking employment, found an opening in the office where I worked.

As early as 1947 Allan was taking extended trips all over the North American continent in pursuit of railways. One of his first trips was to the narrow gauge railways of Colorado, which he photographed extensively. This was before the advent of tourist trains and the narrow gauge business was still in full operation.

His journeys were not all lengthy however, as a member of the Youth Hostel Movement, Allan often took week-end trips staying at hostels and chasing trains locally.

As might be expected, a group of us, railway enthusiasts all, would include Omer Lavallée, Tony Clegg, Sandy Worthen, Allan Toohey, Lorne Perry and myself. Often on week-ends we would engage in activities with a railway theme, It's difficult to resist recounting an experience involving Sandy, Allan and me.

It was in 1951 and we decided to devote some attention to the Rutland Railroad in the states of Vermont and New York. Accordingly, for several spring week-ends we drove to those areas and followed the trains, taking frequent photographs. Now 1951 saw the Korean War in full swing and, as was to be expected, the United States was very conscious of security. Unknown to

Au fil des ans, Sandy Worthen poursuit le projet de classer et d'identifier les négatifs d'Allan. Chaque négatif est placé dans sa propre enveloppe numérotée et étiquetée. La sœur d'Allan, Ruth, a offert officiellement cette collection lors de la création du Fonds Toohey en février 1993. Josée Vallerand, archiviste de l'ACHF, a implanté une base de données indexée des négatifs d'Allan, à partir du travail de Sandy.

Ronald Ritchie se rappelle d'Allan Toohey

S'il y a quelqu'un qui eut l'esprit ouvert parmi nos amis, c'est bien Allan Toohey. Son allure évoquait celle d'un hippie, même s'il vécut deux décennies avant cette époque du peace and love...

La première fois que je l'ai vu, en 1948, Allan vivait avec sa mère, son père et sa sœur Ruth. L'adresse, si je me souviens bien, était le 2168, avenue Beaconsfield, dans le secteur Notre-Dame-de-Grâce de Montréal. C'était son pied-à-terre lorsqu'il devait demeurer à Montréal pour un certain temps.

Je travaillais alors au bureau du superintendant général du transport au Canadien Pacifique à Montréal. Allan travaillait aussi pour le CPR, au Bureau des tarifs, mais il avait quitté son emploi pour effectuer l'un de ses pèlerinages ferroviaires. À cette époque, il était très difficile d'obtenir un congé prolongé, on devait le plus souvent démissionner. Cette année-là, de retour de son voyage, il obtint un autre poste au CPR, cette fois au bureau où je travaillais.

Dès 1947, Allan entreprend de longs voyages ferroviaires à travers l'Amérique du Nord. Il fait l'un de ses premiers périple sur les chemins de fer à voies étroites du Colorado, où il prend de nombreuses photos. Les entreprises utilisent encore couramment ces voies à cette époque, qui précède l'arrivée des trains touristiques.

Ses séjours ne sont cependant pas tous de longue durée. Abonné aux auberges de jeunesse, Allan s'offre parfois des escapades de fin de semaine pour s'adonner à la chasse aux trains, avec nuitées dans un hôtel local.

Vous le savez sans doute, notre groupe d'amateurs de trains inclut alors Omer Lavallée, Tony Clegg, Sandy Worthen, Allan Toohey et moi-même. Souvent, la fin de semaine, nous nous organisons des activités autour d'un thème ferroviaire. Je ne peux résister à la tentation de vous raconter ici une expérience que j'ai vécue avec Sandy et Allan.

Nous sommes en 1951 et nous décidons de porter une attention particulière au Rutland Railroad dans les États du Vermont et de New York. Pendant quelques fins de semaine, nous nous rendons dans ces régions pour suivre des trains tout en prenant de nombreuses photos. À cette époque, la guerre de Corée fait rage et, comme on doit s'y attendre, les États-Unis sont sur leurs gardes en ce qui concerne la sécurité. À notre insu, la présence de nos



On September 26, 1948, Omer Lavallée, Allen Toohey and Sandy Worthen made an inspection tour of the new CPR yard being built in Cote St. Luc, (Montreal) Quebec, in the first photo note the construction crew housing in the background. Anthony Clegg.

Le 26 septembre 1948, Omer Lavallée, Allan Toohey et Sandy Worthen font le tour du nouveau triage construit par le CP à Côte St-Luc, Montréal, Québec. Sur cette première photo, on remarque les baraques de chantier en arrière-plan. Anthony Clegg.

In the second photo, note the unobstructed view of St. Joseph's Oratory and the University of Montreal in the background. CRHA Archives, Fonds Worthen.

Sur la deuxième, on remarquera la vue dégagée sur l'oratoire St-Joseph et l'Université de Montréal en arrière plan. Archives de l'ACHF, Fonds Worthen.



Omer and Allan riding the CPR rails on May 9, 1952. Anthony Clegg.

Sur la troisième, Omer et Allan à bord du CP le 9 mai 1952. Anthony Clegg.

us, our presence with cameras was making the Rutland crews very nervous indeed.

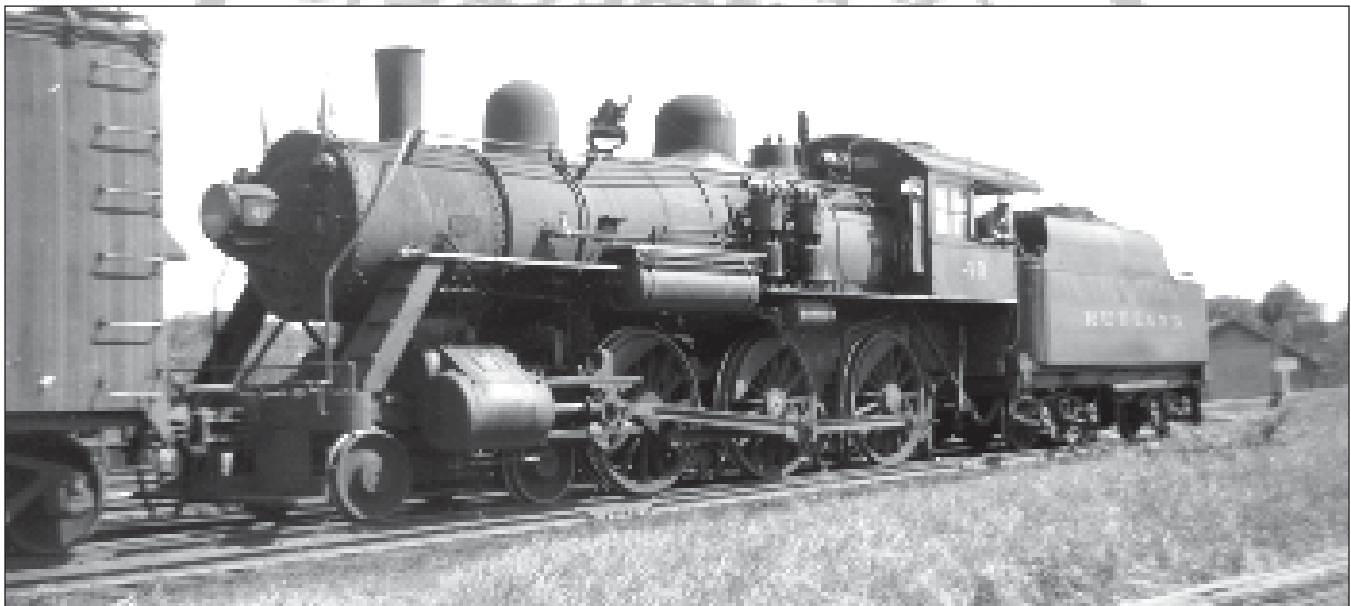
On the Monday morning, after our tenth or eleventh excursion, Sandy received a telephone call from an acquaintance in the R.C.M.P. saying "dammit all Sandy, were you guys chasing trains yesterday?" It turned out, of course, that a Rutland crew reported that suspicious anarchists had been chasing its train across New York State. The word was quickly relayed to the F.B.I. who, in turn, contacted the R.C.M.P. Fortunately Sandy's friend happened to see the report and headed it off. Needless to say we gave the Rutland a rest for a few weeks.

It was in the 1950s that Allan decided to leave the C.P.R. for good and travel around the world until he found a place where he might feel like settling down. He left Montreal for England and his many friends were sorry to see him go. After spending some time in England he travelled to South Africa where he eventually settled in, I believe, Cape Town.

caméras rend les équipes de train du Rutland plutôt nerveuses.

Un lundi matin, après notre dixième ou onzième excursion, Sandy reçoit un appel téléphonique d'une connaissance de la Gendarmerie Royale du Canada (GRC), qui lui dit : « Bon sang, où étiez-vous donc hier pour votre chasse aux trains? ». Il lui explique qu'une équipe du Rutland, craignant que des anarchistes poursuivent leurs trains à travers l'État de New York, a rapporté le fait aux autorités. L'affaire fut rapidement transmise au FBI, qui à son tour contacta la GRC. Par chance, l'ami de Sandy prend connaissance du rapport et régularise la situation. Inutile de dire que nous délaissions le Rutland les quelques semaines suivantes...

Allan a pris la décision de quitter définitivement le CPR dans les années 1950 pour parcourir le monde à la recherche d'un endroit où il lui plairait de s'installer. Ses amis sont déçus de le voir quitter Montréal pour l'Angleterre. Après un séjour dans ce pays, il voyage en Afrique du Sud, où il s'installe, je crois, dans la ville du Cap.



Rutland Railroad 4-6-0 40 caught on film at Malone, New York on September 1, 1947. CRHA Archives Fonds Toohey, 47-89.

La locomotive 4-6-0 No 40 du Rutland Railroad prise à Malone, État de New York, le 1er septembre 1947. Archives de l'ACHF, Fonds Toohey, 47-89.

Obtaining employment there, Allan purchased a motor scooter (moped) on which to commute to work. Unfortunately one day he was involved in a traffic accident, suffering injuries from which he succumbed. So ended the life of Edward Allan Toohey, a friend whose lifestyle I admired. He was only 29 years old.

Ronald Ritchie

P.S. A piece of trivia. Allan told me that the actress Debbie Reynolds was a distant Cousin. Perhaps it ran in the family as, in many ways, Allan was a thespian at heart.

Ayant trouvé un emploi dans cette ville, il s'achète un scooter pour se rendre à son travail. Malheureusement, il est impliqué dans un accident routier et succombe à ses blessures. Il n'est alors âgé que de 29 ans. Ainsi s'achève la vie d'Edward Allan Toohey, dont j'ai admiré le style de vie.

Ronald Ritchie

P.-S. Un détail : Allan m'a dit que l'actrice Debbie Reynolds était une de ses cousines lointaines. C'est peut-être pourquoi il avait l'âme... d'un acteur.

Whither Utopia

By Ronald S. Ritchie

In the mid-1950s, Omer Lavallée and I made a pilgrimage at least twice a year to CP's Minto Subdivision in New Brunswick for the purpose of renewing acquaintances with the beloved 4-4-0s that operated on the east end of that line. We had chosen, on this occasion, the 1950-51 New Year weekend for one such trip. We were accompanied by our friend Allan Toohey.

We arrived in Saint John on the morning of Saturday, December 30, and decided to occupy that day by riding the mixed train from West Saint John to Bonny River on the Shore Line Subdivision. The next day, being a Sunday with no interesting train services, was spent walking around the Terminal Area of Fairville (now Lancaster), West Saint John and Saint John proper.

After an excellent dinner in the Dining Room of the Royal Hotel where we were staying, we decided to go to the evening service at Trinity Anglican Church. I had a special affinity for that Church as my grandfather had been its choir director some fifty years before and my father had sung in the choir. I had also met the Rector, the Reverend Arthur Coleman, who had been with the Church of the Ascension on Park Avenue in Montreal. On entering the Church we proceeded well up the aisle and seated ourselves in a pew with Toohey, Lavallée and myself in that order.

All went well until the Reverend Coleman commenced his sermon, the subject of which was "A Heavenly Place called Utopia", and how we, mortals, should strive to reach it.

Coleman posed the question: "Where is Utopia?" upon which I turned to Omer and whispered: "Does the fool not know that it is at Mileage 43.4 of the Shore Line Subdivision?" Omer broke up at that point. The Reverend was warming up to his subject and asked: "How do we get there?" to which I provided the obvious answer: "By train". He carried on by asking: "How would we know when we were approaching our goal?", and I provided the answer: "The Brakeman will announce the station stop, Idiot". The Reverend then intoned the question: "How will we know when we get there?", and I informed Omer that there would be a sign bearing the name of the place and located near the track. [more giggles]. Finally, the Reverend Coleman asked: "What will we find when we get there?" Again I had the answer: "A platform, an outhouse sized station structure and precious little else".

By now Omer was managing to stifle his giggles due, in part I am sure, to the pain he was suffering from Toohey's elbow jabs into his ribs.

À la recherche d'Utopia

Par Ronald S. Ritchie

Au milieu des années 50, Omer Lavallée et moi faisons un pèlerinage au moins deux fois par an à la division Minto du CP au Nouveau-Brunswick pour rappeler notre bon souvenir à cette bien-aimée 4-4-0, exploitée à l'extrémité est de cette ligne. Nous avons choisi la fin de semaine du Nouvel An 1950-1951 pour ce voyage et étions accompagnés par notre ami Allan Toohey.

Arrivés à St-John le samedi matin du 30 décembre, nous avons décidé d'occuper la journée en prenant le train mixte depuis West Saint John vers Bonny River sur la Shore Line. Le lendemain, donc dimanche, puisqu'il n'y avait pas de train intéressant, nous sommes allés faire un tour près du terminal de Fairville (maintenant Landcaster) et dans l'ouest et le centre de St-John.

Après un excellent souper à la salle à manger de l'hôtel Royal, nous avons décidé d'aller assister au service du soir à l'église anglicane de la Trinité. J'avais une affinité spéciale pour cette église, puisque mon grand-père avait dirigé le chœur 50 ans auparavant et que mon père en faisait partie. J'ai aussi rencontré le recteur, le Révérend Arthur Coleman, qui avait aussi été à l'église de l'Ascension, avenue du Parc à Montréal. En entrant dans l'église, nous nous sommes assis sur un banc dans l'aile, Toohey, Lavallée et moi, dans l'ordre.

