

**A Forgotten CPR Photographer; New Streetcars for Toronto; 2012 Railway Heritage Preservation Conference Report; Stan's Photo Gallery; Dining as the World Slides By; Heritage Business Car.**

**Un photographe oublié du Canadien Pacifique (CP). Les nouvelles voitures tramway de Toronto. Les photos de Stan. Prendre un bon dîner dans un train en marche. La conférence de 2012 sur la conservation du patrimoine ferroviaire. Le patrimoine ferroviaire.**

# Canadian Rail

THE MAGAZINE OF CANADA'S RAILWAY HISTORY

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# Canadian Rail

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FRONT COVER: Canada's first FL9! Orford Express FL9 484 pulls up at Bromont, Quebec, in a light snow on November 5, 2012, to load passengers attending the special charter for the 2012 Railway Heritage Preservation Conference, which was hosted by Exporail. The train operated over the Montreal, Maine and Atlantic Railway which operates the former CPR 'Short Line' between Montreal and Saint John, New Brunswick. M. Peter Murphy.

BELOW: In September 1919, HRH Edward, the Prince of Wales undertook a tour of Canada as a thank you for the important contribution Canada made in World War I. Flying the Prince of Wales standard, Pacific 2301 – completed shortly before the tour – heads up the sparkling consist of the train replete with private cars. Canadian Pacific Archives NS5279.

*PAGE COUVERTURE : La première locomotive de type FL9 au Canada ! La 484 du Orford Express est en gare de Bromont au Québec le 5 novembre 2012. Les passagers de ce train nolisé sont les participants à la réunion de 2012 de la Railway Heritage Preservation Conference qui avait lieu au Musée Exporail. Ce train allait bientôt rouler sur les rails du chemin de fer Montreal Maine & Atlantic qui fonctionne sur l'ancienne ligne du CP entre Montréal, Québec et Saint-Jean, Nouveau-Brunswick. Peter Murphy.*

*CI-DESSOUS: Ci-dessous, en septembre 1919, Son Altesse Royale Édouard, Prince de Galles, fit une tournée canadienne pour remercier le pays de sa participation à la Première Guerre Mondiale. On voit ici son train spécial, paré des drapeaux de la Maison Royale. La locomotive Pacific 2301, construite peu avant la tournée, est en tête d'un train de wagons privé, brillant de propreté. Archives du CP NS5279.*



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Canadian Heritage  
Patrimoine canadien

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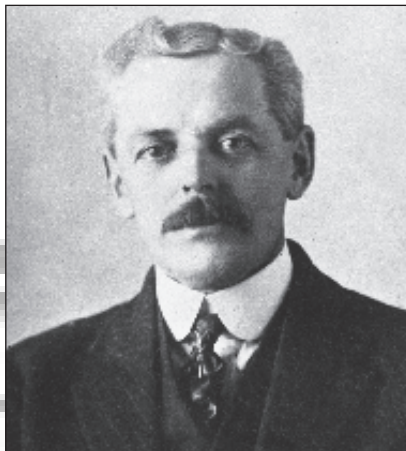
## A Forgotten CPR Photographer

By Douglas N. W. Smith

The Canadian Pacific Railway has a long history of in-house photographers who documented the activities of the company from almost its first days. While the work of many photographers, only two names – Joseph W. Heckman and Nicholas Morant – are familiar to most individuals reading this magazine.

Heckman was hired by the CPR as a civil engineer around 1881. Between 1898 and 1916, he photographed most structures along the railway – his photographs are often the only images of early stations and facilities and have been used extensively in railway and community histories.

Nicholas Morant was the company photographer for over 50



Formal portrait of J. C. S. Bennett. Canadian Pacific Archives AA920.

*Photo officielle de J.C.S. Bennett, Archives du Canadien Pacifique (CP), AA920.*

years when he retired in 1981. His work documented the change from steam to diesel and the rise of Canadian Pacific as a vast corporate conglomerate.

In more recent times, Robert Kennell, who for many years served as a company photographer, now manages Canadian Pacific's Archives, home to its vast photograph collection.

While recently scanning some microfilm of the "The British Columbian", published in New Westminster, B.C., I came across an article dated January 2, 1932 about James Bennett – a photographer whose work for the railway overlapped those of Heckman and Morant.

The CPR maintained official cars for the use of company photographers. During Bennett's time with the company Car 35 was outfitted for this assignment. In this rare interior view, Bennett sits on a settee looking at recently made prints while his assistant J. Armand Lefreniere trims prints at the rear. The darkroom used to process negatives is most likely behind the wood wall on the left side of the image. Recently developed negatives dry overhead. The large format camera on the settee at the left had side of the photograph is the camera that Bennett packed up into the mountains. Canadian Pacific Archives NS.159.



*Le CPR a maintenu des voitures de fonction à l'usage des photographes de la compagnie. À l'époque de Bennett, la voiture no 35 était équipée pour cet usage. Sur cette rare vue de l'intérieur, Bennett est assis sur la banquette, contemplant des épreuves récentes tandis que son assistant, J. Armand Lefrenière, taille des photos à l'arrière. La chambre-noire, utilisée pour développer les négatifs, semble être derrière le mur en boiserie, à gauche de l'illustration. Des négatifs récemment développés sèchent au-dessus. Le grand appareil-photo sur la banquette à gauche est celui que Bennett utilise en montagne. Archives du CP NS.159.*

8997<sup>2</sup>

CANADIAN PACIFIC RAILWAY CO  
ADVERTISING DEPARTMENT.  
W. T. ROBSON,  
ADVERTISING AGENT.

MONTREAL April 23rd 1909  
CPR # 35

Memorandum to the President.

You appreciate the value of pictures in connection with our advertising and we unquestionably have very attractive scenery to photograph. This Department has a constant and increasing demand for photographs from newspaper writers, editors and lecturers from all parts of the world. Our stock of negatives is becoming somewhat stale and hackneyed.

The dates of our present photographs are as follows:-

No. 1 Farm scenes since .....	1902
Gatineau and Mississauga and Port William <i>photo</i> .....	1903
A few mountain hotel Pictures.....	1904
( under unfavourable conditions )	
Quebec City ( a few new photos only ) .....	1905
Empress and Prince Arthur trip. ....	1906
( non advertising photos )	
Prince Fushimi trip. ....	1907
( non advertising photos )	
Claims and legal photos only.....	1908.

From the above list you will note that our photographs cannot be up to date. We have a special photograph car No 35, and I would suggest that Mr. Bennett be sent over our line this summer to secure a new selection of photographs for advertising purposes.

We should have additional facilities for the Photograph Department to take care of the sale of photographs. This department can be put on a paying basis if we are given the facilities for doing the work.

*W. T. Robson*

## VETERAN CPR PHOTOGRAPHER RETIRES; “COVERED” TRIPS OF MANY NOTABLES IN DOMINION

With his retirement on December 31, thirty years of a colourful and much-travelled career is completed and J. C. S. Bennett, official photographer of the Canadian Pacific Railway since 1902, steps into private life. In the 18 years prior to his railway appointment when he worked with William Notman & Son of Montreal and in business for himself and during 30 years of his CPR connection, Mr. Bennett has taken upwards of 40,000 photographs representing an exact picture of the growth and development of Canada.

Bennett reported to W. T. Robson, Advertising Agent in the CPR Advertising Department. On April 23, 1909, Robson wrote CPR President Shaughnessy outlining the need to update the photograph files of the railway. A handwritten notation confirms that the photographer car was No. 35. Canadian Pacific Archives.

*Bennett se rapportait à W.T. Robson, l'agent du département de publicité du CPR. Le 23 avril 1909, Robson écrit à Shaughnessy, président du CPR, à propos de la nécessité d'une mise à jour des dossiers de photographies du chemin de fer. Un note manuscrite confirme que la voiture du photographe est bien la no 35. Archives du CP.*

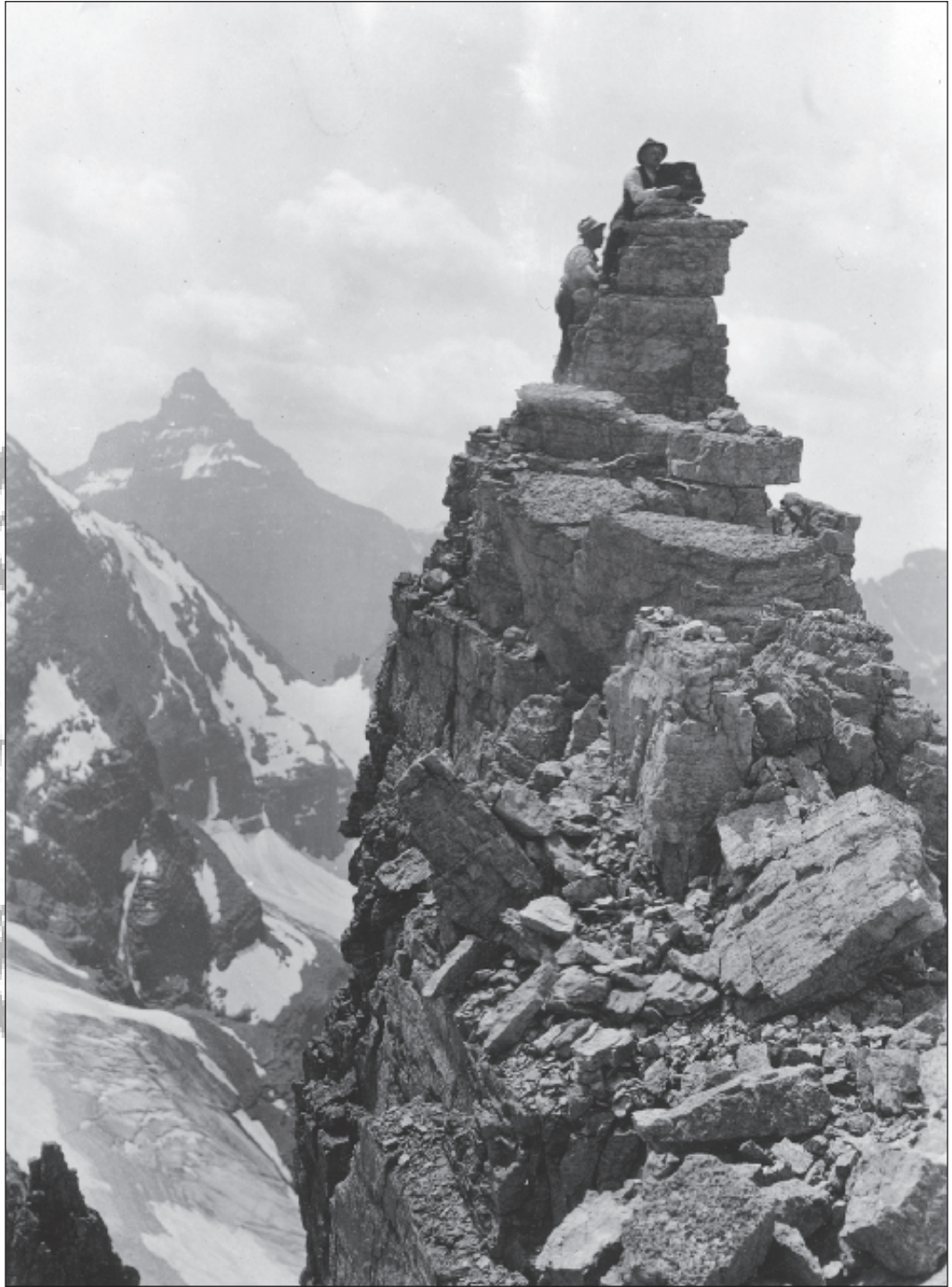


Part of Bennett's duties was to record city views. This image of Place Jacques Cartier in Montreal most likely was taken in 1927. The crowd is taking advantage of market day. The monument celebrating the British victory by Admiral Nelson at Trafalgar in 1805 towers over all the activity. The nineteenth century buildings ringing the square are still in existence. Canadian Pacific Archives NS18228.

*Une partie de la tâche de Bennett était de prendre des photos de scènes urbaines. Ce cliché de la Place Jacques-Cartier à Montréal semble daté de 1927. La présence de la foule indique que c'est jour de marché. Le monument commémorant la victoire de l'amiral Nelson à Trafalgar en 1805, domine l'activité des lieux. Les édifices du dix-neuvième siècle autour de la place existent toujours. Archives du CP, NS 18228.*

Bennett loved the mountains of British Columbia. In this view, Bennett and one of CP's mountain guides stand at a precarious summit surrounded by other snowy peaks. For many years, Bennett spent up to three months each summer photographing this region. Canadian Pacific Archives A37528.

*Bennett aimait les montagnes de la Colombie-Britannique. On aperçoit ici Bennett et un guide de montagne du CP en équilibre précaire sur un sommet entouré de pics enneigés. Durant plusieurs années, Bennett a passé jusqu'à trois mois par été à photographier cette région. Archives du CP, A37528.*



“Jim” Bennett, as he is known to the hundreds of his acquaintances and friends throughout Canada, had his first big job when he acted as photographer at the funeral of Sir John A. Macdonald in 1891. In that year, too, he accompanied the Prince Arthur, the Duke of Connaught – seventh offspring of Queen Victoria – down the Lachine Rapids.