Tout allait bien jusqu'à ce que le Révérend Coleman commence son sermon, dont le sujet était « Un lieu paradisiaque appelé Utopia », et nous explique comment nous, les mortels, devons nous efforcer de l'atteindre.

Coleman posa la question : « Où est Utopia ? » Je me suis alors tourné vers Omer et lui ai murmuré : « Mais ce fou ne sait pas que c'est au PM 43,4 sur la Shore Line?! » À ce moment, Omer a été pris d'un fou rire. Le Révérend a continué sur sa lancée en demandant : « Comment nous y rendre? », à laquelle j'ai répondu : « Par le train, évidemment ». Il a continué : « Quand saurons-nous que nous sommes presque arrivés? » et j'ai répondu : « Le serre-frein annoncera la gare, idiot! ». Le Révérend a alors entonné : « Comment saurons-nous que sommes bien arrivés? » J'ai soufflé à Omer qu'il y aurait une pancarte près de la voie avec le nom de la gare (autres ricanements). Le Révérend a terminé en demandant : « Que trouverons-nous quand nous y serons? » Là, j'ai répondu : « Un quai, la structure d'une petite gare et pas grand-chose d'autre. »

Jusque-là, Omer avait réussi à étouffer ses rires dus, en partie, j'en suis sûr, aux coups de coude que Toohey lui filait dans les côtes.



WEST SAINT JOHN—BONNY RIVER

NOV 1917

WTS Fr. Car.	Met.	TABLE 21	HOLD Fr. Car.
100	100	Atlantic Tires	100
100	100	Wm. Ross & Co.	100
100	100	John Moore	100
100	100	James Lake	100
100	100	Allen Car	100
100	100	Langens Ltd.	100
100	100	Traylor	100
100	100	Pr. of St. West.	100
100	100	Henry Cook	100
100	100	Armstrong	100
100	100	Harry Wood	100
100	100	Partridge	100
100	100	Partridge	100
100	100	George Carter	100
100	100	W. George	100
100	100	W. Murray	100

Ronald Ritchie (foreground) and Allen Toohy at Fairville, New Brunswick.
Ronald Ritchie (au premier plan) et Allan Toohy à Fairville, Nouveau Brunswick.

Evensong was finally over and the recession had taken place and the Reverend Arthur Coleman had stationed himself by the front door to shake hands and wish his departing parishioners a Happy New Year - it being New Year's Eve. As we went by he commented to us that we seemed to enjoy his sermon very much to which Omer replied: "Father, you will never know how much". We then walked out into the night.

La cérémonie prit fin et le Révérend Arthur Coleman se tint devant la porte pour souhaiter une bonne année à ses paroissiens – c'était la veille du Nouvel An. Quand nous arrivâmes à lui, il nous fit la remarque que nous semblions avoir beaucoup apprécié son sermon. Omer lui répondit : « Mon père, vous ne pourrez jamais savoir à quel point. » Et nous avons disparu dans la nuit.

The Late Anthony Clegg Remembers Allan Toohey

Reading the short article regarding Allan Toohey by Ronald Ritchie, I remember some of my adventures with Allan half a century ago.

As Ron records, Allan Toohey, Omer Lavallée and I often went on weekend railfan trips together. The fact that we all worked for the railways and received passes and half-rate orders made such outings financially very feasible.

One trip that remains in my memory was an excursion over the Temiscouata Railway in eastern Quebec, and on to Nova Scotia and Cape Breton Island in May 1949. It was at Stellarton or New Glasgow, N.S. that we came up with the idea of the Anomal. This was to be a publication to help other travellers find economical meals and suitable accommodation at various stations where railfan activities were extant. The name comes from the first letters of the names of the compilers, ANthony, OMer and ALLan. It seemed like a good idea at the time, but unfortunately it never got published...

At a later date, Allan took up cycling, and he and I went on some longer Canadian Youth Hostelling trips together to such points as Luskville, near Ottawa, and Bolton Glen in the Eastern Townships. We also went on longer journeys, such as our junket to British Columbia in July 1952. The fact that bicycles were handled on most trains without charge certainly made these combined railfan and cycling trips much easier.



Anthony Clegg (left) and Allan Toohey at the grave of Alonzo Dixon, GTR engineer who was killed in the discharge of his duty at age 29. This tombstone is in the Mount Royal Cemetery in Montreal. Omer Lavallée, Ronald Ritchie collection.

Anthony Clegg (à gauche) et Allan Toohey sur la tombe d'Alonzo Dixon, ingénieur du GTR tué en service à la gare Windsor à Montréal, à l'âge de 29 ans. Cette tombe se trouve au cimetière du Mont-Royal. Omer Lavallée, Collection Ronald Ritchie.

nous arrêtant dans des auberges de jeunesse telles celles de Luskville près d'Ottawa et Bolton Glen dans l'Estrie. Nous partions parfois longtemps – par exemple, en Colombie-Britannique en juillet 1952. Le fait que les bicyclettes soient acceptées sans frais sur la plupart des trains facilitait ces voyages combinant l'amateurisme ferroviaire et le cyclisme.

Anthony Clegg se rappelle d'Allan Toohey

À la lecture de ce court article sur Allan Toohey par Ronald Ritchie, je me rappelle quelques aventures vécues avec Allan, il y a de cela un demi-siècle.

Tel que le raconte Ronald, Allan Toohey, Omer Lavallée et moi-même allions souvent ensemble en excursion ferroviaire la fin de semaine. Le fait de tous travailler pour une compagnie de chemin de fer et d'obtenir ainsi des laissez-passer et des demi-tarifs rendait possibles financièrement de telles sorties.

Un des voyages qui me revient à l'esprit est une excursion sur le chemin de fer Témiscouata dans l'est du Québec, en Nouvelle-Écosse et sur l'Île-du-Cap-Breton, en mai 1949. C'est alors que nous étions à Stellarton ou à New-Glasgow (N.-É.) que nous vint l'idée de lancer Anomal : une publication pour informer les voyageurs à la recherche de repas économiques et d'hébergement approprié à partir de gares menant à des activités pour amateurs ferroviaires. Le nom était un acronyme formé par les deux premières lettres des prénoms des rédacteurs, Anthony, Omer et Allan. Cela semblait une bonne idée à l'époque, mais malheureusement, il n'y pas eu de suites...

Plus tard, Allan a acheté une bicyclette et nous sommes partis tous les deux pour de longs séjours à vélo en



Cornwall Street railway car 29 was a 1927 product of St. Louis Car Company. It came to Cornwall second hand in 1939 from the Northern Texas Traction Company in Fort Worth Texas. This photo showing from left to right; Anthony Clegg, Allen Toohey, Omer Lavallée and Charlie DeRocher was taken on August 14, 1949. All passenger service on the CSR ended on July 27, 1949. Car 29 was converted to a tower line-car in 1952, to help maintain the overhead for the electric freight operation which survived until October 9, 1971. Anthony Clegg.

Le tramway No 29 du Cornwall Street Railway (CSR) a été construit par la St. Louis Car Company en 1927. Il arrive à Cornwall, en 1939 racheté d'occasion à la Northern Texas Traction Company de Fort Worth. Sur cette photo prise le 14 août 1949, on peut voir de gauche à droite : Antonny Clegg, Allan Toohey, Omer Lavallée, et Charlie DeRocher. Le service passager du CSR est abandonné le 27 juillet 1949. Le tramway No 29 est converti en 1952 comme véhicule d'entretien des caténaires pour le service fret qui survivra jusqu'au 9 octobre 1971. Anthony Clegg.

Our Western Canada excursion was via CPR from Montreal to Sirdar, B.C. thence on the S.S. Minto along the Arrow Lakes (breakfast in the dining room on board the C.P. vessel cost 77 cents). After a short stay in Vancouver, and a visit to the Peace Arch on the Canada-U.S. border near White Rock, B.C., we continued via CNR to Cisco, B.C. There we were fortunate in seeing two sections of the Canadian National's steam-powered Continental Limited cross the spectacular bridge over the Fraser River, where the two transcontinental railways exchange sides of the canyon. Then we continued to Jasper and cycled the Jasper-Lake Louise highway by leg-power.

On my first visit to the U.K. in May and June 1955, I met Allan in England and he was helpful with European travel advice, including visits to the slate quarries in Northern Wales as well as introduction to friendly maidens to escort us to the Isle of Man and up the

Notre voyage dans l'Ouest canadien commença à bord d'un train du CPR entre Montréal et Sirdar (C.-B.), puis sur le S.S. Minto le long des lacs Arrow. Nous prenions des déjeuners à 77 cents dans la salle à dîner à bord du navire du CPR. Après un bref séjour à Vancouver et une visite à Peace-Arch sur la ligne frontalière entre le Canada et les États-Unis près de Whiterock (C.-B.), nous avons poursuivi vers Cisco (C.-B.) à bord d'un train du CN. Nous avons eu la chance de voir deux sections du train à vapeur, le Continental Limited, traverser le pont spectaculaire au-dessus de la rivière Fraser, à l'endroit où les deux lignes transcontinentales changent de côté dans le canyon. Puis, nous avons continué vers Jasper pour ensuite pédaler sur la route entre Jasper et le lac Louise.

J'ai rencontré Allan en Angleterre lors de ma première visite au Royaume-Uni en mai et juin 1955. Il me fit de précieuses suggestions pour mon séjour en

Eifel Tower in Paris.

As Ron reports, after my return to Montreal in the autumn of 1955, Allan continued his travels to South Africa, where he lived for a short time, until his unfortunate accident in August, 1959.

Anthony Clegg



This is the last photo taken of Allan Toohey on board a ship in the UK on May 26, 1955. Anthony Clegg.

Europe, par exemple la visite de carrières d'ardoise au nord du pays de Galles. Il me présenta aussi d'aimables jeunes filles qui nous escortèrent de l'île de Man jusqu'à la tour Eiffel de Paris.

Comme raconte Ronald, après mon retour à Montréal à l'automne 1955, Allan poursuit ses voyages vers l'Afrique du Sud, où il est demeuré une courte période avant le tragique accident d'août 1959.

Anthony Clegg

C'est la dernière photo d'Allan Toohey, prise à bord d'un bateau au Royaume-Uni le 26 mai 1955. Anthony Clegg.

Steam Trek in 1954 by Lorne Perry

The idea of taking short rail trips to experience various lines and keep track of the motive power has been around a long time. Allan Toohey was an old hand at it, and so was Tony Clegg. I was the relative newcomer to the art. We all carried cameras of course; the difference in those days was that we were parsimonious with film. I only have one shot to contribute and the other from Tony's archive shows Allan and me. We had all been members of CRHA for several years and that was our original meeting ground.

I believe Tony was the official itinerary planner for our excursion on April 3, 1954. His knowledge of CNR routes and timetables was formidable. Early that morning we boarded CNR train 29 at Toronto's Union Station to begin a tour of the

Randonnée vapeur en 1964 par Lorne Perry

L'idée de faire de courts voyages pour découvrir différentes lignes et de se tenir au courant des modes de force motrice était dans l'air depuis un certain temps. Allan Toohey était déjà un vieux routier dans le domaine, comme l'était Tony Clegg. J'étais pour ma part un néophyte. Nous avions tous évidemment un appareil photo. La différence avec aujourd'hui était alors la parcimonie avec laquelle nous utilisions la pellicule. Je n'ai qu'un cliché; l'autre, provenant des archives de Tony, nous montre, Allan et moi. Nous étions membres de l'ACHF depuis plusieurs années et c'est là que nous nous étions rencontrés au départ.

Je crois que Tony était le planificateur officiel de notre excursion du 3 avril 1954. Sa connaissance des

Stan's Photo Gallery

SEPTEMBER – OCTOBER 2012

By Stan Smaill

French Version, Michel Lortie

Introduction

"I do not consider myself as a great photographer - I use a camera to record the ever changing railway scene," so said the late Omer Lavallée to your photo editor many years ago. I disagreed and with this issue's Photo Gallery, it is my pleasure to demonstrate how creative a railway photographer Omer really was. Being a working railroader as well as a noted railway historian, gave Omer a professional perspective on how a railway scene should be composed and depicted. This sometimes is lacking in rail enthusiast photography.

Omer Lavallée was born in September 1925 in Montreal. His father was a career railroader having worked for the Canadian Northern Quebec Railway ('Grand Nord') as Agent at St. Paulin, Quebec. Around 1912 he resigned and joined the Canadian Pacific Railway and ultimately became Crew Dispatcher at Outremont Yards in Montreal. He passed away in 1945.

Omer joined the Canadian Pacific family in 1942 as a Junior Clerk at the fledgling Canadian Pacific Airlines. In 1945 he transferred to the Treasury Department where he occupied various positions in the office of the General Paymaster.

Omer was associated with the weekly movement of the Company pay car in the State of Maine along CPR's 'Short Line' to New Brunswick. The existing laws in Maine at that time required that employees be paid weekly and in cash. Omer, as Paymaster, along with a payroll clerk, a CPR police constable and an attendant performed this function for many years.

The weekly drill was that Omer and company left Montreal on Train 40 in mid-afternoon on Monday, and joined the pay car at Megantic that evening. On Tuesday morning, the pay car would leave Megantic on the Scoot, a mixed train, destined to Brownville Junction. The train stopped wherever employees, including train and engine crews, were encountered to allow the payment of their wages in cash. After lying overnight Tuesday in Brownville Junction aboard the car, they left Wednesday morning on a convenient local freight destined to Mattawamkeag, once again stopping to pay all employees.

The pay car was set off at Mattawamkeag and Omer along with the clerk and police constable returned to Montreal on Train 41 arriving back in Montreal on Thursday morning. The pay car was moved from Mattawamkeag back to Megantic on a convenient freight train and made ready to resume the routine the next week. After the pay car was stocked and safely parked, the attendant returned to Montreal for the weekend.

Les photos de Stan

SEPTEMBRE – OCTOBRE 2012

Par Stan Smaill

Version française : Michel Lortie

Avant-propos

Il y a déjà plusieurs années, le défunt Omer Lavallée m'a dit : « Je ne me prends pas pour un as de la photographie. Je me contente d'utiliser mon appareil pour illustrer la constante évolution du domaine des chemins de fer. » Je ne suis pas d'accord avec lui. Omer était un photographe qui faisait montre d'un talent créatif remarquable. De plus, comme il était un véritable cheminot ainsi qu'un historien de renom, il pouvait décrire d'une manière professionnelle ce qui se passait dans le domaine des chemins de fer, beaucoup mieux que ne le peuvent des photographes amateurs. Les photos que vous verrez dans ces pages témoignent, à mon avis, de sa grande technique.

Omer Lavallée est né à Montréal en septembre 1925. Son père, cheminot de métier, avait été chef de gare à St- Paulin pour le Canadian Northern Quebec Railway (Grand Nord). En 1912, il vint à Montréal travailler pour le Canadien Pacifique et il y termina sa carrière en tant que répartiteur à la gare de triage d'Outremont. Il nous a quittés en 1945.

Omer, lui, est entré à l'emploi du Canadien Pacifique en 1942 en tant que commis de bureau pour chez Canadian Pacific Airlines, qui en était à ses débuts. En 1945, il fut muté au secteur financier, où il occupa plusieurs postes au bureau de la comptabilité.

Pendant plusieurs années, Omer a eu la charge de distribuer la paye aux employés du CP qui travaillaient dans le Maine. Cet État exigeait alors que tous les employés sur son territoire soient payés en argent comptant chaque semaine. Omer, accompagné d'un garde du corps armé, effectuait ce travail de « payeur ».

Pour accomplir sa tâche, il quittait Montréal à bord du train 40 le lundi après-midi pour arriver à Mégantic, au Québec, en soirée. Le lendemain matin, son wagon de payeur était rattaché au train mixte Scoot en direction de Brownville Junction. Omer s'arrêtait en route pour payer chaque employé, y compris les équipages des trains qu'il croisait. Il passait la nuit à bord du wagon à Brownville Junction. Le mercredi matin, son wagon était rattaché à un train de marchandises se dirigeant vers l'est. Le même manège se répétait jusqu'à Mattawamkeg, où on laissait le wagon. Omer et son garde du corps prenaient le train de nuit no 41, qui arrivait à Montréal le jeudi matin. Le wagon du payeur était rattaché à un train de marchandises qui le ramenait de Mattawamkeg jusqu'à Mégantic, et on recommençait le même processus la semaine suivante.

La photo en page couverture montre les

In our cover photo, the engine crew of 1255 have just been paid. The freight is advancing and will stop with the van spotted opposite the pay car so the train crew can board car 52 and be paid. This routine was repeated whenever the pay car met an opposing train en-route.



This wooden 5 position change tray from pay car 52 was used by the paymaster to make change when paying State of Maine employees in cash. CRHA Archives, Ronald Bryant donation.

Ce plateau de monnaie à cinq positions du wagon du payeur No 52 était utilisé par le caissier pour rendre la monnaie lorsqu'il donnait en espèces leur paie aux employés de l'État du Maine. Archives de l'ACHF, don de Ronald Bryant.

After his stint on the pay car, Omer transferred to the Department of Public Relations & Advertising. He became the Supervisor of the Speaker's Bureau and fulfilled that function very successfully.

In the 1960s, CP decided to reactivate its Corporate Archives, which had been more or less dormant since 1935. He was appointed Historian and Archivist, a position he fulfilled until his retirement in 1986.

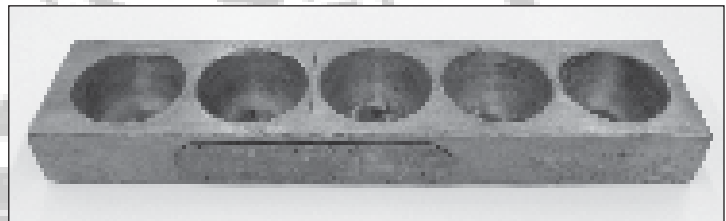
Although noted as a railway historian, Omer's interests went far beyond the steel wheel on steel rail. Religions were a favourite topic, not to mention languages and customs. His interest in railways and street railways was not confined to Canada. He was very interested in these worldwide, especially those of Europe and specifically Swiss narrow gauge.

Omer was very active in the Canadian Railroad Historical Association and in the establishment of the Canadian Railway Museum, today's Exporail. He played a pivotal role on the early Collection Committee which selected the pieces of rolling stock for preservation between 1950 and the early 1960's. He also wrote many articles for the CRHA News Report, the forerunner of Canadian Rail.

membres de l'équipe de la locomotive 1255 qui viennent de recevoir leurs payes. Le train de marchandises va s'avancer jusqu'à ce que le fourgon de queue soit rendu au wagon du payeur et que l'équipe de l'arrière du train soit payée. Tout au long du trajet, on répétait ce manège à chaque rencontre d'un convoi venant en direction opposée.

Pay car 52 is shown leaving Montreal for Megantic, Quebec on the rear end of Train 40 on April 23, 1956. The car had just received its final general repair at the Angus Shops.

Le wagon du payeur no 52 quitte la gare de Mégantic rattaché à l'arrière du train 40, le 23 avril 1956. Ce wagon vient tout juste d'être rénové aux ateliers Angus de Montréal.



Omer fut un jour muté au Service des relations publiques et de la publicité. Il devint alors directeur des communications. Il s'acquitta de cette tâche avec succès jusqu'à ce que l'on décide de réactiver le secteur des archives de l'entreprise, qui avaient été négligées depuis 1935. Omer devint alors l'historien et l'archiviste de la compagnie, poste qu'il a occupé jusqu'à sa retraite en 1986.

Omer était un historien de renom dans le domaine des chemins de fer et des tramways, et non seulement ceux du Canada, mais ceux de partout dans le monde, entre autres les chemins de fer suisses à voie étroite et d'autres chemins de fer européens. Il s'intéressait également à d'autres sujets comme les religions, les langues et les coutumes des peuples.

Omer fut un membre très actif de l'Association canadienne d'histoire ferroviaire et il a participé aux débuts du musée qui deviendra plus tard Exporail. Il y a joué un rôle clef, entre 1950 et 1960, en tant que membre du comité de sélection des pièces à conserver. Également, il a écrit de nombreux articles pour l'ancêtre de Canadian Rail, le New Report. Notre ami Omer est décédé à son domicile de Lachine le 5 février 1992. Il avait 66 ans.

Les photos couleur présentées ici ont toutes été

Omer passed away at his Lachine home on February 5, 1992 at age 66.

The colour images in this Photo Gallery were all made by Omer Lavallée from the collection of Ron Ritchie who we thank in advance for his assistance with this issue. Omer, along with Anthony (Tony) Clegg, Ronald Ritchie, Sanborn Worthen and others, were constant travelling companions of Allen Toohey in the quest of railroad photography. We are pleased to present this selection of Omer's colour photography to accompany Allan Toohey's black and white images. In many cases, Omer was standing beside Allen, Ronald and Tony as the four photographic masters recorded the scene.

Omer, thanks for the memories! All Aboard, En Voiture!



Omer Lavallée and Allen Toohey photographed at Montmorency, Quebec on November 12, 1950, the pair were no doubt scouting and photographing the Quebec Railway Light and Power property.

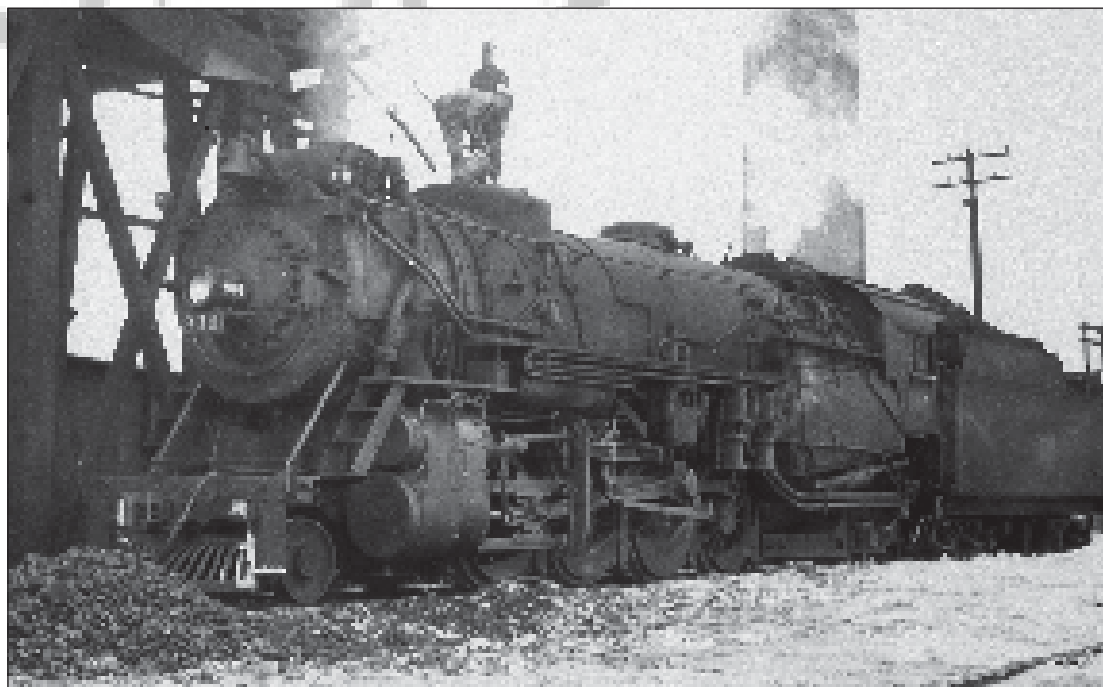
Omer Lavallée, à gauche sur la photo, en compagnie de Allen Toohey, le 12 novembre 1950, à Montmorency au Québec. Tous deux étaient probablement en excursion photographique sur les rails du chemin de fer Québec Railway Light and Power. Ronald S. Ritchie.

prises par Omer Lavallée et proviennent de la collection personnelle de Ron Ritchie. Nous remercions ce dernier pour l'aide apportée à la réalisation de cette publication. Omer ainsi que Anthony (Tony) Clegg, Ronald Ritchie, Sanborn Worthen et d'autres furent les compagnons de voyage de Allen Toohey dans de nombreuses expéditions de photos. En plus des photos couleur d'Omer, nous vous présentons quelques photos en noir et blanc prises par Allen Toohey. Bien souvent, Omer faisait partie de l'équipe composée de Allen, Ronald et Tony, qui immortalisaient ces scènes.

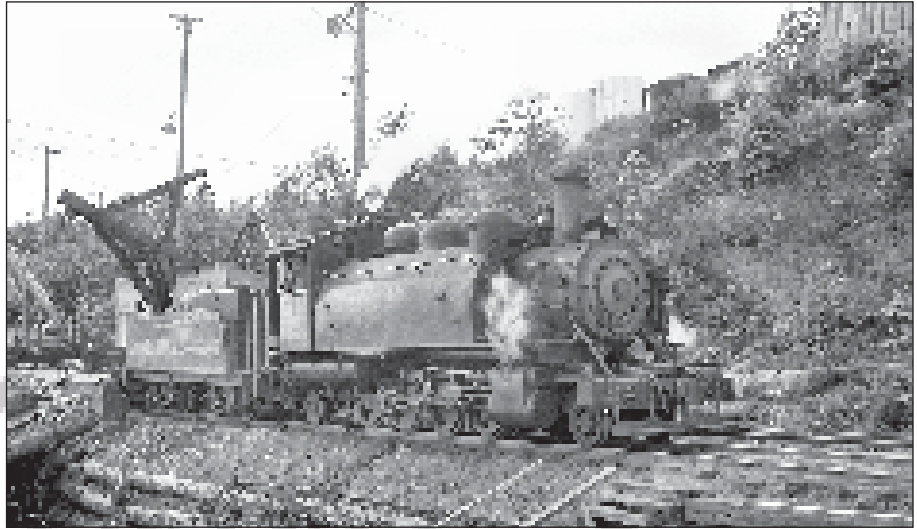
Merci Omer pour tous les beaux souvenirs que tu nous a légués!

During the Second World War, the Canadian Pacific Railway was short of power, here Omer caught leased Central New Jersey 2-8-2 905 at Brownville Junction, Maine. It appears that the crew is sanding the dome one bucket at a time!

Durant la Seconde Guerre mondiale, le CP se trouva à court de locomotives. Sur cette photo d'Omer, on voit que la 2-8-2 905, louée du chemin de fer New Jersey Central, était ravitaillée à Brownville Junction. L'équipage semble remplir la réserve de sable... un sceau à la fois!



The Comox Lumber and Railway Company on Vancouver Island was the largest logging company in the British Empire. Its operations were located between Comox and Campbell River with sawmills at Fraser Mills. Here Omer lensed a CL&RC 2-8-2 saddle tank locomotive at an unknown location in 1951. The company was purchased by Crown Zellerbach Canada Limited in 1954.



La société Comox Lumber and Railway Company, située sur l'île de Vancouver, était la plus importante entreprise du genre de l'Empire britannique. Ses chemins de fer reliaient les villes de Comox et Campbell River et un moulin à scie à Fraser Mills. Cette locomotive de type 2-8-2 a été photographiée par Omer dans un lieu non identifié, en 1951. La compagnie Comox a été rachetée par la Crown Zellerbach en 1954.



The Temiscouata Railway began operations in 1889 between Rivière du Loup, Quebec and Edmundston, New Brunswick, a distance of 81.5 curvy miles. This interesting and scenic short line was visited on more than one occasion by Omer et al. In these two photos taken in 1949 we see mixed trains made up of period freight cars and combine coach 101. Power for the day was ten-wheeler 7, a 1911 MLW product. The 7 became CNR 1015 in 1950 when they took ownership of the line, it was scrapped in 1954.

Le chemin de fer du Témiscouata commença à fonctionner en 1889 entre Rivière-du-Loup au Québec et Edmundston au Nouveau-Brunswick. Une assez courte distance de 81,5 milles, mais avec de nombreuses courbes. Cette petite ligne qui traversait un très beau paysage a reçu plusieurs visites d'Omer et de ses compagnons. Ces deux photos, prises en 1949, nous montrent leurs trains mixtes composés de wagons de marchandises d'époque ainsi que du wagon de passagers et de petits colis tractés par la locomotive à vapeur 7, une 4-6-0 construite en 1911 par MLW. Lorsque la ligne devint la propriété du CN en 1950, elle reçut le numéro 1015. Elle a été envoyée à la ferraille en 1954.