For 25 years up to 1930, Mr. Bennett has spent three months of each summer in the Canadian Rockies wandering over that huge “sea of mountains” from east of

Banff to west of Glacier with side trips into the Kootenays. Virtually all of these wanderings were done on foot, carrying his photographic kit and camera on his back. In this way he traveled the area between “The Gap” [near Canmore – Ed.] in Alberta, as far west as Kamloops, taking panoramic and other views of mountains, lakes, forest, valleys and passes. Sometimes he was 300 feet down at the foot of the Albert Canyon; sometimes he had to climb 10,000 feet to the top of high peaks.



"The Trans-Canada Limited" was the pinnacle of the CPR's transcontinental passenger service between 1919 and 1930. Carrying only first class passengers in sleeping and parlor cars, the train's schedule was the fastest operated between Central Canada and Vancouver until "The Canadian" appeared in 1955. A 4-6-0 rolls No. 8 eastward through the Rockies. Canadian Pacific Archives NS17781.

*Le train "The Trans-Canada Limited" était le summum du service passagers transcontinental du CPR entre 1919 et 1930. Ne transportant que des passagers en première classe dans des voitures-lits et des voitures-salons, le parcours de ce train était le plus rapide entre le centre du Canada et Vancouver avant que n'apparaisse le train "The Canadian" en 1955. Nous apercevons la locomotive à vapeur 4-6-0 no 8 en direction est à travers les Rocheuses. Archives du CP, NS 17781.*

Among the highlights of his career was his trip with Prince Arthur across when His Royal Highness returned from the court of the Mikado in Japan to attend the coronation of his brother as King Edward VI in 1902 and a similar trip with Prince Fushimi of Japan who crossed the Dominion after a visit to King Edward. In 1911, he was with Earl Grey, the out-going Governor General of Canada, on his journey from Ottawa to Quebec City, where His Excellency met the new incoming vice regal representative, the Duke of Connaught.

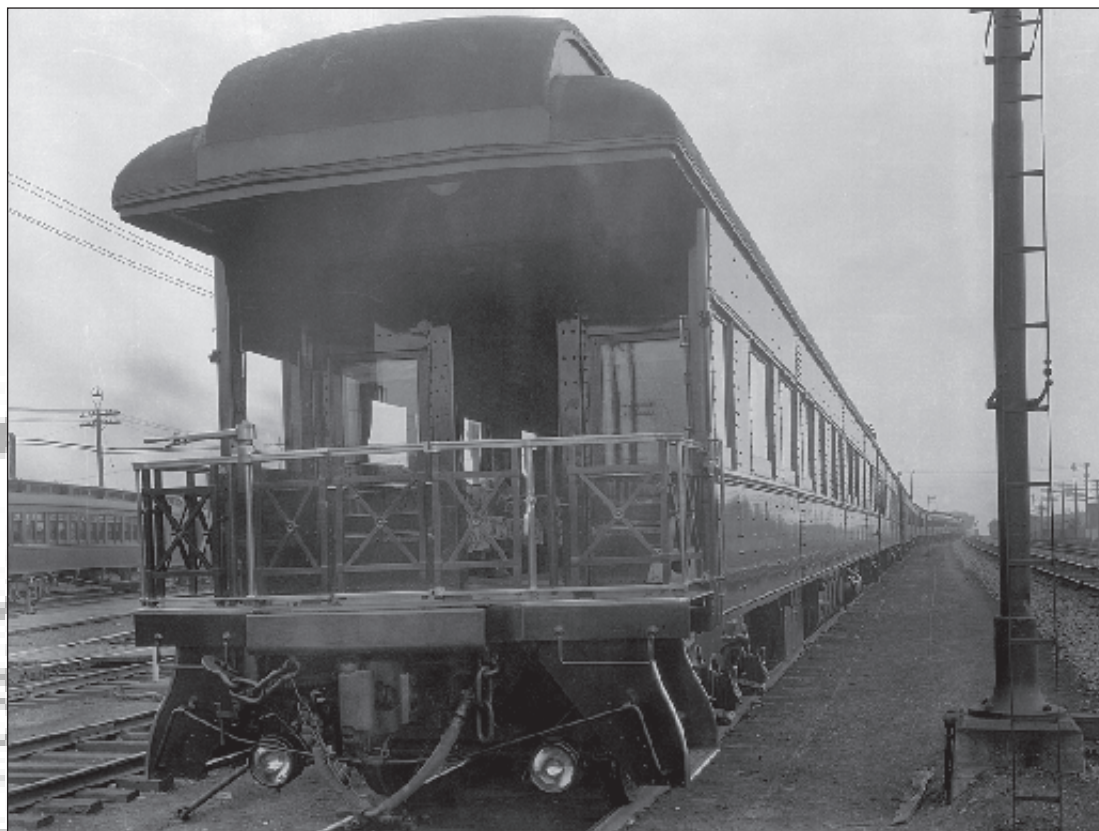
Mr. Bennett accompanied the Duke back to Ottawa. In 1912, 1914 and 1916, he was with the Duke of

Connaught on trips across the Dominion, photographing incidents of interest to the royal party. In 1919, he accompanied the Prince of Wales (who reigned briefly as King Edward VIII) from Saint John to Victoria and return. It was on this trip that moving pictures of the trip were shown for the first time in America in a train in motion.

Mr. Bennett has not entirely severed his connection with the Canadian Pacific Railway. He will continue to do special photographic work for the railway's claims and legal departments, which will keep him busy for years to come.

The rear of the special train assembled for the HRH Edward, the Prince of Wales 1927 tour of Canada stands in the Glen Yards at Westmount, Quebec waiting to be backed to Windsor Station. Canadian Pacific Archives NS17771.

*L'arrière du train spécial, assemblé pour la tournée canadienne de 1927 d'Edward, le Prince de Galles, au triage Glen à Westmount, QC, attendant de reculer vers la gare Windsor. Archives du CP, NS 17771.*



Another view of the Prince of Wales 1927 train. The crews assigned to trains carrying royalty were the finest on the Canadian Pacific Railway. Here twenty four proud employees from sleeping, dining and the running trades gather for a group photo before taking up their duties. Canadian Pacific Archives NS17779.

*Une autre vue du train du Prince de Galles en 1927. Les équipes du Canadien Pacifique, assignées aux trains royaux, étaient triées sur le volet. Nous voyons ici les vingt-quatre employés des voitures-lits, de la voiture-restaurant et ceux affectés aux autres corps de métier, fiers de poser ensemble avant de se remettre à leurs tâches. Archives du CP, NS 17779.*



HRH The Duke of Connaught was Queen Victoria seventh child. He served as Canada's Governor General from 1911 to 1916. The Duke, the Duchess and Princess Patricia, their daughter, traveled the country extensively – often on the Canadian Pacific. Bennett often accompanied the Duke recording his activities and these two photos record events during his 1916 cross-Canada tour. In the first view, the Duke reviews troops at Camp Hughes, 6 miles west of Carberry, Manitoba. In the second, he stands in full native dress after a ceremony at the Banff Springs Hotel in Alberta where he was made a blood chief of the Nakoda First Nation. Canadian Pacific Archives NS3261 and NS3273

*Le Duc de Connaught était le septième enfant de la reine Victoria. Il fut nommé Gouverneur général du Canada de 1911 à 1916. Le duc, la duchesse et leur fille, la Princesse Patricia, ont grandement exploré le pays, souvent à bord de trains du CP. Bennett a souvent accompagné le duc, illustrant ses activités dont ces deux photos de la tournée transcanadienne de 1916. Sur la première, le duc passe en revue des troupes du camp Hughes, à 10 km de Carberry au Manitoba. Sur la seconde, il se dresse, costumé en habit traditionnel amérindien, après une cérémonie à l'hôtel Banff Springs en Alberta où il été déclaré chef-de-sang de la tribu Nakoda.*



Born in 1866, Bennett began his photographic career with the renowned Montreal firm William Notman & Son. He was running his own studio when CPR Vice President William Van Horne asked him to make the first set of lantern slides of views along the company's transcontinental line in 1884. These glass slides were used to illustrate talks given by CPR representatives to lure both tourists and immigrants from points in Europe, the United States and eastern Canada. After becoming officially linked to the company on January 1, 1902, he often traveled in the special photographer's car that

served as a mobile darkroom and offered accommodation for Bennett and any assistants traveling with him. In the winter of 1904, he journeyed to Latin America to photograph scenes along the Guatemala Railway. Most likely this job was undertaken at the request of Van Horne, who was the Chairman of the railway at this time.

**J. C. S. Bennett, official photographer C.P.R., left Montreal Jan. 4, for Guatemala, where he will take a series of photographs along the Guatemala Ry., of the company owning which, Sir Wm. C. Van Horne, Chairman of the C.P.R. Board, is President.**

**18. Canadian Pacific Veteran Photographer Retires.**—After a colorful and much-travelled career of 30 years duration as Canadian Pacific Ry.'s official photographer, J. C. S. Bennett has just retired on pension. During that period and the 18 years preceding it, when he worked for the well-known photographic firm of Wm. Notman & Son of Montreal, Mr. Bennett made more than 40,000 photographs, covering every aspect of Canadian scenery and development right across the Dominion.

His first big assignment was in 1891 when he handled, for the "Montreal Star," the photography of the lying-in-state and funeral of Sir John A. Macdonald at Ottawa and Kingston—but his main work and that by which he will be remembered chiefly is his photographic record of the Canadian Rockies in their manifold aspects as gathered over the period of twenty-five years up to 1930, during which he spent three months each year in the vast mountain territory stretching from "The Gap" in Alberta as far west as Kamloops, a distance of 400 miles.

As official photographer he accompanied Prince Arthur of Connaught, the Duke of Connaught and the Prince of Wales in their travels across Canada.

In 1884, Mr. Bennett made, to the order of Sir William Van Horne, the first lantern slides used by the C.P.R.



J. C. S. Bennett

## J. C. S. Bennett Dies At Hudson Heights

**Veteran Photographer Covered Canada With Camera 30 Years**



J. C. S. Bennett

James C. S. Bennett, veteran photographer, who retired on pension in 1932, died October 21, at his home in Hudson Heights, P.Q., where he had resided since 1928. Death came peacefully to the 75-year-old pensioner, who only the previous day had visited his

former offices in Windsor station and made several business calls in Montreal before returning home in the evening.

Mr. Bennett, whose camera lens had captured practically every scenic highlight in the Dominion during his 30 years of service, was predeceased by his wife by several years, and is survived by one son, W. J. Bennett, of Montreal, and two daughters, Mrs. H. Henry, Woodstock, Ont., and Mrs. Leslie Langridge, Montreal.

Born in Montreal in July, 1866, Mr. Bennett joined the company in January 1, 1902, as photographer with headquarters at Windsor station. He continued in this capacity throughout the years that followed, his work finally raising him to the status of official photographer, senior post on the photograph staff. On January 1, 1932, 30 years to the day from the time he entered service, Mr. Bennett was retired under the company's pension regulations. He was stationed in Montreal throughout his career.

Bennett retired to his home in Hudson Heights, Quebec; a point served by CP's Montreal-Rigaud commuter trains.

He died in October 1941, age 75. His obituary appeared in the Canadian Pacific's "Staff Bulletin" headlined: "Veteran Photographer Covered Canada with Camera 30 Years".

Discussions with Robert Kennell revealed that CP's Photographic Department either did not keep a list of Bennett's photographs or the records have not survived. This is not unique to Bennett's work as the CP Archives have no records of any of the other early in-house photographers. The collection has many negatives on which the caption information has been inscribed in a particular manner and Mr. Kennell has long surmised that these photographs belong to Bennett. This style of captioning – bold, block letters written around the edge of the negative with an opaque ink pen – is unique and the images pertain to the period when Bennett was working for the railway.

## New Streetcars for Toronto

By Adam Zhelka

French version, Jacques Loiselle

Adam Zhelka is a member of the Toronto Transportation Society and is Editor of their newsletter Transfer Points. It has been 36 years since the Toronto Transportation Commission took delivery of its last new streetcar - CLRV (Canadian light rail vehicle) 4002 - on December 29, 1977; the TTC has now taken delivery of its first low floor light rail vehicle (LFLRV), the next generation of Toronto's streetcars. We are pleased to present Adam's account of these new cars, photos supplied by Harold R. McMann. The two charts were adapted from TTC produced charts, eliminating some superfluous information to suit our needs.

## De nouveaux tramways pour Toronto

Par Adam Zhelka

Version française, Jacques Loiselle

Adam Zhelka est membre de la Toronto Transportation Society et l'éditeur de Transfer Points, leur bulletin d'information. La Toronto Transportation Commission (TTC) n'avait pas reçu de tramways neufs depuis 36 ans, soit depuis le 29 décembre 1977, date d'arrivée du CLRV 4002 (Canadian light rail vehicle: tramway conventionnel, 2 bogies). Or, on a récemment livré à la TTC le premier tramway d'une nouvelle génération, un LFLRV (Low floor LRV : tramway à plancher bas). Nous vous présentons avec plaisir cet article d'Adam sur le sujet; les photos ont été fournies par Harold R. McMann. Les deux tableaux accompagnant cet article sont des versions simplifiées de ceux de la TTC.