A CPR M class 2-8-0 is handling a cut of cars in the compact but busy yard at LaSalle, Quebec back in 1951. LaSalle was the destination for Montreal Terminal Transfer Freights that handled cars for Seagram's Distillery, LaSalle Coke and many clients on the South Bank Branch along the Lachine Canal. Note that LaSalle station and its accompanying platform shelter are still painted in the cream and red colours.

Une locomotive de type M 2-8-0 du CP pousse une rame de wagons de marchandises à la gare de triage de Lasalle en 1951. Cette gare s'occupait de répartir les wagons destinés, entre autres lieux, à la distillerie Seagram, à Lasalle Coke et à tous les autres clients situés le long de la voie du CP sur la rive droite du canal de Lachine. La gare de passagers de Lasalle ainsi que l'abri sont peints aux couleurs crème et rouge.

Well into the 1950's, some CPR branch line passenger operations were entrusted to a small fleet of 9000 series 'diesel cars'. Ottawa to Maniwaki, Quebec; Sutton to Drummondville, Quebec; and Fredericton to Fredericton Junction, NB are three such operations that come to mind. Guelph to Guelph Junction, Ontario was a fourth schedule protected by the likes of CPR 9004 lensed by Lavallée at Guelph Junction in the fifties.

Au cours des années cinquante, le transport de passagers sur certaines lignes secondaires du CP était effectué à l'aide d'autorails de la série 9 000. Entre autres liaisons, il y avait Ottawa (Ontario) et Maniwaki (Québec) et celles entre Sutton et Drummondville au Québec et Fredericton à Fredericton Junction au Nouveau-Brunswick. Cette photo de l'autorail 9004 a été prise par Omer à la gare de Guelph Junction en Ontario. Il faut noter que la liaison avec la ville de Guelph se faisait également à l'aide de ces autorails.





Omer was itinerant. Along with Ronald Ritchie, Allan Toohey and others, he made good use of his CPR railway pass to ride wherever the trains ran. One such road was Ontario's Algoma Central. Views of ACR steam in colour are scarce, but on a summer morning in 1950, Omer captured CLC built 4-6-0 100 at Hawk Junction, Ontario. 'Hawk' is the division point between Sault Ste. Marie and Hearst, Ontario. A GP7, built by GM Diesel at London, Ontario, will soon cause 100's retirement.

Omer était un grand voyageur. En compagnie de ses amis Ronald Ritchie, Allen Toohey et d'autres amateurs, il fit largement usage de son laissez-passer du CP pour aller partout où il pouvait trouver des trains. L'un des chemins de fer empruntés était le Algoma Central en Ontario. Il existe très peu de photos couleur de locos vapeur de cette ligne. Cette photo, prise un matin d'été 1950 par Omer, montre la 4-6-0 100 à Hawk Junction, Ontario. Cette gare était le point divisionnaire situé entre Sault Ste-Marie et Hearst. La locomotive sera bientôt remplacée par un diesel GP 7, construite par GMD de London, Ontario.

Omer's Pay Car was handled across the CPR Moosehead Subdivision by the legendary local mixed train known as the 'Scoot'. Usually powered by G2 class 4-6-2's, the 'Scoot' served the isolated local communities between Megantic, Quebec and Brownville Junction, Maine carrying the mail, groceries and station supplies and payment in cash for services rendered by sectionmen, signal maintainers, operators and others. In March 1956, G2 4-6-2 2596 is assembling the 'Scoot' at Megantic, Quebec.



Le wagon du payeur utilisé par Omer était rattaché au légendaire train mixte appelé familièrement Scoot, qui était le plus souvent tracté par une Pacific G2 4-6-2. Ce train desservait toute la région isolée entre Mégantic au Québec et Brownville Junction dans le Maine. On apportait dans ces villes le courrier, la nourriture et d'autres biens de consommation ainsi que la paie en argent comptant pour tous les travailleurs du chemin de fer. Photo prise en mars 1956. La G2 2596 rassemble les wagons de son train à la gare de triage de Mégantic au Québec.



Working the Pay Car across the CPR International of Maine Division, afforded Omer many photo opportunities on this isolated stretch of railway. At what appears to be Attean, Maine on the CPR Moosehead Subdivision, FA1 4009 and an 8400 series RS3 have Saint John, N.B. manifest freight 952 eastbound for the coast while Omer's pay car waits in the siding.

Son travail de payeur à la division internationale du Maine donnait à Omer de nombreuses occasions de faire des photos de cette ligne très isolée. Cette photo a été prise à Attean, Maine, sur la division Moosehead du CP. Elle montre la diesel de type FA1 accompagnée d'une RS3 de la série 8400 en tête du train de marchandises 952 en direction de St-John, N.-B. Le wagon du payeur était sur la voie d'évitement afin de céder le passage à ce train express.

The ramblings of Lavallée, Toohey and Ritchie in the fifties included numerous visits to the CPR Minto Subdivision in New Brunswick that featured three diminutive A class 4-4-0 steam locomotives. On a winter morning in 1951, under the watchful eye of engineer Johnny Myers, Omer captured the Minto mixed at Norton, N.B. It will be a cold ride for the sectionmen whose Sylvester motor car is in the clear for 144 and her train !

Les nombreux voyages de l'équipe Lavallée, Toohey et Ritchie les amenèrent à visiter très souvent la petite ligne de la subdivision Minto du CP au Nouveau-Brunswick, où, à cause des restrictions de poids, on devait utiliser de très petites locomotives à vapeur de type A 4-4-0. Par un froid matin d'hiver de 1951 à Norton N.-B., le mécanicien Johnny Myers est aux commandes de la 144 et de son train mixte. L'employé d'entretien, qui attend le passage du train dans sa draisine à moteur, devait avoir encore plus froid !





To finance its projects including what has become Exporail - The Canadian Railway Museum, the CRHA operated many train and streetcar excursions out of Montreal for many years. In the first of two Lavallée views at Newaygo, Quebec on the CNR Montfort Subdivision, CNR diesel car 15837 performs a runpast on a beautiful October 1, 1950. This was the CRHA's first railway excursion and the fabulous scenery of the CNR's Laurentian line would be enjoyed on at least two more excursions until the line's demise north of St. Jerome in 1962.

Afin de financer ses nombreux projets pour le musée qui allait devenir Exporail, la SCHF a organisé, pendant de nombreuses années, des excursions sur les nombreux chemins de fer et lignes de tramway qui rayonnaient à partir de Montréal. Cette photo, prise lors d'une excursion à Newaygo au Québec sur la subdivision Monfort du CN, nous montre l'autorail diesel 15837 du CN avec un wagon de passagers pendant un arrêt photo par une magnifique journée d'automne, le 1er octobre 1950. Il s'agissait de la première de plusieurs excursions sur cette ligne qui allait être abandonnée en 1962.

In the second image, Omer has captured CNR 4-6-2 5292 on the CRHA's first steam hauled excursion – again at Newaygo, Quebec, this time on October 5, 1952. Newaygo is cottage country for many Montrealers, including Dorval Branch 245 Royal Canadian Legion President Bill Bray and his family who for years, had a summer retreat at this location accessible only by train or boat. These two Lavallée images are dedicated to the Bray family.



Lors d'une autre excursion sur la subdivision Monfort du CN, Omer a pu photographier la loco vapeur 4-6-2 5292 en tête de la première excursion tractée par la vapeur de la SCHF sur cette ligne à Newaygo. Ce dernier endroit, très isolé, n'était accessible que par chemin de fer ou par bateau. Malgré cela, il était très prisé par de nombreux Montréalais qui y avaient une résidence secondaire. Parmi eux, Bill Bray, qui était président de la loge 245 de la Légion royale canadienne de Dorval. Ces deux photos lui sont dédiées ainsi qu'à sa famille.



The town where miners die. Springhill, Nova Scotia suffered three disasters in the 1950s in the waning years of the coal mining industry in central Nova Scotia. Two mine explosions and a terrible fire, which destroyed much of the town's business section, changed life forever in Springhill. This included the abandonment of the Cumberland Railway and Coal Company Railway that ran from Springhill Junction to Parrsboro. In 1952, Omer chanced upon C.R. & C. 0-6-0T No. 10 simmering at Springhill beside the scale track.

La ville minière de Springhill en Nouvelle-Écosse a été durement éprouvée par deux terribles explosions qui firent de nombreux morts dans une mine de charbon ainsi qu'un grave incendie qui a complètement dévasté son centre-ville au cours des années cinquante. Ces accidents ont provoqué la fin de l'ère des mines de charbon dans cette province, entre autres l'abandon de la Cumberland Railway and Coal et de son chemin de fer qui reliait Springhill Junction à Parrsboro. En 1952, Omer a photographié la 0-6-0T 10 du CR&C à Springhill.

On the same trip to Nova Scotia, Omer happened to visit the Old Sydney Collieries Railway in North Sydney, Nova Scotia. The OSC was noted as being one of the last steam powered colliery railways in the Maritimes. It had a small fleet of 2-4-0 steam locomotives, such as No 25 displayed at the entrance to Exporail - The Canadian Railway Museum. Less well known is the eclectic mix of wooden freight equipment such as hopper car 439 and the van shot by Lavallée in 1952.

Durant ce même voyage en Nouvelle-Écosse, Omer s'est rendu à North Sydney pour visiter le Old Sydney Collieries Railway. Ce chemin de fer fut le dernier à utiliser des locos vapeur sur son réseau. Il possédait plusieurs petites locomotives de type 2-4-0. L'une d'entre elles, la numéro 25, est d'ailleurs conservée sur un socle à l'extérieur du Musée Exporail. Ce même chemin de fer possédait de nombreux petits wagons à quatre roues comme ceux de la photo, dont un fourgon de queue minuscule. Cette photo fut prise en 1952.





One of Omer's first colour slides was of Nova Scotia Light and Power work car No. 70 seen here at Halifax in 1949. Halifax had a great fleet of four wheel Birney streetcars that were replaced by Can Car Brill trolley buses in the early fifties. No. 70 is similar to Montreal Street Railway car 274 recently re-restored at Exporail.

L'une des premières photos couleur prises par Omer à Halifax, Nouvelle-Écosse, en 1949, nous fait voir le tramway d'entretien des voies de la Nova Scotia Light and Power. La numéro 70 était une voiture à quatre roues de type Birney dont la compagnie possédait plusieurs exemplaires et qui furent toutes remplacées par des trolley-bus Can Car durant les années cinquante. Une voiture semblable, la numéro 274 de la Montreal Street Railway, a été complètement remise à neuf et fait partie de la collection du Musée Exporail.

Continuing on a Maritime theme is this lovely Lavallée image of CNR F-1-c 4-6-0 1016 at New Glasgow, Nova Scotia in the early fifties. The 1016 was built in 1909 for the Temiscouata Railway, which became a CNR property in 1950. New Glasgow once had a CNR dispatching office that controlled railway traffic in central Nova Scotia and on Cape Breton Island.



Nous sommes à la gare de New Glasgow, N.-É., au début des années cinquante. Une belle photo de la locomotive 1016 F-1-c 4-6-0 du CN, qui avait appartenu au chemin de fer du Témiscouata et ensuite au CN à partir de 1950. New Glasgow abritait à cette époque le bureau du répartiteur du CN qui contrôlait le trafic ferroviaire dans la région du centre de la province ainsi que dans l'île du Cap-Breton.



A real CPR diesel classic, photographed not far from the Lavallée home on de L'Epee Avenue in Montreal's Outremont district! Alco S2 7058 displays her as-delivered paint scheme as it switches Outremont Yard. The 7000 series Alco switchers were the first diesels bought by the CPR beginning with S2 7010 in 1943. Exporail - The Canadian Railway Museum has companion Alco S2 7077. It also has experimental diesel switcher 7000 which displays the same livery worn by 7058 in this shot.

Cette photo prise par Omer non loin de chez lui (il demeurait à cette époque rue de l'Épée, à Outremont) nous montre la locomotive diesel de manœuvre 7058, une Alco S2, au travail dans la gare de triage d'Outremont. La livrée est celle d'origine. Les S2 de la série 7000 ont été les premiers diesels acquises par le CP en 1943. La collection du Musée Exporail possède la S2 7077 et aussi la diesel 7000, première de cette série, peinte aux mêmes couleurs que la 7058 de la photo.

The caption for Omer's shot of Nova Scotia Light and Power car 70, mentioned the Halifax four wheel Birney streetcars. Montreal also had four wheel Birney Safety Cars, as they were known. Back in 1950, Omer shows us Montreal Birney car 200 at the corner of Belanger and Denormandville streets. The Special Car sign indicates that this is probably one of the many tramway excursions operated by the CRHA in the fifties.

La légende de la photo de la voiture tramway 70 de la Nova Scotia Light and Power de Halifax indique qu'il s'agit de voitures Birney à quatre roues. Montréal avait aussi les siennes. En 1950, Omer en a photographié une, la numéro 200, au coin des rues Bélanger et De Normanville. Il s'agissait d'une voiture nolisée par la SCHF pour une de ses excursions, comme en atteste l'affiche de Special Car.





Arriving at CPR's Windsor Station circa 1969 with a Lakeshore commuter train is FP7 4068 assisted by a sister F coupled elephant style. It appears that the second unit has air brake problems necessitating the use of an additional unit for air brake control reasons. CPR 'A' units did not have nose MU equipment, so the second unit is on idle. Note the three heavyweight coaches in this mixed consist that includes 800 series coaches recently painted in the new CP Rail paint scheme.

Un train de banlieue en provenance de l'ouest de l'île de Montréal file vers la gare Windsor, vers 1969. Sa locomotive FP7 est assistée d'une autre de même type. Apparemment, la deuxième loco aurait subi une déficience du système de freinage à air, d'où l'ajout d'une autre loco. Les locos de type A du CP ne possédaient pas de connexions pour le travail en attelage à l'avant. C'est pourquoi le moteur de la deuxième loco tourne au ralenti. Le train est composé d'anciens wagons lourds et de nouveaux wagons de la série 800 récemment repeints dans la nouvelle livrée du CP Rail.

On a wintry day in 1975, CP Rail FP7 4075 is eastbound at Montreal West with what appears to be train 262 from Hudson, Quebec. Of note is the fact that 262's train comprises two Vickers bi-level commuter coaches. The trailing car is not one of the two control cars, Nos. 900 and 901 that are equipped with electric marker lights. Therefore, the trailing coach displays kerosene marker lamps in the observance of U.C.O.R. rule 19.