Toronto's first CLRV 4002 is shown at Hillcrest shops after being unloaded from a railway flatcar on December 29, 1977. The cars were ordered after the decision was made to retain and even expand streetcar service in Toronto. The cars were designed by the TTC and the Urban Transit Development Corporation (UTDC), an Ontario Provincial entity. Six prototype cars were manufactured in Switzerland, and the remaining 190 cars were built by Bombardier in Thunder Bay, Ontario. The cars proved to be real workhorses once the initial bugs were worked out. Harold R. McMann.

*Le tramway 4002 après son déchargement aux ateliers Hillcrest, où il est arrivé par chemin de fer. Cette série de tramways fut commandée après qu'on eût décidé de maintenir et même d'étendre le réseau de tramways de Toronto. La conception de ces véhicules a été réalisée conjointement par la TTC et la Corporation de développement du transport urbain (UTDC), un organisme du gouvernement ontarien. Six prototypes furent construits en Suisse et la compagnie Bombardier a construit les 190 autres à son usine de Thunder Bay en Ontario. Après une période de rodage et d'ajustements, ces tramways se sont avérés extrêmement fiables. Harold R. McMann.*

The TTC has recently taken delivery of its first low-floor light rail vehicle (LFLRV). This generation of streetcar will be decidedly different from previous ones in terms of layout, maintenance, size and passenger use. Although there will almost certainly be teething problems and an adjustment period for staff and passengers, the TTC can look to many other cities where similar cars have proven themselves in everyday service.

La TTC a récemment pris possession de son premier tramway à plancher bas. Cette nouvelle génération diffère des précédentes de multiples façons; mentionnons l'architecture des véhicules et leur diagramme intérieur, leur longueur, leurs besoins en entretien, les nouvelles habitudes à prendre pour les passagers. On s'attend à devoir régler au début quelques problèmes techniques; il faudra aussi un certain temps aux employés et aux passagers pour s'y habituer. La TTC est cependant optimiste puisque des tramways de ce type sont utilisés avec succès dans plusieurs villes du monde.

The first of the new LFLRVs arrived at the TTC Hillcrest facility on September 29, 2012. The new 120 feet long vehicle travelled from the Bombardier Thunder Bay plant to Toronto by rail. It was off-loaded at the CPR Lambton Yard on Tuesday September 25 and completed the journey to Hillcrest by truck. A new rail siding is being built at Hillcrest (the old one was removed some years ago) so that future deliveries can come by rail directly to the TTC site. Car 4400 is the first of three pre-production prototypes that will undergo extensive testing throughout the TTC system over the following twelve months. Actual production vehicles are scheduled to arrive early in 2014.

Le premier tramway à plancher bas est arrivé aux ateliers Hillcrest de la TTC le 29 septembre 2012. Long de 36,5m, ce premier nouveau tramway a été acheminé de l'usine Bombardier de Thunder Bay par chemin de fer jusqu'à la cour Lambton du CPR à Toronto; il y fut déchargé le 25 septembre. Le reste du voyage s'est effectué sur fardier puisque la liaison ferroviaire avec les ateliers de la TTC avait été déposée il y a quelques années. On est présentement à la reconstruire pour faciliter les livraisons à venir. Le 4400 est le premier de trois prototypes qui seront livrés à la TTC pour mise à l'essai de façon intensive sur tout le réseau au cours des douze prochains mois. On prévoit l'arrivée des tramways produits à la chaîne au début de 2014.

Car 4400 on an extra long trailer on Davenport Road approaching Bathurst Street. The photo shows the rear of the car which is essentially the same as the front end but features a different treatment of paint. Harold R. McMann.

*Le 4400, sur un fardier de longueur appropriée, se trouve sur le chemin Davenport, près de la rue Bathurst. Cette photo nous montre l'arrière du tramway. L'avant et l'arrière sont à peu près identiques sauf en ce qui concerne la livrée. Harold R. McMann.*



Inevitably glitches will be exposed as the prototypes are broken in. These new LFLRVs represent a huge change over previous generations of vehicles that the TTC has operated:

1. For passengers, these low floor vehicles have multiple entry-exit doors, accommodate scooters, wheelchairs, strollers and bicycles, and will introduce new, automated fare collection procedures.
2. The operator will be isolated in a front control cab. The usual tasks of monitoring passenger safety, door clearances, and passing vehicles will be augmented by getting used to operating a 120 foot streetcar through curves and intersections.
3. The Equipment Department will be dealing with new and unfamiliar equipment and maintenance procedures as well as learning to troubleshoot unanticipated problems. The fact that these cars

On s'attend bien sûr à découvrir quelques problèmes au cours de la mise à l'essai de ces nouveaux véhicules à plancher bas. Les différences par rapport aux générations précédentes sont considérables :

1. Les passagers pourront dorénavant entrer ou sortir par plusieurs portes. Ces tramways seront accessibles aux fauteuils roulants motorisés ou non, aux poussettes et aux vélos. Un nouveau système de perception automatisé sera utilisé;
2. Les opérateurs bénéficieront d'une cabine séparée. À leurs tâches habituelles relatives à la sécurité des passagers, la surveillance des portes et la circulation automobile s'ajoutera le défi du maniement d'un tramway d'une longueur de 36,5m dans les courbes et les intersections de la ville;
3. Le Service de l'équipement devra lui aussi se familiariser avec de nouvelles procédures

are ‘state-of-the-art’ no doubt means that the new electronics alone will represent a huge learning curve in terms of diagnostics and maintenance. As well, the low-floor design means that much of the on-board mechanical equipment has been relocated to the top of the streetcar which in turn necessitates newly designed maintenance facilities for access and repairs.

The final factor will be the operational issues as the cars are run throughout the entire TTC system. You may recall that the original Bombardier bid for new streetcars was rejected when TTC engineers determined that the proposed cars would likely derail if operated in Toronto. The revised specifications better reflected the existing infrastructure in Toronto where tight curves and multiple switches are common. Apparently many newly designed LRV systems tend to be more generous in their layout than what we have here in Toronto, where the basic track plan was laid down over 100 years ago. The longer car length has also meant revisions to switch controllers and passenger platforms, much of which has been accomplished as the TTC rebuilt much of the streetcar network over the past several years. Pantograph operation will be the norm in a few years and the overhead is being rebuilt to accommodate this, although the familiar streetcar poles will still be in use for the foreseeable future and the first third or so of the new low-floor cars will be equipped with both a pole and pantograph.

No doubt, we will have future reports on the cars as they start to make an appearance on the city streets in the coming months.

The introduction of the LFLRVs will result in changes to the streetcar roster and service levels currently operated. The following two charts adapted from TTC reports outline the anticipated schedule that the new cars will enter service, as well as how service levels will change with their use.

Retirement of the existing fleet of CLRVs and ALRVs (Articulated light rail vehicle) will occur as the new low-floor cars are available to enter service. The LFLRVs will not enter revenue service until 2014 and the final routes will not be converted until 2018 if the present conversion schedule is maintained. The ALRVs will be the first cars to go starting in 2014 as these cars have not been as reliable as the slightly older CLRV fleet. The final ALRVs will be gone by 2015 while the CLRV fleet will be extinct by 2018. Much of the CLRV fleet has received minor refurbishment to help hold it together for

d’entretien d’un matériel roulant à la fine pointe de la technologie. Pour ne parler que d’un aspect, l’accroissement de la part de l’électronique dans le fonctionnement de ces tramways influera considérablement sur les champs de compétence des employés d’entretien. Mentionnons aussi le fait que la conception de tramways à plancher bas a nécessité la relocalisation sur le toit d’une grande partie de l’appareillage qui se trouvait jusqu’ici sous-caisse, ce qui nécessitera certaines modifications aux ateliers d’entretien.

L’aspect dominant de la mise à l’essai sera bien sûr le comportement des nouveaux tramways sur l’ensemble du réseau de la TTC. On se souviendra que la première soumission présentée par Bombardier avait été rejetée; les ingénieurs de la TTC en étaient arrivés à la conclusion que les tramways, tels que conçus, dérailleraient à certains endroits difficiles du réseau. Les spécifications ont donc été modifiées de façon à tenir compte du réseau torontois comportant nombre d’aiguillages rapprochés et des courbes très prononcées. Les villes qui implantent de nouveaux réseaux de tramways modernes essaient généralement de concevoir un aménagement des voies comportant des contraintes physiques minimales. À Toronto, ces nouveaux tramways circuleront sur un réseau ferré aménagé pour une bonne part il y a plus de cent ans. Heureusement, la TTC travaille depuis quelques années à des réaménagements permettant une augmentation de la longueur des véhicules notamment en ce qui concerne l’emplacement des contrôles d’aiguillage ainsi que les quais des stations. De même, bien que nous pourrions voir à Toronto pendant quelque temps encore des perches pour la collecte du courant, les pantographes seront bientôt la norme et le système d’alimentation aérien sera graduellement modifié en conséquence; d’ici la fin de l’aménagement de la caténaire, environ le tiers des nouveaux tramways seront équipés d’une perche en plus de leur pantographe.

Nul doute que la période d’expérimentation générera des nouvelles que, bien sûr, nous vous communiquerons.

L’arrivée des tramways à plancher bas ainsi que leur capacité accrue entraînera nécessairement des modifications au plan d’utilisation des véhicules en inventaire. Les deux tableaux qui suivent, élaborés à partir de documents de la TTC, vous présentent le calendrier de l’entrée en service des nouveaux tramways ainsi que les modifications au plan des opérations qui en découleront.

La mise au rencart de la flotte existante de tramways conventionnels (CLRV) et de tramways articulés (ALRV) débutera avec l’arrivée des premiers tramways à plancher bas. Ces derniers sont censés entrer en service régulier en 2014 tandis que le calendrier de conversion des circuits, à moins d’imprévu, s’étalera

the next few years.

The second chart shows the service levels to be expected when the LFLRVs enter service. The new cars are certainly bigger and TTC staff have calculated their capacity to be twice that of a CLRV. By this measure, the new fleet of 204 LFLRVs would be the equivalent of 408 CLRVs – clearly more capacity than the existing fleet of 195 CLRVs and 52 ALRVs (an ALRV is rated at the capacity equivalent of 1.5 CLRVs). The result will be a fleet that will have substantially more passenger capacity but will be lower in the number of actual cars. Based on this, the TTC is planning on service levels where the headways will be longer (more time between streetcars) but is predicting that those streetcars will be less crowded when they do arrive. Presumably the multiple entry doors and lack of steps will also speed loading allowing for less time at stops. As well, from an economic point of view, the TTC will be moving the same passenger loads (probably increased loads) with fewer TTC operators. Yes, there are efficiencies but there will be consequences to the passenger.

jusqu'en 2018. Les tramways articulés seront les premiers retirés à compter de 2014 étant donné leur degré de fiabilité moindre que les tramways conventionnels, légèrement plus vieux. Les derniers tramways articulés seront retirés vers 2015 tandis que les tramways conventionnels, auxquels on prodiguera des soins spéciaux, disparaîtront en 2018.

Le deuxième tableau illustre les niveaux de service qu'on projette d'atteindre avec les 204 tramways à plancher bas. À la TTC, on estime leur capacité au double de celle des tramways conventionnels et à une fois et demie celle des tramways articulés. Elle serait donc bien supérieure à la capacité combinée des flottes de 195 tramways conventionnels et 52 tramways articulés en service présentement, ce qui donne une capacité de transport de passagers sensiblement accrue au moyen d'un nombre inférieur de véhicules. Il est donc projeté d'allonger l'intervalle entre les tramways; on prévoit cependant plus d'espace libre à l'intérieur à l'arrivée des tramways; aussi, le plus grand nombre de portes et l'absence de marches permet d'espérer des temps d'arrêt plus courts, ce qui amènerait une accélération du service. Du côté rentabilité, moins d'opérateurs seront requis pour transporter un nombre au moins égal mais vraisemblablement supérieur de passagers. On constate donc des avantages et aussi, certaines conséquences pour les passagers.



This view shows the car as it is being prepared for removal from the trailer. Note the rail ramp structure in position. It appears that the TTC overhead crew has raised the overhead so as to not hook on the high load. The car was moved in an unpowered state, not connected to the overhead as this photo might suggest. The front end of the car is visible in this photo. Harold R. McMann.

*Voici la préparation au déchargement du fardier. La rampe ferroviaire est en position et on semble avoir surélevé les fils d'alimentation pour éviter tout contact malencontreux. Contrairement à ce que cette photo pourrait laisser penser, le tramway ne s'est pas déplacé par ses propres moyens. Cette vue est celle de l'avant du tramway. Harold R. McMann.*

**TTC Streetcar fleet plan - 2012 to 2022**  
(Projections as of Fall 2012)

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
<b>LFLRV Fleet</b>											
510 SPADINA			12						2		
511 BATHURST			9								
509 HARBOURFRONT			6								
505 DUNDAS			6	6						1	
501/508 QUEEN/Lake Shore				26	10			3			1
504 KING					20	15					
512 ST. CLAIR						16					
502 DOWNTOWNER							6				
503 KINGSTON RD TRIP'R							5				
506 CARLTON							20				
LFLRV Needed For Service			33	65	95	126	157	160	162	163	164
Spares at 20%			7	13	19	26	32	32	33	33	33
Total Required			40	78	114	152	189	192	195	196	197
Procurements	3	6	34	36	36	39	36	14			
Available	3	9	43	79	115	154	190	204	204	204	204
Contingency		9	3	1	1	2	1	12	9	8	7
<b>ALRV Fleet</b>											
Required	38	38	7								
Spares at 35%	14	14	3								
Total Required	52	52	10								
Retirements			-42	-10							
Active Fleet	52	52	10	0							
<b>CLRV Fleet</b>											
Required	163	163	151	130	89	36					
Spares at 20%	32	32	30	26	18	7					
Total Required	195	195	181	156	107	43					
Retirements			-14	-25	-49	-64	-43				
Active Fleet	195	195	181	156	107	43	0				

**Service plans comparing CLRV/ALRV to LFLRV**

	Scheduled Fall 2012		CLRV Equivalent	LFRV Planned Deployment	LFLRV Vehicle Ratio	LFLRV Capacity Ratio	Headway Fall 2012	Planned Headway LFLRV
	CLRV	ALRV						
510 SPADINA	15		15	12	0.80	1.60	2:30	3:08
511 BATHURST	13		13	9	0.69	1.38	4:00	5:47
509 HARBOURFRONT	7		7	6	0.86	1.71	5:15	6:08
505 DUNDAS	19		19	12	0.63	1.26	5:15	8:19
501 QUEEN		31	46.5	33	0.71	1.42	5:10	4:51
508 LAKE SHORE	3		3	3	1.00	2.00		
504 KING BASE	29		29	22	0.76	1.52	4:00	5:16
504 KING TRIPPERS	9	7	19.5	13	0.67	1.33	4:00	5:16
504 KING COMBINED	38	7	48.5	35	0.72	1.44	2:00	2:38
512 ST. CLAIR	25		25	16	0.64	1.28	2:30	3:54
502 DOWNTOWNER	7		7	6	0.86	1.71	12:00	14:00
503 KINGSTON ROAD TRIPPER	6		6	5	0.83	1.67	12:00	14:00
502/503 COMBINED	13		13	11	0.85	1.69	6:00	7:00
506 CARLTON	32		32	20	0.63	1.25	3:45	6:00

Notes: 501 Queen: 36 LFLRVs assigned for 501/508 service in Fleet Plan. Assume 3 to 508 to maintain headway, balance to 501.  
 504 King: 35 LFLRVs assigned for 504 service in Fleet Plan. Assume 1:1.3 replacement for base service, balance to trippers.  
 LFLRV assumed to have design capacity 2x that of a CLRV.  
 Spring 2012 schedules used for Spadina/Harbourfront routes.

## 2012 Railway Heritage Preservation Conference

Hosted by Exporail,  
the Canadian Railway Museum

November 5 to 10, 2012

Compiled by information submitted  
by Don Evans and Aaron Isaacs

The 2012 Railway Heritage Preservation Conference was the joint conference of the Association of Railway Museums (ARM) and the Tourist Railway Association Inc. (TRAIN). It was hosted by Exporail, the Canadian Railway Museum, from November 5 to 10, 2012.

This was a significant conference in that ARM and TRAIN voted to merge the two organizations into one, the new corporate name being the Association of Tourist Railroads & Railway Museums (ATRRM). Strategic planning sessions and numerous member meetings have taken place over the past two years to prepare the way for this merger. Our thanks to Don Evans for guiding us through this process, and to the two Boards of Directors for having the foresight and will to see this through to a conclusion. Special thanks also to Robert (Bob) Opal for his many hours devoted to handling the legal implications of the merger process.

### Monday, November 5 The Orford Express

We were off on an early start for a trip to Sherbrooke, Quebec aboard the Orford Express dinner train. We travelled by motor coach to Bromont, with snow flurries along the way. After a Tim Horton's stop, we headed for the tracks of part of the old Atlantic Limited main line (the Short Line) of the Canadian Pacific which ran between Montreal and St. John, New Brunswick. It is now operated by a regional railroad, the Montreal, Maine & Atlantic. We pulled into a gravel lot (site of the demolished Bromont station) to await the train which was deadheading from Sherbrooke.

Soon a horn was heard, and from the south came a most unusual consist - FL9 #484 (ex New Haven) / M420TR 26 (only one of two ever built) / RDC-1 6125 Thompson (ex VIA 6125) / Dome Sherbrooke / and RDC 1 6121 (ex VIA 6121). This is the Orford Express's entire roster, and it made for quite a sight. Our group boarded the dome car, Sherbrooke and settled in. The interiors of all three cars were done up very elegantly with dark wood paneling and table seating. The RDC's were MU'd to the locomotives and, although complete, had their drive shafts

## Congrès 2012 sur la préservation du patrimoine ferroviaire

Sous l'auspice d'Exporail,  
le Musée ferroviaire canadien

Du 5 au 10 novembre 2012

Informations reçues de Don Evans et Aaron Isaacs  
Traduction : Denis Vallières

Le congrès sur la préservation du patrimoine ferroviaire a été réalisé conjointement par l'Association des musées ferroviaires (ARM) et l'Association des trains touristiques (TRAIN), sous l'auspice d'Exporail, le Musée ferroviaire canadien, du 5 au 10 novembre 2012.

C'est un événement significatif puisque l'ARM et TRAIN ont conclu une entente pour fusionner les deux institutions en une seule corporation portant le nom d'Association du tourisme ferroviaire et des musées ferroviaires (ATRRM). Des sessions de planification d'un programme stratégique et de multiples rencontres des membres ont eu lieu durant les deux dernières années afin de préparer cette fusion. Nous remercions Don Evans pour avoir su guider ce processus et les deux conseils d'administration pour leur prospective et leur détermination vers la réalisation de ce projet. Un merci spécial aussi pour Robert (Bob) Opal pour les nombreuses heures qu'il a consacrées à l'étude des implications légales, tout au long du processus.

### Lundi le 5 novembre : L'Orford Express

Nous partons tôt ce matin en direction de Sherbrooke, QC, pour l'excursion à bord du train-restaurant, l'Orford Express. Nous sommes transportés par autocar vers Bromont en affrontant en chemin quelques averses de neige. Après un arrêt dans un café Tim Horton, nous nous dirigeons vers un segment de l'ancienne voie principale de l'Atlantic Limited (Chemin de fer d'intérêt local) du Canadien Pacifique (CP) qui reliait Montréal à Saint-Jean, Nouveau-Brunswick. Ce segment est géré maintenant par un chemin de fer régional, le Montreal, Maine & Atlantic. Nous descendons sur un espace en gravier (site de la gare de Bromont, maintenant démolie) pour attendre le train (sans passager), en provenance de Sherbrooke.

Aussitôt l'avertisseur sonore entendu, nous voyons surgir du sud un curieux train composé de la locomotive FL9 no 484 (ex-New-Haven), la locomotive M420TR no 26 (l'un des deux seuls exemplaires construits), l'autorail RDC 1 no 6125 Thompson (ex VIA 6125), la voiture avec dôme panoramique Sherbrooke et



disconnected (but carried onboard) and were used as coaches as well as a cab control car for the southbound trip.



Delegates in the dome car enjoying the ride before lunch was served. Front right are Rick Burchett, outgoing President of TRAIN, and G. Mark Ray, incoming President of ATRRM) Peter Murphy.

*Attendant que le dîner soit servi, les délégués semblent apprécier le voyage à bord de la voiture avec dôme panoramique. En avant à droite, nous apercevons Rick Burchett, le président sortant de TRAIN et G. Mark Ray, le président élu de l'ATRRM. Peter Murphy.*

Our ride would be from Bromont, to Sherbrooke, Quebec, which was extra and rare mileage as the train normally operates from Sherbrooke to the Eastman bridge and return. The scenery was hilly and rural. The occasional snow flurries and snow capped hills made for an enjoyable experience (especially for our southern delegates)! Great meal, very nice accommodations, live singer on board - a very classy act. We crossed a major bridge at Eastman, then a lakeside rest stop at Magog, prior to heading on to Sherbrooke. We then returned to Montreal by a Motor Coach which was waiting for us at the Sherbrooke station.

### **Tuesday, November 6 Ottawa Excursion**

We had an early start. Two transit buses at 0530 to Central station, where we boarded VIA 51 for Ottawa. Consist is F40PH-2 6433 and four LRC coaches, our group fills coach 4 and the rear part of coach 3. We departed on time at 0620. Train 51 is the first Montreal to Ottawa train, it then goes on to Toronto. We headed west at a good clip, observing the morning rush into Montreal with AMT commuter trains on the adjacent CPR tracks. Conductor now takes tickets by scanning the barcode. We arrived Ottawa 15 minutes late at 0840.

Our transportation around Ottawa for the day was an OC Transpo New Flyer articulated bus with a

l'autorail RDC 1 6121 (ex VIA 6121). C'est le parc en entier du matériel roulant de l'Orford Express. Nous montons à bord et nous nous installons dans la voiture panoramique Sherbrooke. Les intérieurs des trois voitures ont été refaits avec élégance avec l'utilisation de panneaux en bois sombre et par l'aménagement de tables pour le service de repas. Les autorails ont leurs arbres-moteurs retirés mais ceux-ci sont transportés à bord du train. Ils sont donc utilisés comme simples voitures coach mais avec des cabines de contrôle, utilisées lorsque le train roule en direction sud.

Le parcours se fait de Bromont à Sherbrooke, ce qui est exceptionnel car en temps normal, le train fait plutôt l'aller-retour entre Sherbrooke et le pont d'Eastman. Le paysage rural est plutôt vallonné; les averses de neige dispersées et les sommets enneigés ajoutent de l'agrément au voyage (particulièrement pour les délégués du sud)! C'est une

expérience de grande classe avec un repas succulent, un accueil chaleureux et la présence d'un chanteur à bord. Nous traversons un pont important à Eastman puis nous faisons halte en bordure du lac Magog avant d'arriver à Sherbrooke. L'autocar nous attend à la gare de Sherbrooke pour nous ramener à Montréal.

### **Mardi le 6 novembre : Excursion à Ottawa**

La journée commence tôt. Deux autobus nous amènent dès 5h 30 à la Gare Centrale où nous montons à bord du train VIA no 51. Celui-ci, composé de quatre voitures LRC, est tiré par la locomotive F40PH-2 no 6433. Notre groupe occupe la voiture no 4 ainsi que l'arrière de la voiture no 3. Le départ se fait à l'heure, soit 6 h 20. Le no 51, le premier train de la journée à relier Montréal à Ottawa, continuera ensuite vers Toronto. En nous dirigeant vers l'ouest, nous avons l'opportunité d'observer l'heure de pointe vers Montréal en apercevant les trains de banlieue de l'Agence métropolitaine de transport (AMT) sur les voies adjacentes du CPR, puis le chef de train contrôle nos billets par balayage des codes barres. Nous arrivons à Ottawa à 8 h 00 avec 15 minutes de retard.

Notre visite de la ville se fera à bord d'un autobus articulé New Flyer d'OC Transpo conduit par un

*continued on page 29*



## Stan's Photo Gallery

JANUARY – FEBRUARY 2013

By Stan Smaill

French Version, Michel Lortie

### Introduction

Happy New Year to all our photo contributors, friends and supporters of Canadian Rail. It is hard to believe that yet another year has passed and judging by your response, you like 'Stan's Photo Gallery'! Thank you all!

In this issue, we offer a potpourri of scenes depicting Canadian railroading in 2012 from many of our usual contributors. Of note to me is that many of my mentors through the years, who made me a better photographer, are still out there shooting. My own rail photography has been minimal in the years following my world steam treks, but thanks to Bob Sandusky, Bill Linley, Ken Goslett, Ray Farand and others we can demonstrate an incredible variety of Canadian railway scenes that happened in 2012. All Aboard!

Last runs are never pleasant, but they are a part of the changing Canadian railway scene. In September 2012, Ontario Northland's *Northlander* passenger service between Toronto and Cochrane, Ontario made its last runs despite very vocal public opposition to the cuts. Veteran rail photographer Robert Sandusky lensed ONR GP38-2 1801 crossing Bloomington Road near Vandorf on the CNR Bala Subdivision with the last northbound *Northlander* on September 28, 2012. Robert Sandusky.

*Les derniers voyages sont toujours des événements tristes, mais qui font partie de la vie dans le domaine du rail. Ceux du fameux train Northlander du chemin de fer Ontario Northland ont été interrompus entre Toronto et Cochrane en Ontario, même si le public de la région s'opposait à cette mesure d'économie. Le 28 septembre 2012, Robert Sandusky a pris cette photo du dernier Northlander traversant le viaduc du chemin Bloomington près de Vandorf, sur la sous-division Bala du Canadien National (CN). La locomotive, en tête du convoi, est la GP38-2 1801 du Ontario Northland. Robert Sandusky.*



## Les photos de Stan

JANVIER – FÉVRIER 2013

Par Stan Smaill

Version française : Michel Lortie

### Avant-propos

Nous désirons souhaiter une bonne et heureuse année 2013 à tous nos amis lecteurs et nos nombreux collaborateurs-photographes. En 2012, nous avons reçu de nombreux commentaires attestant que vous aviez aimé les photos de Stan. Merci à tous!