Par une journée de l'hiver 1975, la FP7 4075 du CP va de Montréal-Ouest en direction de la gare Windsor avec ce qui semble être le train 262 en provenance de Hudson au Québec. Le train est composé de deux wagons Vickers à deux étages. Comme le dernier wagon n'est pas du type avec cabine de contrôle et muni de feux électriques, il affiche des feux arrière au kérosène selon la directive 19 des règlements de marche du CP.

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Ontario countryside in the general direction of Georgian Bay. This train, powered by CNR Pacific 5296, was on its 170 mile run to Sarnia, but our plan was to transfer at Georgetown after 29 miles. After a wait of just five minutes we left aboard the little two-car train that had come up from Hamilton and was continuing to Allandale. We disembarked at Beeton, a distance of 34 miles.

There train 391 stood ready to carry us for another 34 miles to Collingwood on the shore of Georgian Bay. Arriving in Collingwood in time for lunch we killed time until a 3:00 pm departure for Allandale, a distance of 31 miles, aboard train 62. There we had 25 minutes before taking train 44 to Toronto, a distance of 63 miles, arriving back in the Queen City in time for dinner.

A long day of rambling over a circular route of 194 miles gave us the experience of riding five separate trains and making decent connections at each junction point. Imagine trying to do that kind of thing in 2012. The three amigos were compatible in nature and comfortable travelling this way; enjoying the spring weather with things turning green, and chatting about our favourite subject - railways.

lignes et des horaires du CN était incroyable. Au petit jour, nous sommes montés dans le train du CN No 29 à la gare Union de Toronto pour un petit tour dans la campagne ontarienne, vers la baie Géorgienne. Ce train, tiré par la Pacific du CN No 5296, faisait le trajet de 170 milles jusqu'à Sarnia, mais nous avons décidé de le quitter après 29 milles, à Georgetown. Après 5 minutes d'attente, nous sommes montés dans un petit train à deux voitures, venant de Hamilton, qui continuait vers Allandale. Nous en sommes descendus après 34 milles, à Beeton.

Là, le train No 391 nous attendait pour Collingwood, 34 milles plus loin, sur le bord de la baie Géorgienne. Arrivé à Collingwood pour le lunch, nous avons dû tuer le temps jusqu'à 15 h 00, pour le départ vers Allandale, une distance de 31 milles à bord du train No 62. De là, nous avons 25 minutes d'attente avant de prendre le train No 44 pour Toronto, 63 milles plus loin, et d'arriver juste à temps dans la Ville Reine pour le dîner.

Un long périple de 194 milles, qui nous a donné l'occasion d'emprunter cinq trains différents avec des changements convenables à chaque gare! Imaginez d'essayer de faire ça en 2012! Les trois amigos s'entendaient comme larrons en foire et aimaient voyager de cette façon, s'enchantant du temps printanier, quand tout redevient vert, et discutant de leur passion : les chemins de fer.

Allan stopped photographing Canadian railway subjects following his move to England in 1954. He then went on to South Africa where he unfortunately died in a scooter accident in 1959. This announcement appeared on page 86 of the 1959 CRHA News Report.

Allan cessa de photographier les chemins de fer canadiens après son départ pour l'Angleterre en 1954. Il repartit ensuite pour l'Afrique du Sud, où il périt en 1959 dans un accident de scooter. Cette annonce parut à la page 86 du CRHA News Report en 1959.

EDWARD ALLAN TOOHEY

The Editorial Committee records with sorrow, the accidental death, on August 12th, 1959, of Edward Allan Toohey, age 29 years, in a traffic accident at Cape Town, Union of South Africa, where he had been living for the past few years. Allan was a member of our Association until his departure for England in August 1954, and he was Editor of the News Report from its inception in September 1949, until December 1951.

On behalf of the Officers and Members of the Canadian Railroad Historical Association, we tender our sincere sympathy to his mother and father, Mr. & Mrs. E. Toohey, and to his sister, Ruth, who survive him, in Montreal.

R. I. P.

A Selection of Allan Toohey's Photographs

Une sélection d'Allan Toohey de photographies



Canadian Pacific S-2 switcher 7041 was just over a year old when Allan captured it at the Glen Yards on May 27, 1947. This is one of the earliest photographs in his collection. CRHA Archives, Fonds Toohey 47-2.

La locomotive de manœuvre S-2 No 7041 du CP n'avait qu'un an quand Allan l'a saisie dans la cour de triage Glen le 27 mai 1947. C'est l'une des plus anciennes photos de cette collection. Archives de l'ACHF, Fonds Toohey 47-2.

On one of his many jaunts into New England, Allan lensed Maine Central 2-8-2 622 at St. Johnsbury, Vermont on June 28, 1947. CRHA Archives, Fonds Toohey 47-20.

Au cours d'une de ses multiples escapades en Nouvelle Angleterre, Allan capture cette 2-8-2 No 622 du Maine Central à St-Johnsbury, Vermont, le 28 juin 1947. Archives de l'ACHF, Fonds Toohey 47-20.



Allan snapped this typical Vermont rural scene as a St. Johnsbury and Lake Champlain train lead by No. 42 crosses the Sleepy River Trestle near St. Johnsbury, Vermont on June 28, 1947. CRHA Archives, Fonds Toohey 47-40.

Lors de cette même journée, il saisit cette scène typique du Vermont rural : le train No42 traversant le pont à chevalet sur la rivière Sleepy près du lac Champlain à Johnsbury. Archives de l'ACHF, Fonds Toohey 47-40.



Pioneer CNR diesel switcher 7700 and line car 15708 on overhead wire maintenance duty at Turcot Yards on July 20, 1947. This locomotive is now on permanent display in the Angus Pavilion at Exporail and carries its more recent number of 77. CRHA Archives, Fonds Toohey 47-64.

Une des premières locomotives de manœuvre diesel du CN, la No 7700 et la voiture 15708 lors d'opérations d'entretien des caténaires au triage Turcot le 20 juillet 1947. Cette locomotive est maintenant exposée au pavillon Angus d'Exporail avec sa plus récente numérotation, la No 77. Archives de l'ACHF, Fonds Toohey 47-64.



Cornwall Street Railway 28, a 1916 St. Louis Car Company product, came to Cornwall from the Jamestown Street Railway Company, in Jamestown, New York in 1938. It is operating on Cumberland Street. CRHA Archives, Fonds Toohey 47-127.

Le tramway No 28 sur la rue Cumberland à Cornwall. Construit par la St. Louis Car Company en 1916, il arrive en 1938 comme véhicule d'occasion à la Cornwall Street Railway après avoir été au service de la Jamestown Street Railway Company à Jamestown, New York. Archives de l'ACHF, Fonds Toohey 47-127.

Canadian National Railways 4-8-2 6060 was being serviced at Turcot Yards in Montreal on November 2, 1947. First in the class of U-1-f locomotives, it was built by Montreal Locomotive Works in 1944 and was only three years old when this photo was taken. The 6060 went on to be affectionately known as 'Bullet Nose Betty' and is preserved and operational at Alberta Prairie Steam Tours in Settler, Alberta. CRHA Archives, Fonds Toohey 47-144.

La locomotive 4-8-2 No 6060 du CN lors de son entretien au dépôt Turcot à Montréal, le 2 novembre 1947. Première locomotive de la classe U-1, elle a été construite par la MLW en 1944 et n'a que trois ans quand cette photo est prise. La 6060, appelée plus familièrement "Bullet Nose Betty", est conservée opérationnelle pour les excursions de l'Alberta Prairie Steam Tours à Settler, Alberta. Archives de l'ACHF, Fonds Toohey 47-144.





Canadian Pacific Railway Jubilee Type 4-4-4 was caught at speed in St. Vincent de Paul, Quebec on the CPR's main line between Montreal and Quebec City. CRHA Archives, Fonds Toohey 47-235.

La locomotive 4-4-4 type Jubilee du CP, à St-Vincent-de-Paul, Québec, sur l'ancienne ligne Montréal-Québec du CP. Archives de l'ACHF, Fonds Toohey 47-235.

Allan didn't waste any time in starting his 1948 series of photos, here we see the International Limited, headed by CNR 4-8-4 6403 pulling out of Montreal West, Quebec on January 1, 1948. CRHA Archives, Fonds Toohey 48-1.

Allan ne perd pas de temps pour commencer sa série de photos de 1948 : le 1er janvier il prend l'« International Limited » tiré par la No 6403, une 4-8-4 du CN à la sortie de Montréal-Ouest. Archives de l'ACHF, Fonds Toohey 48-1.

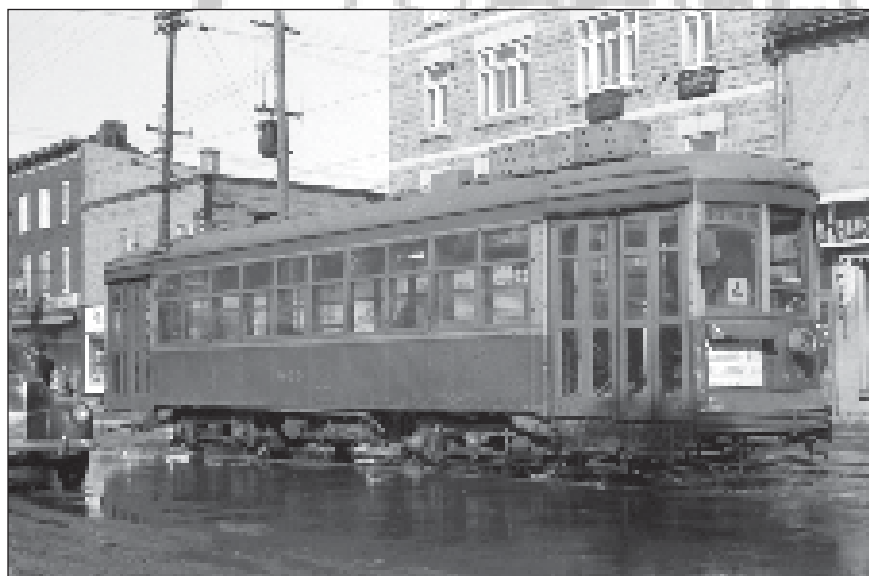


Canadian National Railways extra consisting of plow 55216, 4-6-0 1311, a 1908 MLW product with a caboose is passing through St. Lambert, Quebec on January 31, 1948. CRHA Archives, Fonds Toohey 48-24.

Un convoi spécial du CN composé du chasse-neige No 55216, de la 4-6-0 No 1311 construite par la MLW en 1908 et d'un caboose traverse St-Lambert, Québec, le 31 janvier 1948. Archives de l'ACHF, Fonds Toohey 48-24.

The afternoon rush-hour parade on the Montreal & Southern Counties interurban railway on February 15, 1948. The cars are heading south on McGill Street in Montreal, en-route to the Victoria Bridge and the South Shore. This block long stretch of track was shared with the Montreal Tramways Company cars. The M&SC cars turned right and MTC cars turned left at the electric switch in front of 104. The switch was activated by contacts on both parallel trolley wires which are visible over the rear of car 104. CRHA Archives, Fonds Toohey 48-41.

Parade de l'heure de pointe en fin de journée le 15 février 1948. Les tramways se dirigent vers le sud rue McGill en route pour le pont Victoria et la rive sud. Ce long tronçon de voie est partagé entre les trains de banlieue du Montreal & Southern Counties (M&SC) et les tramways du Montreal Tramway Company (MTC). Les voitures du M&SC tournent à droite et celles du MTC à gauche sur l'aiguillage électrique qu'on aperçoit devant le Tramway No 104. Cet aiguillage est commandé par un contact sur les deux fils de caténaire, visible à l'arrière du tramway No 104. Archives de l'ACHF, Fonds Toohey 48-41.



Quebec City was within easy reach of Allan who had a CPR travelling pass. Here we see QRL&P Citadel Division car 800, a 1928 Ottawa Car Company product, operating on route 4, Crown Street on February 29, 1948. CRHA Archives, Fonds Toohey 48-70.

Pour Allan, il est facile d'atteindre Québec avec son laissez-passer du CP. Le 29 février 1929, il y photographie le tramway No 800 de la division Citadel de la Quebec Railway Light & Power Company (QRL&P). Construit par la Ottawa Car Company en 1928, ce dernier assure la ligne 4 sur la rue de la Couronne. Archives de l'ACHF, Fonds Toohey 48-70.

On July 22, 1948, Allan was in southern Ontario where he found Toronto Hamilton and Buffalo 0-6-0 switcher 40 at the Hamilton roundhouse. CRHA Archives, Fonds Toohey 48-381.

Le 22 juillet 1948, Allan se trouve au sud de l'Ontario, où il photographie une locomotive de manœuvre 0-6-0 No 40 du Toronto Hamilton and Buffalo à la rotonde d'Hamilton. Archives de l'ACHF, Fonds Toohey 48-381.





This classic shot was taken on the Temiscouata Railway on October 23, 1948 as 4-6-0 No. 8, a 1909 MLW product, works its train at Cabano, Quebec. The 8 became CNR 1016 in 1950 and was scrapped in 1955. CRHA Archives, Fonds Toohey 48-615.

Un classique en son genre : le 23 octobre 1948 sur le Temiscouata Railway à Cabano, Québec, photo de la No 8, une 4-6-0 construite par la MLW en 1909. Cette No 8 deviendra la No 1016 du CN en 1950 et sera démolie en 1955. Archives de l'ACHF, Fonds Toohey 48-615.

CNR 9000 and 9001 with a long freight was photographed probably in the Ville Saint Pierre area of Montreal on January 9, 1949, this was the beginning of the transition era from steam to diesel. CRHA Archives, Fonds Toohey 49-6.

Les locomotives No 9000 et 9001 du CN tirant un long train de marchandises, probablement à Ville St-Pierre près de Montréal, le 9 janvier 1949. C'est le début de la transition entre la vapeur et le diésel. Archives de l'ACHF, Fonds Toohey 49-6.



Allan was there on February 19, 1949, as the Montreal Locomotive Company Switcher assisted brand new CPR Selkirk 5930 onto National Harbours Board trackage for delivery to the CPR. CRHA Archives, Fonds Toohey 49-45.

Le 19 février 1949, Allan se trouve sur les voies du National Harbours Board (maintenant Ports Canada) pour assister à la livraison au CP de la toute nouvelle Selkirk No 5930, avec l'aide d'une locomotive de manœuvre de la MLW. Archives de l'ACHF, Fonds Toohey 49-45.