Dans ce numéro, nous avons pensé vous offrir des photos illustrant l'activité ferroviaire au Canada durant l'année qui vient de s'écouler. Ces photos ont été prises par plusieurs de nos collaborateurs habituels, ce qui n'est pas sans me rappeler que plusieurs d'entre eux, qui m'ont aidé à devenir un meilleur photographe, sont toujours actifs alors que je l'ai été très peu récemment. Les Bob Sandusky, Bill Linley, Ken Goslett, Ray Farand et autres ont pris pour vous de magnifiques photos de la très grande variété de paysages et d'activités ferroviaires au Canada en 2012. En voiture!



Chemin de Fer de Lanaudière rebuilt RS18 3000 is seen here at St Felix de Valois the Fall of 2012. RS18 3000 began life as CPR 8734 in April 1957, it was rebuilt as RS18m 1864, and then sold to New Brunswick East Coast as their 1864, rebuilt again as SFEX 3000 before moving to the CFL in February 2009. Credit Ken Goslett for the wonderful shot of a very itinerant MLW! Ken Goslett.

*La RS18 3000 du chemin de fer de Lanaudière est en gare de triage de Saint-Félix-de-Valois à l'automne de 2012. Cette locomotive, restaurée à plusieurs reprises, avait été construite par MLW pour le GP en avril 1957. Elle portait alors le numéro 8734. Elle fut reconstruite comme une RS18m et numérotée 1864, puis elle a été vendue au New-Brunswick East Coast où elle conserva le même numéro. Elle fut refaite pour le SFEX et fut numérotée 3000 avant d'arriver sur le CFL en février 2009. Une vie de locomotive bien remplie ! Ken Goslett.*

Quebec Gatineau Railway GP40-3m 3801 and slug mate 801 are headed for St. Jerome on the former CNR Montfort Subdivision in this Fall 2012 view at Ste. Scholastique, Quebec. QGRY 3801 was built as Penn Central 3228 in 1976 just before the Conrail era began in the U.S.A. Ken Goslett.

*Les locomotives 3801, une GP40-3m, et la 801 non motorisée du Chemin de fer Québec Gatineau sont en route vers Saint-Jérôme sur l'ancienne sous-division Montfort du CN. Cette photo fut prise à l'automne 2012 à Sainte-Scholastique au Québec. La 3801 avait été achetée neuve par le Penn-Central et numérotée 3228 en 1976, juste avant la formation de Conrail aux États-Unis. Ken Goslett.*



AMT 1354 is the trailing unit in the consist of AMT train 174 from St. Jerome, Quebec. The 1354 is a bi-modal diesel-electric-electric, model ALP 45DP built in 2011 by Bombardier-Siemens. The 1354 and nine of its sisters are now in regular service and on test between Montreal and St. Jerome. Ken Goslett's photo is taken at Montreal West Quebec as 1354 and her train head for AMT's layup yard at Sortin, some two miles to the west. Ken Goslett.



*La locomotive 1354 de l'AMT est en queue du convoi entre Saint-Jérôme et Montréal. Cette dernière est une bimotorisée propulsée soit par un diesel ou par l'électricité simple par caténaire. C'est un modèle ALP 45DP construite en 2011 par Bombardier-Siemens. Celle-ci ainsi que neuf autres semblables sont soit en service ou en rodage sur cette ligne. La photo a été prise à Montréal-Ouest alors que le train se dirigeait vers la gare de triage de l'AMT de Sortin à quelques kilomètres plus à l'ouest. Ken Goslett.*



For many years, Oxford Junction, mileage 46.7 of Canadian National's Truro - Moncton Springhill Subdivision was the regular meeting point for the east and westbound Ocean's. The meets happened each day from Thursday through Monday. At 3.04 p.m. on Thursday, June 7, 2012 a typical meet is in progress as Train 15 holds the siding and Evangeline Park zooms by on eastbound Train 14. The Budd-built Park car was being dead-headed to Halifax to begin VIA's summer seasonal offering of the extra-fare, Sleeper Plus Class. Such meets became a fond memory in November 2012 when VIA's cuts to their transcontinental services consigned three of the six weekly departures of the Ocean to history. Bill Linley.

*Rencontre à Oxford Junction! Les deux trains Ocean, le 14e et le 15e de VIA Rail se croisent à Oxford Junction, Nouvelle-Écosse, le 7 juin 2012. À la suite de réductions de services annoncées en novembre de la même année, il n'y a maintenant qu'un seul train entre Montréal et Halifax trois fois par semaine. Cette photo historique a été prise par Bill Linley.*

Ken Cairns, a CRHA member, walks towards Halifax Station and retirement having brought Train 14, the Ocean, from Montreal on Monday, October 22, 2012. Ken capped off a career of more than 40 years with CN and VIA passenger services including many years as a Service Manager - conductor - on the Ocean. Ken would often be found, along with savvy railfans, on the stainless steel set when one was in the rotation of three consists linking Halifax and Montreal. Hopefully, Ken will enjoy his retirement, notably his 'second-career' as the steward on a private car operated by a prominent member of the American Association of Private Railroad Car Owners. Bill Linley.

*Le dernier voyage! Le vétéran chef du service aux voyageurs Ken, Kenny Cairns, de VIA quitte, pour la dernière fois, le train 14 en gare de Halifax le 22 octobre 2012 après 44 ans passés au service des voyageurs, tant au CN que plus tard avec VIA. Kenny était bien connu sur les trains qui ont sillonné la Nouvelle-Écosse. Il avait même servi sur le train éphémère appelé Bras d'Or entre Halifax et Sydney, Nouvelle-Écosse. Bill Linley.*





VIA Train 15 is running behind schedule as it rushes by the John Bell Connector Road in Brookfield, Nova Scotia at 2.06 p.m. on Friday, November 30, 2012. Units 6432 and 6424 lead a 13 car train trailed by Skyline 8510. A Skyline was added to the normal consist of the Ocean following the service reduction in November 2012 and is open to sleeping car passengers. At Matapedia, the Gaspe section, currently running from New Carlisle, due to bridge repairs east of there, will be added in a J-Train configuration. A removable coupler enclosure - an orange bag - has been added to the rear of Halifax trains as a recently adopted means of simplifying the coupling of trains at Matapedia. Bill Linley.

*Une F40PH-2 de VIA est en tête du train The Ocean à Brookfield, Nouvelle-Écosse, le 30 novembre 2012. Ce train est le plus ancien portant ce nom en Amérique du Nord. Maintenant, il en est réduit à seulement trois voyages par semaine entre Montréal et Halifax. Bill Linley.*

An F unit on freight in 2012! Ex Algoma Central FP9 1755 leads a northbound freight near Biglerville, Pennsylvania, destined for Mount Holly Springs on the Gettysburg and Northern Railroad in October 2012. The 1755 began life as CNR 6531, became VIA 6531 then went to the Algoma Central as ACR 1755. It now toils for the G&N as that carrier's spare locomotive and sees only occasional service. Rich Jahn.



*Une locomotive de type F tractant un train de marchandises en 2012! La FP9 1755 Ex Algoma Central est en tête d'un convoi de marchandises du Chemin de fer Gettysburg Northern en octobre 2012, près de Biglerville, Pennsylvanie, É-U. Cette locomotive, construite par EMD pour le CN et numérotée 6531 devint, sous le même numéro, la propriété de VIA Rail, puis fut vendue à Algoma Central et a été renumérotée 1755. Elle travaille maintenant pour le G&N comme locomotive d'appoint en service occasionnel. Rich Jahn.*



CN Rail Shuttle vehicles 10800 and 18900 await departure from Lillooet, BC on July 27, 2012 for a one hour run south to Seton Portage on the ex BC Rail main line. After ten years in service, the two vehicles underwent a \$400,000 refit in 2012, with the frames raised 18 inches to add an air bag suspension. Other improvements included air brakes, a washroom, new upholstery and upgraded heating and air conditioning. Ian Smith.

*Les deux voitures navettes du CN, 10800 et 18900, sont en gare de Lillooet, C.-B., le 27 juillet 2012. Elles mettront une heure pour relier cette ville à Seton Portage sur l'ancienne ligne de BC Rail. Après dix ans de loyaux services, ces deux voitures ont fait l'objet d'une remise à neuf en 2012 : la suspension a été relevée de 50mm pour installer des coussins d'air; elles arborent maintenant des freins à air, une nouvelle toilette, des sièges recouverts à neuf, en plus d'une amélioration du système de chauffage et de climatisation. Ian Smith.*

The National Railway Historical Society British Columbia Chapter was the recipient of VIA Rail FP9u 6300 as a donation in 2011. In 2012, it was restored to operating condition and on September 8, 2012 was displayed at New Westminster, BC sporting its new livery. The venerable F began life as CNR 6524 in March 1957. Ian Smith.

*La locomotive FP9u 6300 de VIA Rail a été donnée au Chapitre de Colombie-Britannique de la National Railway Historical Society en 2011. Cette société la remise en état de marche et, le 8 septembre 2012, elle fut exposée à New-Westminster, C.-B. Elle a été peinte dans une nouvelle livrée. Cette locomotive avait été construite pour le CN en mars 1957 et numérotée 6524. Ian Smith.*



One hundred years old! It hardly seems possible, but ex CPR N2 2-8-0 3716 celebrated its centenary in 2012. At home on the Kettle Valley Steam Railway, Consol 3716 leads a westbound KVSR train at mile 10.2 of the former Kettle Valley-CPR Princeton Subdivision on July 30, 2012. Happy Birthday 3716 – long may you run! Ian Smith.

*Une locomotive centenaire ! En effet, cette N2 2-8-0, qui a été construite pour le CP en 1912 et numérotée 3716, est toujours en état de marche sur le Chemin de fer touristique Kettle Valley Steam Railway en Colombie-Britannique. Elle tracte un train au point milliaire 10.2 de l'ancienne sous-division Princeton du CP le 30 juillet 2012. Bon anniversaire et longue vie à la 3716! Ian Smith.*



Old and new at Belleville. On March 20, 2012, VIA Rail opened a new station at Belleville, Ontario replacing a Grand Trunk Railway structure dating back to 1856! In this October 11, 2012 view, the old building appears to the right while the imposing new station is seen further to the east. Ian Smith.



*L'ancien et le nouveau à Belleville en Ontario, le 20 mars 2012. VIA Rail a inauguré une nouvelle gare construite à côté de l'ancienne qui avait été construite par le Grand Tronc en 1856. La gare patrimoniale a été préservée et l'imposante nouvelle structure a été conçue pour marier les deux styles d'architecture. Ian Smith.*



Canada's beloved football heritage was celebrated with a railway connection in 2012 as the Grey Cup commemorated its centenary. A specially fitted and decorated train using leased VIA Rail and Canadian Pacific equipment traversed Canada in 2012 often attached to regular VIA trains. Led by VIA Rail F40PH 6445, the Grey Cup 100 tour train leaves Ottawa Union Station on October 27, 2012. Raymond Farand.

*Le 27 octobre 2012, le train spécial de VIA Rail quitte la gare Union d'Ottawa. Ce train avait été décoré en l'honneur du centième anniversaire de la Coupe Grey, emblème du championnat du football canadien. Le train a traversé tout le Canada avec en tête la F40PH 6445 tout en faisant des arrêts publicitaires aux principales gares du pays. Raymond Farand.*

Hurricane Sandy devastated the American Northeast in November 2012. Amtrak and Northeast commuter railroads suffered equipment shortages as many facilities were inundated by floodwaters. VIA Rail rallied to the cause by providing Budd fleet coaches and 'Park' cars for service on the Amtrak *Adirondack* between Montreal and Albany, New York. In these two views, Amtrak 69, in the charge of P42 43 is seen at Port Henry, New York bound for Montreal on November 26, 2012. Raymond Farand.

*En novembre 2012, la côte Atlantique des États-Unis a été dévastée par l'ouragan Sandy. Le chemin de fer Amtrak et tous les autres ont vu leurs wagons détruits ou inondés durant cette tempête. VIA Rail a aidé son confrère américain en prêtant des wagons Budd pour le trajet entre Albany, N.Y. et Montréal. Sur cette photo, le train Amtrak 69, en direction de Montréal, passe à Port Henry, N.Y. avec des wagons de VIA tractés par la P42 no 43, le 26 novembre 2012. Raymond Farand.*





On October 20, 2012 the Southern Prairie Railway (SPR) wrapped up the 2012 tourist season with an all day 'see the entire 75 mile Railway' excursion. This was in aid of raising money to move seven ex CPR coaches located in Iowa which they have purchased. Ex Conway Scenic Railroad 44 tonner 15, coach Mount Holly and baggage car 404925 make up the consist. As is often the case, the excursion took some 12 hours with the passengers returning home in darkness! Ken McCutcheon.