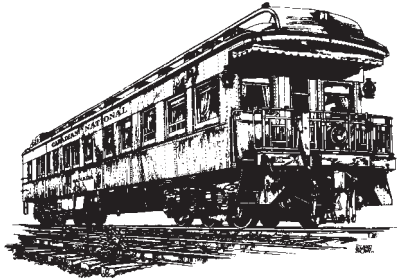
We head north to find Ontario Northland 4-8-4 1103 heading up train 47 in North Bay, Ontario on April 16, 1949. CRHA Archives, Fonds Toohey 49-164.

Petit tour vers le nord pour capturer cette 4-8-4 No 1103 du Ontario Northland en tête du train No 47 à North Bay, Ontario le 16 avril 1949. Archives de l'ACHF, Fonds Toohey 49-164.

Canadian Pacific Railway D10 918 was built in Angus Shops in 1911. On one of his western trips, Allan took this magnificent photo of it being 'armstronged' at Arrowhead, British Columbia on July 14, 1951. CRHA Archives, Fonds Toohey 51-543.

Au cours d'un de ses voyages dans l'Ouest, Allan prend cette magnifique photographie de la locomotive D10G No 918 du CP, construite aux ateliers Angus en 1911, lors d'une véritable « job de bras » sur la plaque tournante à Arrowhead, Colombie-Britannique le 14 juillet 1951. Archives de l'ACHF, Fonds Toohey 51-543.





BUSINESS CAR

SEPTEMBER - OCTOBER, 2012

By John Godfrey

Edited by David Gawley

Mail Received

Ian Taylor writes:

This is about that excellent article in the May-June issue of 'Canadian Rail' about the Charlevoix Railway. I was a member of the CRHA from 1959 only letting my membership lapse when I moved to Oakville, Ontario and became a member of the UCRS. As you can guess, I have subsequently renewed my CRHA membership, and I didn't forget my affection for my time in the Montreal area, so my wife and I have since made a number of trips to la belle province. One of these was in 1982 when we included a visit to Quebec City and a great trip down the river to Ile d'Orléans. On the return to Quebec we luckily encountered a CN east bound freight near Chateau Richer, and naturally I took a picture which I'll email to you, if only to prove that I was there.

Please keep up the great articles!



HERITAGE BUSINESS CAR

Canadian Rail receives a Heritage Canada grant

We are pleased to acknowledge a \$8,278 grant by the Minister of Cultural Heritage and Official Languages under the Aid to Publishers component of the Canada Periodical Fund. The Canada Periodical Fund was designed to ensure that Canadians have access to diverse Canadian magazines and non-daily newspapers. This grant will help ensure the quality and longevity of Canadian Rail as the magazine of Canadian Rail history.

We have added the 'Canada' word-mark in our masthead, as well as a suggested retail price; this is a condition of the grant.

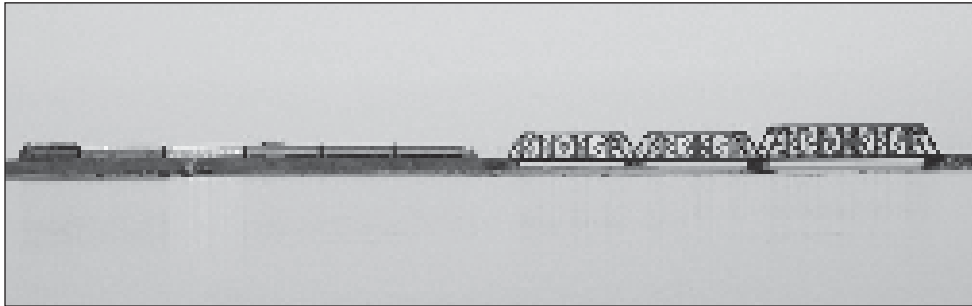
A rundown railway line in Quebec, threatened with closure

The political class in the Gaspé area rallied recently to ask Quebec and Ottawa to inject \$93.5 million over five years for the repair of the railway line in Gaspé. Without such funding, this infrastructure, so necessary for the development of the region, is threatened with closure. The railway line, which runs over 300 km from Matapédia to Gaspé, is in such a bad condition that VIA Rail has refused since December 23, 2011 to run its trains over this line, fearing for the safety of its passengers. An inspection report by the Ministry of Transport of Quebec, produced on November 8, 2010 stated that 'many steel components are missing on some of steel structures'. In some cases, some steel sections are perforated. This might reduce the carrying capacity of the infrastructure.

This mobilization is supported by Thomas Mulcair, Leader of the Official Opposition who in a statement, said that "the Federal Minister of Transport, Denis Lebel, has a moral responsibility for the future of the railway line in Gaspésie. The government has known for a long time that this railway company needs funding to rehabilitate its infrastructure", Veronica Normandin, press secretary in the Office of the MTQ, confirmed that the department "is aware of the situation".

Return of Amtrak's Montrealer advanced

Four US Senators representing both New York State and Vermont have revived an effort



VIA Rail's Gaspé train has just crossed one of the offending bridges at Douglastown on July 19, 2010. David Morris.

Le train de VIA Rail pour Gaspé vient juste de traverser un des ponts défectueux à Douglastown, le 19 juillet 2010. David Morris.

to restore Amtrak service between Montreal and New York City via Vermont, New Hampshire, Massachusetts and Connecticut. Sen. Patrick Leahy (D-VT), Sen. Bernie Sanders (I-VT), Sen. Charles Schumer, (D-NY), and Sen. Kirsten Gillibrand (D-NY) are urging US and Canadian negotiators to reach quick agreement to allow Customs security clearance for Amtrak to take place in Montreal's Gare Central. That would immediately benefit Amtrak's Adirondack, linking New York and Montreal via New York State, which currently suffers extensive delays at the US-Canadian border near Rouses Point, NY. But such an agreement also could prove critical to reinstating Amtrak's prior link on the east side of Lake Champlain. The Montrealer was truncated in 1995 as a cost-cutting measure; the renamed Vermonter now terminates in St. Albans, in northern Vermont.

In a joint letter to both the US State Department and the Department of Homeland Security, the senators said: "The economic links between Canada and the states of Vermont and New York are vital, and there is great potential to make them stronger still. A smoother customs experience in Montreal will spur job creation and economic opportunities on both sides of the border." (Railway Age)

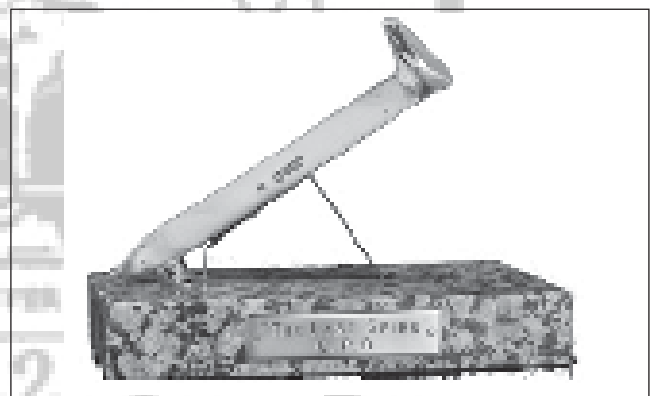
CPR's silver 'last spike' donated to the Canadian Museum of Civilization

Canada's national history museum has acquired the silver 'last spike' that symbolizes the 1885 completion of the Canadian Pacific Railway (CPR) and the uniting of the country from sea to sea. This historic artifact was donated to the Canadian Museum of Civilization by heirs of Sir William Van Horne, the legendary railway executive who led the construction project. The donation was unveiled at the Canadian Pacific Railway Pavilion in Calgary.

The ceremonial spike was carried west in 1885 by the Governor General, Lord Lansdowne. He was supposed to hammer it into the track during the now-famous 'last spike' ceremony at Craigellachie, British

Columbia. Unfortunately, Lord Lansdowne, with the spike in his possession, was unable to make it to the ceremony. He later had the spike mounted on a stone base and sent as a gift to Van Horne. Held privately by the family for the past 125 years, the 'last spike' will be on display at the Museum of Civilization in Gatineau, Quebec following its première in Calgary.

"The completion of Canada's first transcontinental railway is one of the most significant and famous events in our country's history," said Mark O'Neill, President and CEO of the Canadian Museum of Civilization Corporation. "The ceremonial 'last spike' is an extraordinary artifact that will help us tell this story to future generations. We are very grateful for this generous donation."



"Sir William Van Horne was passionate about Canada and proud of his contribution to its development," said Sally Hannon, a member of the donor family. "I believe he would be delighted to know that this symbol of his greatest achievement will have a permanent home in Canada's national museum of human history."

The building of the CPR was integral to Canada's political and economic development. The promise of a rail link with central Canada helped entice British Columbia into Confederation. The railroad opened the Canadian Prairies to settlement and large-scale grain production, and gave rise to towns and cities across the West.

The donation includes an exchange of correspondence between Lord Lansdowne and William Van Horne, as well as over one hundred personal items which tell much about the man and his family, further enhancing this outstanding acquisition. (Globe and Mail)

Canadian Pacific Railway donates turntable to museum

Canadian Pacific Railway is donating their 100-foot turntable at Smiths Falls, Ontario, to the Railway Museum of Eastern Ontario. RMEO is embarking on a fundraising drive, to allow removal of the turntable from its existing pit, and transport the bridge, pit rails, center bearing, and related small hardware across town to the museum grounds.

It will be restored and eventually installed in its new pit, as part of the Museum's planned display facilities. This April, a multi-year project to fill the low land on which these facilities will be built was finished.

The Museum is looking to raise \$25,000 for the move, and all pledges and donations will be very helpful. RMEO is owned and operated by the Smiths Falls Railway Museum Corporation, a federally registered charity. A receipt for tax purposes will be issued for all donations. (Steve Hunter)



Phil Mason

Deal to save Pembroke-Mattawa rail line collapses

The Ottawa Citizen reported that a deal to save the Canadian Pacific rail line between Pembroke and Mattawa has finally collapsed because the track itself is worth more in the oilpatch than to the failing industries of the Ottawa Valley.

"It appears the Ottawa Valley will no longer be a conduit for goods passing east and west by rail," said Harry Gow, the chairman of Transport Pontiac-Renfrew and a longtime rail advocate. The group had two rounds of talks with CP after the company gave notice years ago that it intended to close the line, but they have finally ended.

"They needed the rail badly, so they were going to pick it up and the deal's off," Gow said he was told by three CP executives in a conference call. The roughly 150 kilometres of rails are bound for switching yards in Saskatchewan or Alberta, Gow understands. "We don't know exactly where the rail is going, but it's going."

Subsequent reporting by Ray Farand and in Metroland said that CPR has entered year two of a three-year plan to remove and recycle the material from its

discontinued line that runs from Smiths Falls to Mattawa, Ontario. Employees working for Cando Ltd., worked well into last fall salvaging equipment from the line. Much of the sorting of smaller equipment took place at a feverish place in downtown Renfrew. A&K Railroad Materials, though its Canadian subsidiary Canadian Rail Track Material, won the salvage contract for the rail line that runs nearly 300 kilometres, between Smiths Falls and Mattawa. A & K, in turn, subcontracted out the dismantling and salvaging of the railway equipment. According to CP spokesperson Kevin Hryszak in Calgary, the focus this year is on removing railway equipment between Renfrew and Smiths Falls.



Work train near Stafford, Ontario, July 29, 2012. Raymond Farand.

Phase three is scheduled to start in late 2012 and finish in 2013, with a focus on completing salvage of the railway lines between Meath Hill (Chalk River Subdivision) and Mattawa (North Bay Subdivision). Hryszak said that it is definitely a large-scale contract, He said a lot of the salvaged ties, rails, spikes and tie plates will be recycled within CP's network. According to details from CP last fall, some of that equipment will also be sold. Some of the youngest Renfrew County tracks were only laid in 2006, meaning they have a long life remaining. (Ottawa Citizen Ray Farand and Metroland)

GO Transit marks 45th anniversary

GO Transit has celebrated its 45th anniversary; the Ontario agency has served riders in the greater Toronto and Hamilton areas since 1967.

Over the years, GO Transit's ridership has continued to grow, from the 8,000 passengers who used the service on the inaugural day to the 219,000 riders the agency now averages each weekday.

Continued service expansion has been the biggest ridership-growth factor. In 1967, GO Transit served 14 stations and operated along nearly 60 miles of track on two Lakeshore lines. Today, the rail network includes 62 stations over seven rail corridors covering 275 miles of track. Passengers can use the system to connect

with downtown Toronto from as far away as Hamilton, Niagara Falls, Kitchener-Waterloo, Milton, Barrie, Richmond Hill, Stouffville and Oshawa.

Since 2009, GO Transit has been an operating division of Metrolinx, the regional transportation agency for the Greater Toronto and Hamilton area. The agency introduced bus service in 1970. (Progressive Railroading)

TTC Roncesvalles Division a hit at Doors Open



Gord McQuat

Doors Open Toronto which is held in late May is becoming more popular than ever. The Toronto Transportation Commission had their Roncesvalles Division car-barn open with a display of historic and modern streetcars, including Peter Witt 2766 shown moving to Hillcrest shops, this year. (Gord McQuat)

Private car 'Pacific' rolls to raise funds for Alzheimer's disease

The Pacific was built in 1924 by the CNR as a business car for railway executives. The interior is panelled in teak and features the original brass lamps. In the summer of 1939, along with her sister car the Atlantic, it played a remarkable role in Canadian history and world politics.

The Pacific was the fourth car in the train that took King George VI and the Queen Mother across Canada on the historic Royal Tour in 1939. It was an event like no other the country had ever seen and one of the most effective political campaigns in raising support for the Second World War and for the political future of Prime Minister William Lyon Mackenzie King. It was along that route, in Winnipeg, Manitoba, that King George made his first successful major speech after years of work to overcome a stutter. That moment in history was re-enacted for a modern generation in the 2010 movie, *The King's Speech*.

It was used in Prime Minister John Diefenbaker's successful election campaign in 1957.



Ian Pullen

By the 1960s, airplanes had taken over as the preferred mode of business transportation. When the Pacific became part of the Mother Parkers' coffee and tea family in the 1970s, it was one of the last privately-owned serviceable rail cars in North America.