*Le 20 octobre 2012, le Southern Prairie Railway (SPR) a décidé de clore la saison touristique par une grande excursion d'une journée tout le long des 75 milles de la ligne. Cet événement devait aider à payer le coût de transport de sept wagons passagers ex-CP achetés d'un vendeur d'Iowa, É.U. Le train utilisé consistait en une petite loco GE de 44 tonnes, ex- Conway Scenic, un wagon de passagers, le Mount Holly, et un wagon à bagages, 404925, comme cela arrive souvent. Cette excursion dura plus de 12 heures et les participants sont rentrés chez eux à la noirceur. Ken McCutcheon.*

Well into the 21st century, steel rail dreams still come true! Who would have thought that on September 4, 2012 one could photograph an honest to goodness A-B-A set of CPR F units in maroon and grey paint schemes. Mark Forseille did and here we see CPR 4106, 1900 and 4107 on the shop track at Coquitlam, BC awaiting assignment to a Royal Canadian Pacific excursion to Calgary, Alberta. Just for the record, CPR 4106 began life as CNR FP9 6515, CPR 1900 was CNR F9B 6612 and CPR 4107 was built as CNR FP9 6526. Mark Forseille.



*Qui aurait pensé qu'au vingt et unième siècle, les amateurs du rail pourraient encore voir en action un attelage A-B-A de trois locomotives diesel de type F du CP et en plus, que celui-ci serait peint avec sa livrée d'époque! Mark Forseille a vu son rêve se réaliser le 4 septembre à Coquitlam, C.-B., alors que les locomotives 4106, 1900 et 4107 étaient en attente aux ateliers du CP avant d'amener le train Royal Canadian Pacific vers Calgary, Alberta. Mentionnons pour l'Histoire que la 4106 avait été construite pour le CN et numérotée 6515. La 1900 était la CN F9B 6612 et la 4107 était à l'origine la CN FP9 6526. Mark Forseille.*





The year 2012 was notable for traction restoration projects in Canada not the least of which was the operating restoration of ex MTC 'Golden Chariot' open streetcar No 3 at Exporail - the Canadian Railway Museum. Veteran Exporail motorman Robert Fortin is all smiles as MTC No 3 makes her return to service run on the CRM street car loop. Funding for this restoration (including 8 new wheels) was generously provided by the late Stephen A. Walbridge, the late Frederick Angus, and other donors. Stephen Cheasley.

*L'année 2012 en fut une ou de nombreux projets de remise à neuf de voitures tramway ont eu lieu au Canada. L'un d'entre eux, et non le moindre, fut la remise en marche d'un des fameux P'tit char en or de la MTC par l'équipe d'Exporail. Le conducteur, Robert Fortin, semble très heureux alors qu'il remet en action la no 3 sur la ligne privée du Musée. Les fonds qui ont permis cette restauration, incluant 8 roues neuves, ont été généreusement légués par feu Stephen A. Walbridge et feu Frederick Angus ainsi que plusieurs autres donateurs. Stephen Cheasley.*

The other important streetcar restoration project was the continued work on the cosmetic rebuilding of ex MSR car No 274 seen here at Exporail on its four wheel truck. Car 274 is one of only two cars extant built by the Newburyport Car Manufacturing Company and was the first piece of equipment to be acquired by the CRHA. Its acquisition back in 1950 fuelled the desire to preserve railway and traction items in the facility we now appreciate as Exporail-the Canadian Railway Museum. This restoration is being carried out thanks to a bequest from the late Frederick Angus. Jean-Paul Viaud.

*Un autre important projet du musée Exporail est la remise en état externe de la voiture 274 du Montreal Street Railway que l'on voit ici montée sur ses quatre roues. Cette dernière est l'une des deux dernières survivantes qui furent construites par la Newburyport Car Manufacturing Company et fut la première acquise par l'ACHF en 1950. Cette acquisition a encouragé l'Association à préserver également des voitures tramway dans sa collection du Musée Exporail. Les fonds nécessaires à cette restauration proviennent d'un legs de feu Frederick Angus. Jean-Paul Viaud.*





Back on the old sod! Ex LNER A4 4-6-2 Dominion of Canada undergoes a vigorous cosmetic restoration which will see it backdated to its 1937 appearance complete with driving wheel valances, the double exhaust stack, the CPR bell and chime whistle and the famous 'Garter Blue' LNER paint scheme. The first applications of 'Garter Blue' are evident in this 2012 view at the UK's National Railway Museum's Shilton facility as restoration of the famous Pacific continues. Dominion of Canada will participate in year-long celebrations of the world speed record for a steam locomotive set by sister A4 Mallard in 1938. The celebrations will feature all six remaining A4's including the famous Mallard. Steven Barker.

*De retour dans son pays d'origine, la locomotive à vapeur A4 4-6-2 Dominion of Canada, propriété d'Exporail, est en train de subir une remise à neuf externe aux ateliers du National Railway Museum de Shilton en Angleterre. Elle sera repeinte sa couleur d'origine, soit le Bleu Jarretière. On lui remettra ses couvre-roues et sa deuxième cheminée ainsi que sa cloche et son sifflet du CP. Elle sera telle qu'elle était en 1937. Sur la photo, prise en atelier, on peut voir la teinte du Bleu Jarretière. La Dominion of Canada va participer aux fêtes commémorant le record mondial de vitesse par une loco à vapeur, établi en 1938 par la fameuse Mallard ainsi que six autres locos semblables qui ont été préservées. Steven Barker.*

Immaculate! And it operates, too! CPR S3 6503 idles outside the 'CN' roundhouse at the West Coast Railway Heritage Park in Squamish, BC in 2012. The 6503 is one of three operating diesel units at the Park and was completely restored by WCRA volunteers. Photo Gallery editor Smaill operated this engine during the 2011 Canadian Association of Train Dispatchers convention special held at Squamish, BC. Mark Forseille.



*La S3 6503 du CP est arrêtée devant la rotonde ex CN du West Coast Railway Heritage Park à Squamish, C.-B. Celle-ci a été remise en parfait état de marche par les volontaires du WCRA. Trois autres anciennes locomotives diesel sont également en état de marche sur le site du Musée. Votre éditeur photo, Stan Smaill, a lui-même eu l'occasion de faire rouler cette locomotive en 2011 lors du Congrès de l'Association canadienne des répartiteurs de chemin de fer qui avait lieu à Squamish cette année-là. Mark Forseille.*



Old and new at TTC. Heartening for traction fans is this image of TTC Peter Witt streetcar 2766 alongside brand new LFLRV 4400 seen here at the TTC Harvey Shops in 2012. Witt 2766 operates on very special occasions and soon, 4400 and her ilk will be the norm on the TTC tram and light rail network. John Smatlak.

*L'ancien et le nouveau se côtoient aux ateliers Harvey de la TTC : une ancienne voiture de type Peter Witt, la 2766 et la 4400. Cette dernière est une toute nouvelle voiture de train léger sur rail. Elle représente l'avenir du transport urbain sur le réseau TTC. La plus ancienne (la 2766) est en état de marche et circule encore lors de certains événements. John Smatlak.*

Like a ghost from a misty Lower Fraser Valley past, on August 15, 2012, BC Electric car 1225 is safely enshrined in the new Fraser Valley Railway Society's heritage carbarn in Cloverdale, British Columbia. FVRS have ambitious plans which call for the eventual operation of former BCER interurban cars over former BCER tracks. Peter Layland.

*Le 15 août 2012, ce témoin d'une lointaine époque, la voiture tramway interurbain 1225 de la BC Electric, est remise aux ateliers du patrimoine ferroviaire de la vallée du Fraser, à Cloverdale, Colombie-Britannique. Cette société a l'ambition de remettre cette voiture, ainsi que quelques autres, en marche sur une partie de l'ancien réseau du BCER. Peter Layland.*





The year 2012 saw the unfortunate closing of the General Motors Electro Motive Division plant in London, Ontario. The last locomotives built in London were SD70ACe models for the Kansas City Southern Railway. Here we see 4130, 4135, 4136 and 4133 ready for shipping. Don McQueen.

*L'année 2012 a été le témoin de la fin malheureuse des activités de la compagnie EMD à son usine de London, Ontario. Les dernières locomotives fabriquées à cette usine étaient du type SD70ACe; les quatre dernières l'ont été pour le Chemin de Fer Kansas City Southern des États-Unis et portaient les numéros 4130, 4135, 4136 et 4133. Elles sont ici sur les voies de l'usine de London en attente d'être expédiées à leur destinataire. Don McQueen.*

The Southern Ontario Locomotive Restoration Society Number 9, a 1923 Montreal Locomotive Works product, was back in steam in 2012 after undergoing a major restoration. Number 9 operates on scheduled weekends throughout the year on the Waterloo Central Railway between Waterloo, St. Jacobs and Elmira, Ontario. John Soehner.



*La loco à vapeur no 9, construite par la Montreal Locomotive Works en 1923, a été remise en état de marche par la Southern Ontario Locomotive Restoration Society. Elle fonctionnera dorénavant les fins de semaine sur le chemin de fer Waterloo Central avec un train touristique entre Waterloo, St-Jacob et Elmira en Ontario. John Soehner.*

*continued from page 16*

volunteer OC Transpo driver! First stop is the National Museum of Science and Technology, where we visited the railway gallery with its steam locomotive exhibits of CN 6400, CPR 3100, CPR 2858, a CPR D-10 and more. To the extent that the Science and Technology Museum has a Friends group, it's the Bytown Railway Society. These rail preservationists own a modest equipment collection of ten pieces. They share the museum's shop facility and operate the short demonstration train ride. For our visit they put on a great show by firing up their Central Vermont steam crane, as well as a short passenger train, consisting of GE centre cab 10, named Duncan Dufresne, and shorty wood business car Thurso & Nation Railway 27. We also got to visit the museum's reserve storage area that is not open to the public and includes the Governor General cars, CPR 1201 and much more. Also there was the late Duncan Du Fresne's widow, Joyce. She was a real delight and very much involved with the projects he put so much into.

chauffeur bénévole de l'entreprise. Notre premier arrêt est le Musée national des sciences et de la technologie. Nous nous attardons à la galerie ferroviaire où sont exposées des locomotives à vapeur dont la no 6400 du CN, les nos 3100 et 2858 du CPR et une D-10, également du CPR. Connexe avec le musée, il y a la Bytown Railway Society qui se voue à la préservation d'équipements ferroviaires, possédant une collection de dix véhicules ferroviaires. Ce groupe partage les ateliers du musée et gère une petite démonstration de mouvements de train. Lors de notre visite, on met sous pression une grue à vapeur du Central Vermont et ont fait rouler un court convoi consistant en la locomotive GE no 10 à cabine centrale qui porte le nom de Duncan du Fresne et qui tire la voiture de fonction courte en bois no 27 du chemin de fer Thurso & Nation. Nous avons aussi l'occasion de visiter la réserve (non ouverte au public), incluant un tour guidé de voitures de fonction de gouverneurs généraux, de la locomotive no 1201 du CPR et plus. Nous avons aussi rencontré Joyce, la veuve de Duncan du Fresne, une dame charmante, très impliquée dans les projets mis de l'avant par son défunt mari.



Bytown Railway Society fired up 4251 their 1919 50 ton Central Vermont operating steam crane. Don Evans.

*Des bénévoles de la Bytown Railway Society mettent sous pression la grue à vapeur de 50 tonnes no 4251 du Central Vermont. Don Evans.*

Bytown's passenger train; locomotive 10, General Electric 1946 and ex T&NVR 27, an official car built by the CPR in Farnham, Quebec in 1907. Thomas Grumley.

*Le train passagers de Bytown : la locomotive General Electric no 10 de 1946 et l'ex-T&NVR no 27, une voiture de fonction construite par le CPR à Farnham au Québec en 1907. Thomas Grumley.*



From there we travelled to ride on the O Train, a diesel multiple unit operation that serves Carleton University. Our group was treated to a round trip the length of the line. The faces of the regulars were priceless as they boarded to find more than 100 of us on 'their' train. After that we travel to an OC Transpo shop where Ottawa streetcar 696 is being restored - or rather, rebuilt new for the most part. Another group went on to visit the new James Bartleman Archives Centre where they were very well received.

We then returned to the Ottawa train station by transitway, and were escorted to board VIA 36 to Montreal - a GE P42 locomotive with three LRC cars. We arrived on time at 1800. The evening was spent at a meet and greet with conference attendees and vendors as we rekindled friendships.

### **Wednesday, November 7 Conference Kicked Off**

The conference activities started off Wednesday morning. The high value at these events is the calibre of the speakers - industry professionals as well as specialists from other heritage railway establishments, and this year's conference didn't disappoint. Among the notables this year are Barry Lord of Lord Cultural Resources, Helen Ashby from the National Railway Museum in York, UK and Daniel Nobert from VIA Rail Canada. Following a good day, we are treated to a walking tour of CPR's famous Windsor Station and then had dinner at the St. Hubert BBQ restaurant located in the station.

### **Accompanying Person Program**

While delegates were attending the conference, accompanying persons enjoyed three days of organized tours and visits to Montreal museums and attractions.

Nous quittons le musée, pour un aller-retour à bord du "O Train", une automotrice diesel qui dessert l'université de Carleton. Les voyageurs réguliers sont étonnés de voir monter notre groupe de plus de cent voyageurs à bord de leur train. Au retour, nous nous rendons dans un atelier d'OC Transpo où le tramway d'Ottawa no 696 est restauré, ou plutôt reconstruit en majeure partie avec des pièces neuves. Un autre groupe se rend visiter le Centre d'archives James Bartleman où il est très bien accueilli.