"For more than two decades, the travelling Pacific rail car was a part of our family and our family's business. We enjoyed taking holidays to many places in Canada, from Vancouver to Halifax to Moosonee, always with a wonderful view from the Pacific's large observation windows," said Michael & Paul Higgins.

To celebrate Mother Parkers' 100th birthday, the company wants to raise \$1,000,000 for research into finding a cure for Alzheimer's disease. The Pacific has been restored to operating condition and is rolling across Canada to help raise funds to meet their goal. (Toronto Star)

Roundhouse hydro transformer could kill railway museum

For nearly a decade, Orin Krivel has worked tirelessly to bring Toronto's railroad history to life at Roundhouse Park. The 70 year old retired architect and a band of train-adoring volunteers have helped turn a once-derelict national historical site southeast of the CN Tower into a modest tourist attraction, one that co-exists happily with the Steam Whistle brewery. The next stop was supposed to be the opening of a Toronto Railway Museum.

But now the Toronto Railway Historical Association, of which Mr. Krivel is president, says the long-planned attraction is being squeezed out by a proposed hydro transformer station inside the Roundhouse's 12,000-square-foot machine shop.

"Essentially, they have killed the museum," Mr. Krivel said. "The machine shop represents the heart and the necessary soul of the museum." Toronto Hydro, which is building the transformer jointly with Hydro One, says it has little choice but to put the station at Roundhouse Park. The condo boom on the city's old railway lands has

sparked a 127-per-cent increase in requests for new electrical connections downtown since 2003, and nine alternative locations for the station were deemed unsuitable before Toronto Hydro exercised an option to buy the Bremner Boulevard land in 2010.

“As much as we would love to accommodate the railway museum, there are specific regulatory and safety requirements for the station,” said Tanya Bruckmueller, a spokeswoman for Toronto Hydro, which is spending an extra \$9-million to preserve the heritage character of the machine shop. Local Councillor Adam Vaughan urged the TRHA to make the best of a difficult situation by presenting its exhibits in the machine shop’s leftover space. “The hydro station is needed, otherwise you’re not going to have people getting up and down the elevator to apartments at City Place,” he said. “When you’re confronted with that, losing a small portion of the rail museum, unfortunately, is what happens.”

The problem doesn’t seem small to Mr. Krivel and other members of the TRHA, who have spent years assembling a collection of artifacts that includes everything from railway silver to train staff uniforms to old railroad books. They have restored – and are still restoring – heritage locomotives, cabooses and dining cars inside three of the 32 bays that make up the old roundhouse, built in 1929. The other bays have been transformed into Steam Whistle’s home on one side, and a Leon’s furniture showroom on the other. All of the heritage rolling stock will eventually be displayed outside in Roundhouse Park, alongside the miniature steam locomotive that already zips elated children past the relocated Don Station and the restored engine turntable.

Glenn Garwood, the THRA’s spokesman explained how the association has revived a little of the rail age in the shadow of the CN Tower. Without the benefit of a tour guide like Mr. Garwood, the site’s story is harder to see. The museum was supposed to be that storyteller. Mr. Garwood said Toronto Hydro’s former president and CEO, David O’Brien, suggested the transformer station could be built entirely underground. He and the THRA are asking for a meeting with the current CEO, Anthony Haines, to improve upon the current plan, which leaves only 40 per cent of the machine shop for a museum.

Claudia Benedek of Stanford Downey Architects, which is designing the museum, said the city has offered to cut through the red tape that would make it tough for Toronto Hydro to build part of the station on a neighbouring, empty plot of land. “We’re not just simply asking them to leave,” Ms. Benedek said. “We’ve just not had an real co-operation from Hydro on any of these [other options.]” Ms. Bruckmueller of Toronto Hydro said the THRA’s proposed compromise would be too expensive and put the transformer station’s timeline at risk.

She said Mr. Haines would be happy to meet with the THRA, but that it’s highly unlikely he’ll be able to make available more than roughly 40 per cent of the machine shop’s space. “What do you do, put a museum in a suitcase?” Mr. Garwood said. “It doesn’t work. We’re not taking that deal. Period.” (Globe and Mail)

London & Port Stanley No. 4 saved by Halton County Railway Museum

After London & Port Stanley passenger car No.4 (Jewett, 1915) was retired, it changed hands several times. In 1965 it was purchased by the Ontario Government to be part of a historic collection, but when cancelled, it was transferred to the London Public Library Board in 1968. As plans in London did not materialize the interurban car was sold in 1973 to the Ossawippi Express Dining Car Restaurant in Orillia, where it remained until the firm went out of business in April 2010 and abandoned the site.



Orillia inherited all of the restaurant's collection (see the 2011 or 2012 Canadian Tracksides Guide page 3-81) as the firm had leased the land from the city. After several attempts to dispose of the equipment, the collection was acquired by several groups in early 2012. Four cars have gone to Skyline International Development in Port McNicoll to be with CPR SS Keewatin; the DAR’s executive coach Nova Scotia to the Toronto Railway Museum, and L&PS 4 to Halton County Radial Railway Museum. The remainder have been, or will be, scrapped.

The car is in remarkably good condition and is 95% complete, all its critical components are in place and it retains its varnished mahogany interior. The main items missing are pantographs, one headlight, seats and heaters, chandelier fixtures and some minor electrical switches. The car is identical to # 8 which is operational at Halton County. (Don McQueen and Radial Report)

S.S. Keewatin has sailed home to Port McNicoll

It is older than the Titanic and hadn’t been to sea in nearly 50 years, but one of Canada’s most famous ships has sailed home.

The Keewatin provided an optional lake voyage for CP’s transcontinental passengers and carried package freight between Georgian Bay and the twin ports of Port

Arthur-Fort William (now called Thunder Bay). It and its sister ship Assiniaboia joined three others, the Manitoba, the Athabaska, and the Alberta (the latter two also built in Scotland). It served this purpose by linking the Railroad's Owen Sound depot to Fort William /Port Arthur on Lake Superior. In 1912 Port McNicoll was established as the new 'super port' and rail terminus and the ships moved there. The ships took two-and-half days to make the trip each way, including half a day traversing the Soo. Port McNicoll was known as the Chicago of the north until the trains and ships were discontinued in 1965; causing the town to practically die, as all of the rail and ship jobs left.

Built by Fairfield Shipbuilding and Engineering Company in Scotland as Hull No. 453, the Keewatin was launched 6 July 1907 and entered service in the following year. It ran continuously for almost 60 seasons, being retired in 1966. Soon after, it was acquired for historic preservation and was later listed on the National Register of Historic Places. Sister ship, the Assiniboia, was also set to be preserved as an attraction, but burned in 1971 and was scrapped.



Rick Madonik - Toronto Star

In the last twenty years of its working life, like many passenger ships of that era on the Great Lakes, the Keewatin and sister ship SS Assiniboia operated under stringent regulations imposed for wooden cabin steamships following the SS Noronic disaster in 1949. Doomed by their wooden cabins and superstructure, these overnight cruisers lasted through the decline of the passenger trade on the lakes in the post-war years. As passengers opted for more reliable and faster modes of travel, the Keewatin and her sister ship were withdrawn from the passenger trade in 1965, continuing in freight only service until September 1967. Along with the South American and the Milwaukee Clipper, the Keewatin was among the last of the turn-of-the-century style overnight

passenger ships of the Great Lakes. The Keewatin was eventually moved to Douglas, Michigan in 1967 where it was a museum ship across the river from the summer retreat Saugatuck, Michigan.

Keewatin is said to be the last true Edwardian Era Steamer left in the world. It is in a class with the Titanic, the Lusitania and the Olympic, among many other similar vessels long since retired and scrapped or lost to war. The ship has thus become a time capsule of those days, in tandem with a few other ships lucky enough to survive, such as the SS Nomadic (1911). It is also noted as a witness to the evolution of the Great Lakes as a strong maritime center, and her long service record is attributed to her popularity and solid engineering.

In August 2011 it was announced that the vessel had been sold to Skyline International Developments Inc., and was moved back to its homeport of Port McNicoll, Ontario, on June, 23rd 2012, for restoration and permanent display as a maritime museum and event facility. This is possible because of the cooperation of the local and State officials in obtaining permissions and permits to dredge the harbor where Keewatin sat for 45 years to allow the ship to be moved. A not for profit foundation, the Diane and RJ Peterson Great Lakes Foundation and Keewatin Museum has been formed to operate the ship and restore it. Skyline Developments, a publicly held corporation that is rebuilding the 12,000 acre Port McNicoll site, are funding this project.

On June 23, 2012 a major celebration marked Keewatin's return and the rebirth of a new planned community surrounding it. The date is significant as it was 45-years ago Keewatin left and 100-years ago, to the day, that it began working from the same dock. (Edited from Wikipedia)

Officials announce funding for historic Winnipeg station

Canadian and VIA Rail officials have announced a \$6.5 million investment in Winnipeg's Union Station to improve public areas, accessibility, rider amenities and the building's exterior. Of the total funding, \$3M comes from \$923M in federal funding to VIA Rail that was appropriated in 2007, and \$3.5M comes from the 2012 budget, officials said. The improvements will build on \$3M worth of upgrades to the station that were completed last year, they said. (Progressive Railroading)

CNR Transcona Shops 100 years old

In 1907, when the CPR built the Molson cut-off to shorten its transcontinental line east of Winnipeg, there was virtually nothing else except the odd tree or two, nothing but waving prairie grass, although South Transcona was already in existence and boasted a church, a school, a pool hall, a barbershop and a grocery store.

Transcona ('Trans' from Transcontinental, and 'cona' from Lord Strathcona who had hammered in the last spike for the CPR) had its beginning with the decision of the Grand Trunk Pacific and the National Transcontinental Railway to co-operate to build a second railway line across Canada. The GTP would build from Winnipeg to the west coast, the NTR would complete lines to the east, and all required repair and maintenance would be carried out from a centrally-located shop. A large area of unoccupied, flat land east of Winnipeg proved to be suitable, and work was begun in 1908. Construction camps were set up for the crews. However, many men, foreseeing several years' work, built homes nearby for their families. Stores, boarding houses and banks soon followed. By 1911, a Board of Trade had been formed and had made plans for the operation of the town, which was incorporated on 6 April 1912.

The GTP Transcona Shops opened in 1913. It had been built at a cost of \$6 million and would employ 5,000 men at its peak. During the First World War, Transcona Shops produced munitions; part of the machine shop was converted to a shell shop.

The City of Transcona existed until January 1, 1972 when it was amalgamated with the City of Winnipeg. Today, Transcona is a large urban community in the City of Winnipeg with a population of approximately 40,000 people.

Transcona Shops celebrated 100 years on existence in June 2012 when dignitaries, hundreds of people and a booming whistle marked the occasion. "Congratulations on 100 great years and 100 great years to come in the future," said Premier Greg Selinger.

The whistle, which sounded at noon to cheers and applause, came from the Canadian National Railway's Transcona Shops. CN is closely tied to the community and was often cited as the main employer in Transcona. An open house was held as part of the celebration festivities. (Transcona Historical Museum, Wikipedia, Metro, Transcona 100)

CPR's 'Canadian' to be featured on Canada's \$10 bill

CPR's transcontinental Canadian streamliner will be featured on Canada's new Polymer \$10 bill beginning in 2013. The train was chosen to represent Canada's greatest technical achievement, linking the eastern and western frontiers of the country in what was the longest railway ever built at the time - CPR, completed in 1885. The bill will include a view of the Canadian in the Rocky Mountains and a portrait of Sir John A. Macdonald, who helped push CP to completion.

The specific designs and detailed images of the notes will not be released until their official unveiling dates. (Calgary Herald)

CPR's Bassano Station moved to Beiseker, Alberta



The Canadian Pacific Railway's Bassano, Alberta station (milepost 98, Brooks Subdivision) was built in 1911 replacing a smaller station. The larger station was required because of the influx of passengers and freight associated with the building of the Bassano Dam by the CPR. The dam was subsequently sold to the Eastern Irrigation District.

Its days in Bassano gave it many memories to hold within its walls. Stories of men arriving with the promise of finding work, families with hopes and ideals of discovering their new home, the bustling of movement of cargo and the familiar day-to-day activities that came along with it. Images that will not be forgotten include smiling children hanging around and crawling under the platform looking for change; friends greeting friends; and even a visit by King George VI and Queen Elizabeth. Queen Elizabeth II also came in the 1980s. It has had many years of devoted employees under its roof, some even living upstairs, and many, until recently, walking those old but strong wooden floors experiencing firsthand the successes of the railroad along with some of its trials.

For movement the station complete with freight shed, a length of 156 feet was placed on two longitudinal beams 200 feet long. The station rode on four massive dollies with a total of 192 wheels; average speed was 10 miles per hour!

It was moved in one piece, with the exception of the upper part of the second story roof from Bassano to the Centennial Rail Museum in Beiseker, Alberta (on the abandoned Langdon Subdivision), where a concrete foundation had been prepared for it. The 155 km journey took two weeks to complete.

The move was made by Mammoet Canada Western Ltd., a division of Mammoet BV in the Netherlands. (Forgotten Alberta and Cor van Steenis)

Canadian Pacific shifting operations from historic Ogden yards

Ogden, the Canadian Pacific rail yard that created an economic engine for a young Calgary and spurred the city's growth, has lost the repair shop that started it all. The transition that started in August 2011 resulted in locomotives and rail cars no longer being overhauled and rebuilt at the facility.

Creation of the Ogden yards was easily the most important single contributing factor to economic growth within Calgary before the oil boom of the 1950s, historian Max Foran has written. With the establishment of the Ogden facilities, Calgary achieved its dream of becoming a major railway centre. Of the 154 affected workers, most with more than 25 years experience, some were offered packages, a handful were given the option of transferring to Winnipeg or Toronto, while the rest were moved to the Alyth yard in Inglewood.

There are about 20 other employees at the yard who weren't affected by the move, which was part of the last contract negotiations with the CAW. Canadian Pacific has been contracting out the running of Ogden to Paris-based Alstom SA, a builder of locomotives, high-speed trains and ships, for the last decade. "There are other facilities in place across our network that can do the necessary mechanical work on our locomotives and rail cars," CPR spokesman Ed Greenberg said.

CP is considering options for the 85-hectare site between Ogden Road and Barlow Trail, which include a training facility and engineering services.