Enfin, nous retournons à la gare d'Ottawa par le "Transitway", un couloir réservé aux autobus d'OC Transpo puis nous montons à bord du train VIA no 36 vers Montréal où nous arrivons à l'heure, soit 18 h 00. Le convoi se compose d'une locomotive GE-P42 et de trois voitures LRC. La soirée se passe en amicale compagnie avec d'autres congressistes.

### **Mercredi le 7 novembre : Le coup d'envoi du congrès**

Les activités du congrès débutent le mercredi matin. Le prestige de ce type d'événement est en lien avec le haut calibre des conférenciers, tant des professionnels de l'industrie que des spécialistes d'institutions muséales ferroviaires et sur cet aspect, cette année, le congrès ne nous a pas déçus. Parmi les éminents conférenciers, il y a Barry Lord de Lord Cultural Resources, Helen Ashby du National Railway Museum de York, R-U et Daniel Nobert de Via Rail Canada. Après une journée déjà bien remplie, nous sommes invités à un tour guidé de la célèbre gare Windsor qui se termine par un souper à la rôtisserie Saint-Hubert, situé dans la gare même.

### **Programme pour les conjointes et conjoints**

Tandis que les délégués assistent au congrès, leurs conjointes et conjoints participent à trois journées de tours organisés ainsi qu'à des visites de musées et des activités à Montréal.

The group preparing for lunch at the refectory at the Maison Saint-Gabriel National Historic Site. Janet Albrecht.

*Le groupe se prépare à dîner au réfectoire de la Maison Saint-Gabriel, un site historique national. Janet Albrecht.*



#### Thursday, November 8 ARM and TRAIN Vote to merge

Another good day at the conference, the highlight is the vote to merge the ARM and TRAIN organizations together to form the new Association of Tourist Railroads and Railway Museums. With quorums of both present, the vote is held and passes with more than 70 in favour and only one against. ATRRM is born and will have a much stronger voice for railway preservation going forward as we join forces together.

Following another good day of seminars, we headed to Old Montreal for dinner and a private screening of Rocky Mountain Express, the great IMAX film featuring CPR Hudson 2816. Filmmaker Stephen Low was there to share some stories on the making of the film.

#### Friday, November 9

##### Visit to Exporail, the Canadian Railway Museum

Our day today was spent at Exporail, the Canadian Railway Museum. We get there by AMT commuter rail, riding in some of the new Bombardier double-deck cars with both AMT and leased GO locomotives for power. The ride was smooth and takes about 30 minutes to Saint Constant, where it is a short two blocks to the front gate of the museum.

Delegates walk from the AMT train station in St. Constant to Exporail to attend the day's activities. Stephen Cheasley.

*Des délégués se déplacent du quai de la gare AMT de Saint-Constant vers Exporail pour participer aux activités du jour. Stephen Cheasley.*



It's always challenging to exhibit rail equipment indoors, when its natural habitat is outdoors. Most museums have all they can do to simply cover their collections, and can only afford to erect inexpensive structures with as much equipment crammed inside as possible for protection. As a result, the visitor walks through dimly lit canyons of railcars with an intimate view of the bottom row of rivets and not much else.

#### Jeudi le 8 novembre : L'ARM et le TRAIN votent pour la fusion

Une autre belle journée au congrès, le temps fort étant le vote pour la fusion de l'Association du tourisme ferroviaire et les Musées ferroviaires. Les quorums des deux institutions sont conformes et le résultat de l'élection est de 70 votes en faveur et d'un seul contre. C'est donc la naissance de l'ATRRM qui, avec des efforts conjugués, se fera mieux entendre pour aller de l'avant dans la préservation du patrimoine ferroviaire.

Après une autre journée bien remplie, on se dirige vers le Vieux-Montréal pour le souper puis nous visionnons en privée le film IMAX, L'Express des Rocheuses, mettant en vedette la locomotive Hudson no 2816 du CPR. L'auteur du film, Stephen Low, présent dans la salle, nous fait partager ses expériences vécues lors de la réalisation du film.

#### Vendredi le 9 novembre : Visite d'Exporail, le Musée ferroviaire canadien

Nous passons la journée à Exporail, le Musée ferroviaire canadien. Nous nous y rendons par le train de banlieue de l'AMT, à bord de ces voitures à deux niveaux construites par Bombardier et tractées, soit par des locomotives d'AMT ou soit louées de GO Transit.

C'est toujours un défi que d'exposer du matériel ferroviaire à l'intérieur lorsqu'on sait que leur habitat naturel est l'extérieur. Les musées font le mieux qu'ils peuvent pour abriter leurs collections. Cependant, ils ne peuvent se permettre que d'ériger des structures peu dispendieuses pour y entasser le plus d'équipement possible afin de les protéger. Conséquemment, les visiteurs circulent au travers de passages étroits bordés de

Not so at Exporail, the Canadian Railway Museum, which belongs in the top ten of North American railway museums. The pairs of tracks are widely spaced and the building is well lit. A mezzanine spans one end of the building, offering an opportunity to look down on the collection. A pit runs under the Royal Hudson and Alco FA unit that greet newly arrived visitors, providing a view from underneath for technology comparison. Numerous pieces are open for internal viewing. Others have high level platforms alongside to allow visitors to easily see inside.

The 15 display tracks in the building hold some 45 pieces of rolling stock and all of them are cosmetically restored. That's quite an accomplishment, yet there are more display quality pieces in another building. A third building (not open to the public), is a closed reserve holding another 40 pieces or so.

I'm always interested in museums' collection policies and how well they adhere to them. Exporail's owner and operator, the Canadian Railroad Historical Association (founded in 1932 as a learned society; tram 274 was acquired in 1950; Exporail was founded in 1960.), has always viewed itself as a national rather than a regional museum. Thanks to the transcontinental nature of Canadian National and Canadian Pacific, they've done a good job of achieving it. The 160-piece collection includes every equipment type. Their collection includes representatives from Newfoundland to Vancouver Island. However, like any museum they collected what was close at hand in some cases, so portions of the collection, notably traction, are predominantly eastern, although they do have representatives from Toronto, Ottawa, Montreal and St. John, New Brunswick.

Seminars were presented on site on various topics with live demonstrations. The streetcar steam locomotive John Molson and demonstration train were all operating. Before we know it, it's time to head back to the AMT train platform. There are no inbound trains at this time, however the AMT accommodates our group, as we boarded a southbound train for the remaining two stops, then rode back non stop (normally a deadhead move) to Montreal. Again we got strange looks from the passengers waiting to board in Montreal for the next outbound trip. That evening, Rail Events hosted an evening reception for us in Old Montreal bringing another great day to a close.

#### **Saturday, November 10 Closing Day**

The final day of the conference started with a series of seminars once again in the morning. After lunch, ARM held its final board meeting and the new transition board for ATRRM convened to prepare for a start at heading the new organization. Then we headed back to Exporail, the Canadian Railway Museum for another look around, cocktails and the closing banquet. The

véhicules ferroviaires avec une vue rapprochée sous la rangée inférieure de rivets, sans plus.

Ce n'est cependant pas le cas à Exporail, le Musée ferroviaire canadien, faisant partie des dix meilleurs musées ferroviaires en Amérique du Nord. Les voies ferrées sont bien espacées et le bâtiment est bien éclairé. Une mezzanine surplombe une extrémité à l'intérieur de l'édifice, permettant une vue générale de la collection. Il y a une fosse, intéressante à voir pour les visiteurs, sous la Royal Hudson et la FA de l'Alco, permettant de comparer deux technologies. Les intérieurs de quelques véhicules sont ouverts au public, d'autres sont longés par des plateformes permettant aux visiteurs de voir à l'intérieur.

Les 15 voies à l'intérieur de l'édifice permettent d'exposer plus de 45 véhicules qui ont subi une restauration cosmétique. C'est toute une réalisation, il y a aussi d'autres pièces intéressantes dans un autre bâtiment. Un troisième bâtiment (non ouvert au public) constitue une réserve pour une quarantaine de véhicules.

Je suis toujours intéressé aux politiques des musées et comment ils y adhèrent. L'Association canadienne d'histoire ferroviaire possède et gère Exporail. L'organisme fut fondé en 1932 comme société de recherche. Il fit l'acquisition du tramway no 274 en 1950 et fonda le musée en 1960. Exporail s'est toujours considéré comme un musée national plutôt que régional. Grâce à l'aspect transcontinental du Canadien National et du Canadien Pacifique, il a pu arriver à cette belle réalisation. La collection de 160 pièces inclut tous les types d'équipement, représentant des véhicules ferroviaires de Terre-Neuve jusqu'à l'Île de Vancouver. Néanmoins, comme tous les musées, Exporail a acquis le plus souvent ce qui se trouvait à la portée de sa main. C'est ainsi que la représentation de l'est du pays prédomine dans la collection, notamment les véhicules de traction. On y retrouve des pièces en provenance de Toronto, Ottawa, Montréal et Saint-Jean, N.B.

Des ateliers, avec démonstrations, sont offerts sur le site sur différents aspects ferroviaires. Le tramway, la John Molson et le train de démonstration sont tous en opération aujourd'hui. Puis, c'est déjà le moment de départ et nous retournons au quai, prendre le train de L'AMT. Il n'y a plus à cette heure-ci de train vers Montréal, cependant l'AMT a accepté d'accueillir notre groupe. Nous montons donc à bord d'un train en direction sud pour franchir les deux dernières gares, puis celui-ci prend la direction vers Montréal (normalement sans passagers) sans s'arrêter aux gares. Encore une fois, nous observons les regards ébahis des passagers réguliers attendant le prochain train en direction de la rive sud sur les différents quais des gares. En soirée, Rail Events nous invite à une réception dans le Vieux-Montréal, terminant ainsi une autre belle journée.



banquet was attended by some 200 delegates, CRHA members, and dignitaries. Tom Price, recently retired track specialist from Canadian Pacific was the guest speaker. He gave a humorous retrospective on 129 years of Mayhem on the CPR!

This was a great conference. All of the delegates recognized the staff and volunteers of Exporail, the Canadian Railway Museum for organizing and hosting a memorable conference.

**Samedi le 10 novembre : Journée de clôture**

Cette dernière journée de congrès débute encore une fois avec une série d'ateliers offerts pendant la matinée. Après le dîner, l'ARM tient sa dernière assemblée et le comité de transition de l'ATRRM se réunit pour amorcer l'organisation de la nouvelle entité. Nous retournons ensuite à Exporail, le Musée ferroviaire canadien, pour y jeter un bref regard avant de participer à un cocktail et à un banquet de clôture. Plus de 200 délégués y sont attendus, incluant des membres de l'ACHF et des dignitaires. Tom Price, un spécialiste de voie ferrée du Canadien Pacifique, qui a pris récemment sa retraite, est l'invité d'honneur. Il nous donne une rétrospective humoristique des 129 années de chaos au CPR!

C'est un grand congrès qui ainsi se termine. Tous les délégués ont apprécié le travail du personnel et des bénévoles d'Exporail, le Musée ferroviaire canadien, pour leur accueil et l'organisation de ce congrès mémorable.



Exporail volunteer Francois Gaudette (left) and ATRRM's Bob Opal entertain the guests during the evening cocktail hour. Bruno Cordellier.

*Le bénévole François Gaudette (à gauche) et Bob Opal de l'ATRRM font de la musique pour les invités durant le cocktail de l'après-midi. Bruno Cordellier.*



From left to right: Suzanne Grace, Executive Director of ATRRM; Peter Murphy, Conference Chair; Marie-Claude Reid, Executive Director of Exporail, the Canadian Railway Museum; Stephen Cheasley, President CRHA; Sandra Murphy, accompanying persons program. Bruno Cordellier.

*De gauche à droite : Suzanne Grace, Directrice de l'ARRTM; Peter Murphy, Président du congrès; Marie-Claude Reid, Directrice d'Exporail, le Musée ferroviaire canadien; Stephen Cheasley, Président de l'ACHF; Sandra Murphy, Responsable du programme pour les conjointes et conjoints. Bruno Cordellier.*



The closing banquet. Bruno Cordellier.