Ogden was the last of the steam era back-shops remaining as similar facilities in Montreal and Winnipeg closed earlier. New diesel technology has rendered these facilities un-necessary as new diesel locomotives come with a 25 year warranty and parts are replaced by the companies that built them rather than overhauled by the railway.

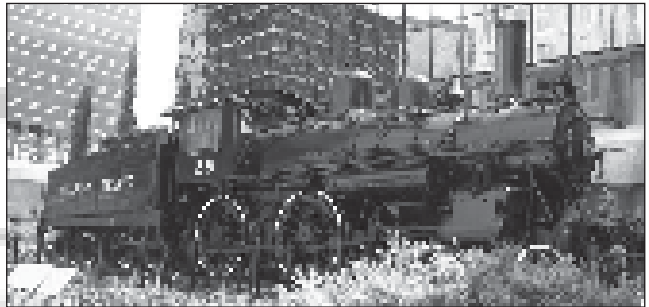
Sites in Montreal and Winnipeg have already been repurposed. That's because as locomotives become more complicated, companies that build them essentially send out new parts if there's a problem, Thompson said. As well, the company leases a number of its rail cars. They actually want to get out of the repair business, he said.

Canadian Pacific is building a facility in Toronto that will be able to lift engines in and out of locomotives, and can also do that in Montreal, Thompson said. Yards such as Alyth are considered running shops, which means they do more minor repairs. Local historian Harry Sanders said communities such as Ogden and Millican grew up around the yard as places for the workers to live. It shows what a major source of employment it was, creating whole neighborhoods, and for generations, Sanders said.

While the CPR had initially considered building the yard in Medicine Hat because of the low-cost of

natural gas, Sanders said, Calgary's location, a promise to build a streetcar line to the facility and power from Calgary Powers Horseshoe Falls won out. He said when the yard opened in March 1913, with 12 buildings, 1,200 men worked there. (Calgary Herald)

New paint for CPR 29



Streamline Studios Inc.

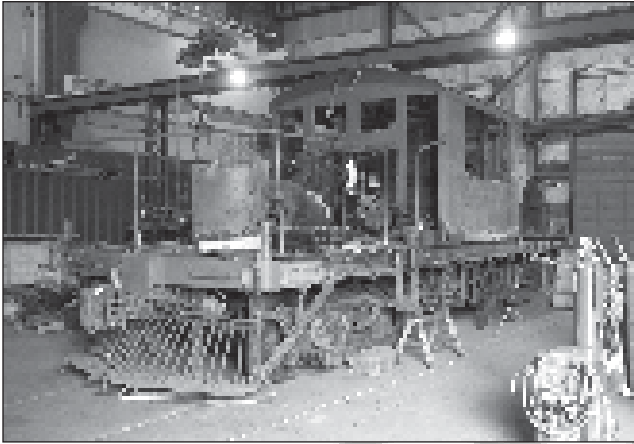
Canadian Pacific Railway has repainted Class A1E 4-4-0 29, an 1887 product of CPR's New Shops. The locomotive is owned by the Canadian Railroad Historical Association and is on loan back to CPR to serve as an exhibit outside its Calgary head office. The locomotive came to Calgary via the CRHA's New Brunswick Division where the locomotive had been on display at the Salem and Hillsborough Railroad. In 1994 a disastrous fire, the result of arson, damaged or destroyed several pieces of equipment including the 29. The locomotive was then shipped to Calgary where it was cosmetically restored and installed in its place of honour. Companion locomotive 144, an 1886 product of the same shop is a prime exhibit at Exporail, the Canadian Railway Museum.

British Columbia Electric locomotive 960 being restored



Number 960 in service. Peter Cox.

British Columbia Electric Railway steeple cab locomotive 960 is now a little over 100 years old and nearly one year into her active restoration at West Coast Railway Association's MP shop. Rotten bug infested wood has all been removed, top decks and cab flooring de-scaled with sealer / primer applied. Rear deck appliances are being refurbished plus sand boxes restored. Rusted out cab footings, some vertical angle



In the W CRA shops, summer 2012. Don Evans.

bracing, and the outside cab skirting have all been fully replaced. In the case of the welded on skirting, the rivet replacements situated as per prototype.

Side window frames have been completely rebuilt, but the original cab doors and hardware - after long hours - are now back in shape stronger than new and hanging proudly. All outside layers of paint, Alco black, Oregon Electric green, BCER original brick red, plus the numerous BCER / BC Hydro yellows applied, are no more. 960's cab and roof have been protectively primed in preparation for some serious paint work.

The knocked about rear pilot is currently being reworked with front still to go. Air reservoir tanks / replacements coming together and the two removed hoods are nearly 1/2 way de-scaled. Stirrup steps were recently straightened and ready for re-install. We're now starting disconnects with every stubborn fitting on undersides needed to facilitate frame lifting and the likely truck removal in prep for sandblasting the underside.

We have the bell recovered and are now acquiring a few brake gauges, but we still need to find two Golden Glow headlights and numerous electrical gauges. If anyone can help us locate missing parts please contact Mike McGaw Tel. 778 679 4610 or 250 652 1627 mike_mcgaw@telus.net

VIA's F9Au 6300 donated to NRHS

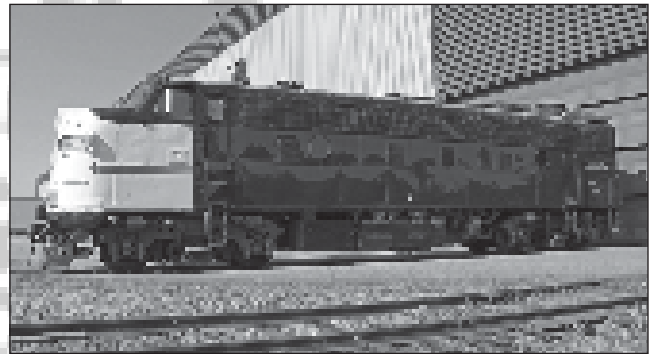
VIA F9Au 6300 has been donated to the British Columbia Chapter of the National Railway Historical Society. The locomotive was delivered to the Braid Street warehouse in the fall of 2011 from the VIA Rail Vancouver Maintenance Centre.

The unit was not operational at the time, and in fact had not run since it suffered a Main Generator flashover on August 17, 2005. Being used prior as the shop switcher, VIA personnel had replaced the Main Generator, but the repair was never completed and it sat outside in the elements until it was delivered to the NRHS.

The unit started life in March 1957 as CN 6524

and worked till March 1978 when it changed hands to the newly formed VIA Rail. It was VIA 6524 until December 1983 when the number was changed to VIA 6300 after being remanufactured and upgraded both mechanically and electrically.

A major collision on February 8, 1986 near Hinton, Alberta saw the front end of the 6300 destroyed. The cab of the unit was replaced with that from the Kansas City Southern 4062, an F7A. The 6300 re-entered service and was the last active FP9 on the VIA roster until September 2011 when it found its new home at the BC Chapter of the NRHS.



A handful of dedicated and talented people set out to make this locomotive the pride of the fleet! The remaining work from the previous Main Generator replacement was completed, and the unit had a thorough mechanical/electrical maintenance undertaking done. On September 30, 2011 the unit was started up for the first time in six years, and after an initial throat clearing purred like a kitten. All systems were a go after a good thorough running check!

However, this was just a part of the process, the carbody was repaired and a gleaming new coat of light cream and royal blue livery and accented with the reflective Red Maple Leaf.

The 6300 is now almost ready now for a new chapter in life fulfilling future endeavours of the NRHS in conjunction with VIA and others as opportunities arise. Its first anticipated public showing in conjunction with another premier event is slated for September 2012 at the VIA Vancouver Maintenance Centre where it will be accompanied by a couple of the society's classic coaches. (Andy Cassidy)

City of Richmond spends \$5M on rails for trails

The City of Richmond, BC, has spent \$5 million to purchase 14.7 acres of CP land in order to extend the trail system. The recent purchase of 3.6km of land in the Railway Avenue corridor will "enhance the city's ability to connect a number of neighborhoods to the trail system," according to a city press release. "This purchase augments the city-owned land on either side of the old railway line. "We look forward to developing this land for public use,"

said Mayor Malcolm Brodie. Currently, the land is a strip of undeveloped green space west of Railway Avenue, running from Granville Avenue to Garry Street.

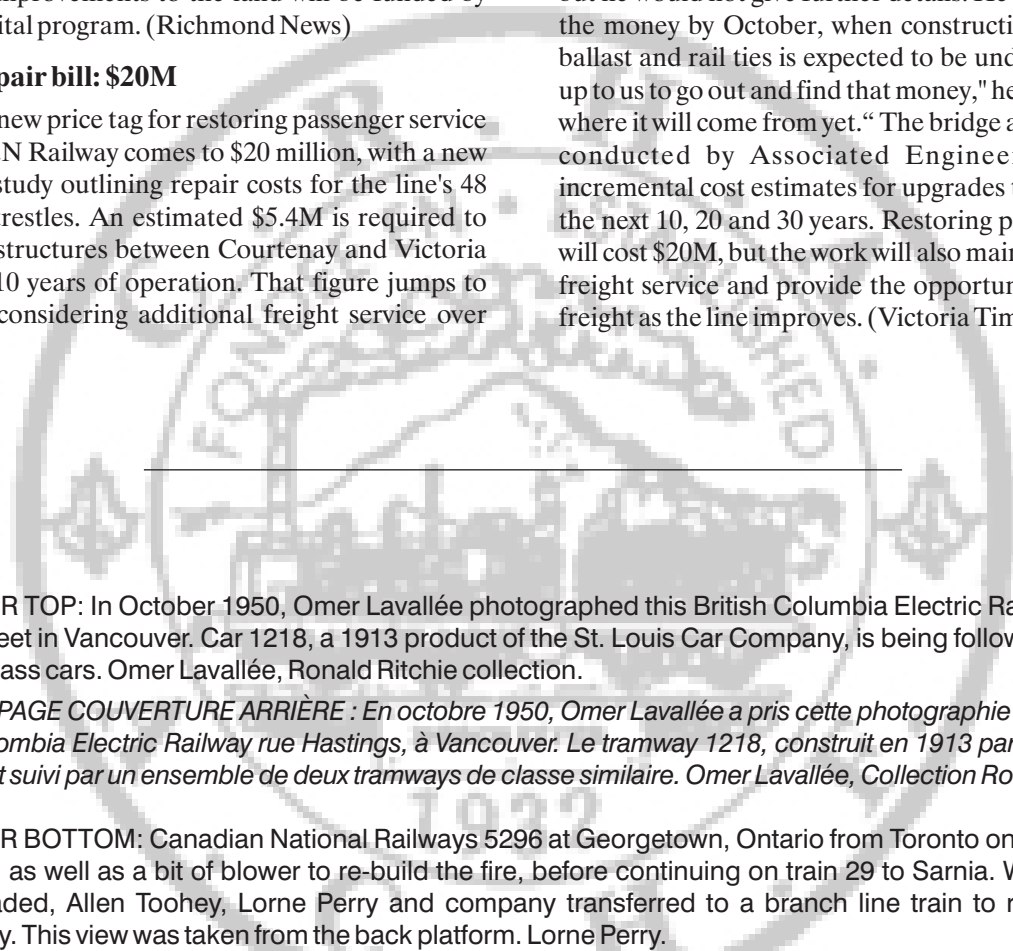
The city is developing a 20-year plan to combine the city-owned lands with the newly acquired CP lands and determine the appropriate public use. This purchase, according to the city, provides the opportunity to develop a major north-south trail connecting Steveston village to the Middle Arm of the Fraser River and the city centre. The cost of improvements to the land will be funded by the parks capital program. (Richmond News)

E&N rail repair bill: \$20M

The new price tag for restoring passenger service along the E&N Railway comes to \$20 million, with a new engineering study outlining repair costs for the line's 48 bridges and trestles. An estimated \$5.4M is required to upgrade the structures between Courtenay and Victoria for the next 10 years of operation. That figure jumps to \$34M when considering additional freight service over

the next 30 years. The Island Corridor Foundation must come up with the \$5.4M on its own. Both the provincial and federal governments already agreed to split the \$15M cost to replace decaying ballast, joints and rail ties.

The foundation's Chief Operating Officer, Graham Bruce, recognizes he has to look elsewhere for funding. He said he has plans to apply for grants through the Island Coastal Economic Trust. This is just one example of where Bruce plans to seek out new funding, but he would not give further details. He says he will have the money by October, when construction work for the ballast and rail ties is expected to be underway. "It's now up to us to go out and find that money," he said. "I can't say where it will come from yet." The bridge and trestle study, conducted by Associated Engineering, provides incremental cost estimates for upgrades to the track over the next 10, 20 and 30 years. Restoring passenger service will cost \$20M, but the work will also maintain the current freight service and provide the opportunity to add more freight as the line improves. (Victoria Times Colonist)



BACK COVER TOP: In October 1950, Omer Lavallée photographed this British Columbia Electric Railway action on Hastings Street in Vancouver. Car 1218, a 1913 product of the St. Louis Car Company, is being followed by a train of two similar class cars. Omer Lavallée, Ronald Ritchie collection.

HAUT DE LA PAGE COUVERTURE ARRIÈRE : En octobre 1950, Omer Lavallée a pris cette photographie de tramways de la British Columbia Electric Railway rue Hastings, à Vancouver. Le tramway 1218, construit en 1913 par la St. Louis Car Company, est suivi par un ensemble de deux tramways de classe similaire. Omer Lavallée, Collection Ronald Ritchie.

BACK COVER BOTTOM: Canadian National Railways 5296 at Georgetown, Ontario from Toronto on April 3, 1954. It needs water, as well as a bit of blower to re-build the fire, before continuing on train 29 to Sarnia. While express is being off-loaded, Allen Toohey, Lorne Perry and company transferred to a branch line train to ramble towards Georgian Bay. This view was taken from the back platform. Lorne Perry.

BAS DE LA PAGE COUVERTURE ARRIÈRE : La locomotive No 5296 du CN tirant le train No 29 à Georgetown, Ontario, venant de Toronto, le 3 avril 1954. Elle a besoin d'eau et d'un coup de souffleur pour remonter le feu avant de continuer vers Sarnia. Pendant que l'express se décharge, Allan Toohey, Lorne Perry et leurs comparses changent de train pour aller vers la baie Géorgienne. Cette vue est prise depuis la plateforme arrière. Lorne Perry.

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