*Le banquet de clôture. Bruno Cordellier.*

## Dining as the World Slides by

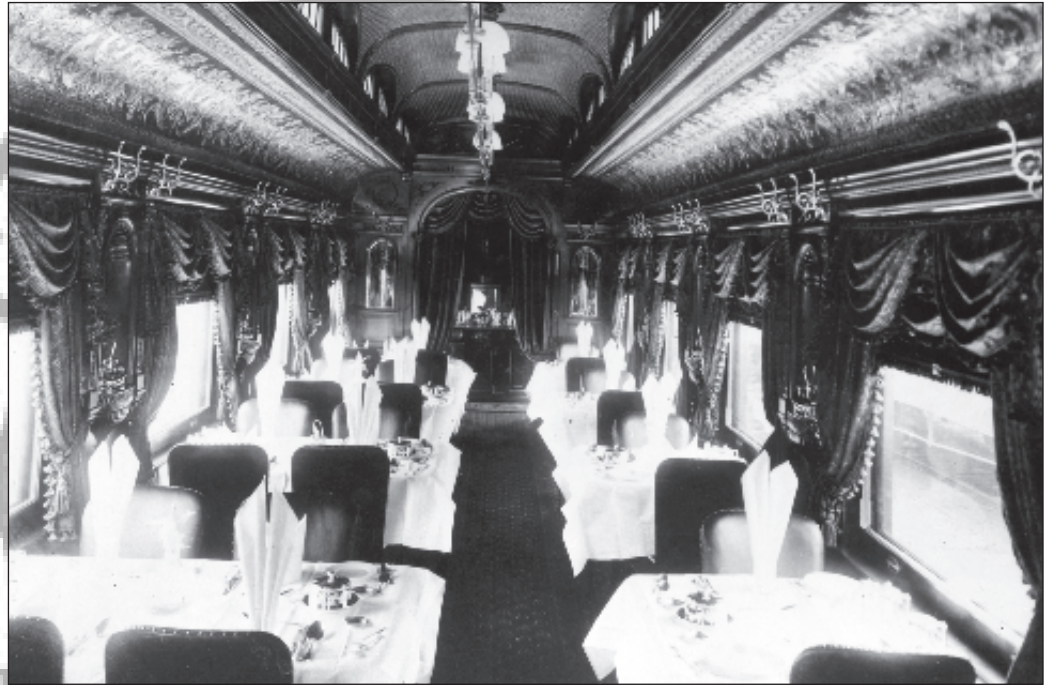
By Lorne Perry

Some railway dining car meals stand out in memory beyond all others. The finest in my experience were part of an earlier time, when “first class” really meant something. But any dining car meal in those days 40 to 60 years ago was fine; which begs the question, what

made some stand out from all the others? The norm was white linen, silver cutlery and a flower vase by the window, but some had added features of ambiance, service or scenery that set them apart.

Opulent dining cars were nothing new, this ornate dining car interior belongs to a pre-Confederation Grand Trunk dining car. Canada Science and Technology Museum (CSTM) CN003850.

*Les voitures-restaurants somptueuses ne faisaient pas exceptions. Cet intérieur richement décoré est celui d'une voiture-restaurant du Grand Tronc à l'époque précédant la Confédération. Musée des sciences et de la technologie du Canada (MSTC) CN003850.*



By 1920, electric lights had replaced the pintsch gas burning fixtures and the dust catching curtains had been replaced by simple roller blinds, but immaculate table settings and dark woodwork remained as in this Canadian Northern dining car. CSTM CN003943.

*En 1920, les lampes électriques ont remplacé les becs de gaz et les rideaux empoussiérés ont fait place aux stores vénitiens mais les nappes immaculées et les boiseries demeurent comme on peut le constater sur cette photo d'une voiture-restaurant du Canadian Northern. MSTC CN003943.*

**In the beginning**

That is, the beginning of my dining car experiences. It is important to get a handle on what could be experienced any day of the week aboard the premier North American long-haul trains 50 or more years ago. I'll take the CNR's Continental Limited as my example, which I rode across Canada several times. There was a whole series of sensations that met the passenger as he or she responded to the call "First call to dinner – dining car

rear" and walked through several sleeping and lounge cars to the diner.

On entering the car the first sensory clue was the unique smell, or combination of pungent smells, that spoke loudly of a treat to come. The corridor to the dining area by-passed the kitchen and pantry, and the heat of the stoves going full blast was palpable. But the odor of fine food in the making was the stronger message. Underlying that was a faint combination of cleaning agents, elderly carpet, oiled woodwork and starched linen. Once experienced it was never forgotten. Entering the dining room, our passenger was quickly ushered to a seat by the welcoming steward, the man in charge of the car. If alone, he or she was seated with other passengers at the table chosen by the steward. This provided one of the prime social occasions afforded by train travel – the opportunity to swap train travel stories with others. It was seldom boring.



Dining cars carried a complete crew of chefs, stewards, waiters and assistants, meals were 'home cooked' on the road, on coal or gas fired stoves and ovens. Here a Canadian National chef prepares the evening meal in the galley on June 9, 1946. CMST CN004366.

*Le personnel d'une voiture-restaurant est composé d'un chef cuisinier, d'un steward, de serveurs et de leurs assistants. Les repas sont préparés à bord sur des cuisinières ou dans des fours au charbon ou au gaz. En ce 9 juin 1946, nous apercevons un chef dans sa cuisine qui prépare le repas du soir. MSTC CN004366.*

The immaculate place setting, menu placement, silver and china-ware, the steward at the china cabinet, this was dining in style as the miles rolled by! CSTM CN 003301.

*La nappe immaculée, le menu bien en vue, l'argenterie, la porcelaine et le steward près du buffet. On dinait avec classe tandis qu'on franchissait des milles de distance! MTSC CN003301.*



Then there was the table setting. White monogrammed linen, of course, and battered silver cutlery. Glasses tinkled with the motion of the train and the bud vase by the window held a single pink carnation. All this before it was a matter of actually eating something. Next the waiter came round to distribute the order forms and pencils. Not done anywhere else, but always done in dining cars; make your selection from the menu and write down what you want on the order forms.

One copy went to the kitchen and the other kept for check settlement. Dinner generally had roast beef and steak on offer, plus a fish course (often whitefish) and other tasty items. Apple pie like mother used to bake was served a la mode if desired. You couldn't go away hungry. Sounds exotic, but every important train was more or less the same. Now let's look at some trains that had added touches.



By the 1950s, dining cars took on that art-deco look, but the tablecloths and accompaniments remained, this Canadian National scene dates from 1957. CMST CN003541.

*Vers les années 1950, les voitures-restaurants adoptèrent un style Art-Déco mais les nappes et tout ce qui venait avec, demeurèrent. Ce cliché du Canadien National date de 1957. MTSC CN003541.*

In this typical scene from 1948, dining cars were marshalled usually mid-way in the consist after the head-end cars, this lead to the steward's call "dining car forward" or "dining car rear". CMST CN002682.

*Scène typique de 1948, la voiture-restaurant était habituellement située au centre du convoi, le steward annonçait ainsi : "voiture-restaurant à l'avant" ou "voiture-restaurant à l'arrière". MTSC CN002682.*



One time in the 80s I attended a railway design conference in Nuremburg, Germany. On the way north to England after it wound up, I joined other delegates to take the Rheingold, the Deutsche Bundesbahn's (German Federal Railways) luxury train. For a long ways, the rail line hugs the western shore, just above the waterline, providing beautiful vistas of one of the most scenic parts of the country. My travel companions knew the ropes and soon steered me to the Spieswagen (Diner) where we were ushered to a table on the upper level under

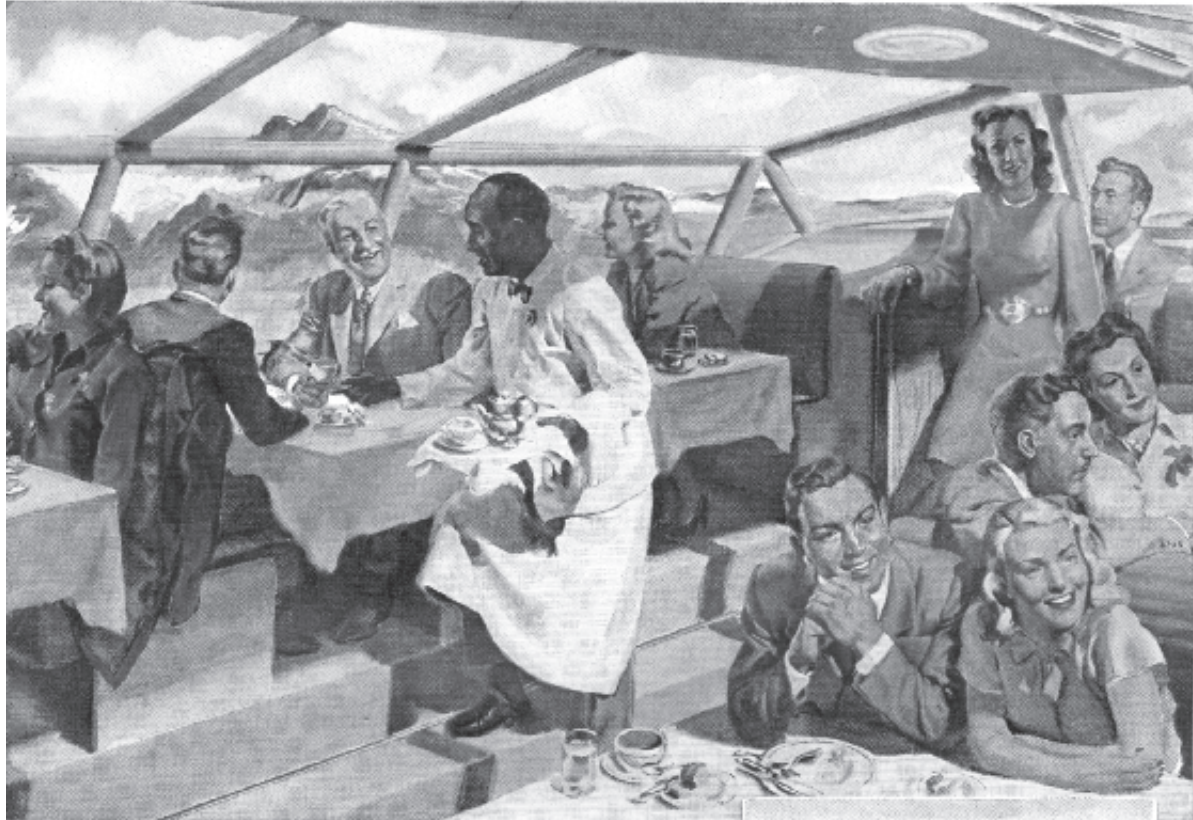
a long dome. We sat there in convivial harmony while being served a delicious (if very Germanic) meal, with the Rhine Valley scenery, complete with intensive boat and barge traffic, demanding our frequent attention. It was just approaching the gloaming and the golden sunlight was glinting off castles perched high on the cliffs on the far side and tinting the surface of the river. We stretched meal time (although I don't think any future diners were inconvenienced) so as to prolong the experience.

**Train of Tomorrow**



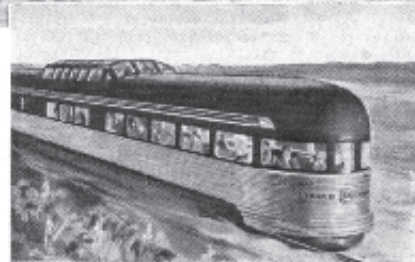
"TRAIN OF TOMORROW"—ON THE RAILS TODAY

Every car... observation lounge, sleeper, diner, chair car... has glass-enclosed Astra Dome rising from the roof of the car. The Astra Dome dining compartment is pictured below.



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*Pullman-Standard*

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OBSERVATION CAR... "TRAIN OF TOMORROW"

Teamwork between industrial leaders has turned a "dream" train into practical reality. It began in General Motors' Electro-Motive Division, with sketches of an idea to give passengers a "sky-view" room and other innovations for all-over travel enjoyment. They chose Pullman-Standard for cooperation—to develop designs based on safe, sound car-building principles; to work out complete, detailed engineer-

ing plans; to execute the idea and to build a train of Pullman-Standard quality. The result—an innovation in car architecture—is the product of this cooperation. Whenever a new streamliner takes the rails you have growing evidence of the progressiveness of American railroads. The mark of quality on deluxe new cars is the Pullman-Standard nameplate.

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Bill Miller's grandfather took this photo of General Motors Train of Tomorrow at 10:00 on September 25, 1949 eastbound on the CPR at Galt, Ontario, mile 56.5. The train was travelling at about 40 MPH, the film was Super XX, shutter 1/200th @ f 4.5, how's that for photograph cataloguing? The Train of Tomorrow toured until 1950 and logged more than 65,000 miles before it was sold to the Union Pacific Railroad. Bill Miller.

*Le grand-père de Bill Miller a pris ce cliché du "Train of Tomorrow" (train du futur) de la General Motor, le 25 septembre 1949 à 10h, sur la ligne du CP à Galt, en direction est, à la*

*borne 56.5. Ce train roulait à 40 miles à l'heure (64,4 km/h). La pellicule-photo utilisée était du Super XX et l'appareil était réglé à 1/200 @ f 4,5. Toute une précision! Le "Train of Tomorrow" a circulé jusqu'en 1950 et a parcouru 65,000 milles (environ 104,000 km) avant d'être cédé au chemin de fer Union Pacific. Bill Miller.*



The Train of Tomorrow was on display in Montreal during 1949, the author took these two shots, showing the inside of the dome and looking forward towards Central Station, with his Baby Brownie (film was expensive). Lorne Perry.



*Le "Train of Tomorrow" a séjourné à Montréal en 1949. L'auteur a pris deux clichés avec son "Baby Brownie", illustrant la Gare Centrale prise de l'intérieur du dôme (les pellicules étaient dispendieuses à l'époque). Lorne Perry.*

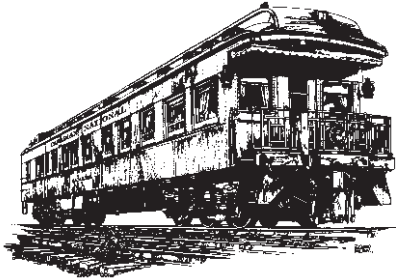
And that reminds me of one other dome dining occasion. By 1954 I had been working for CNR two years and could summon up trip passes on foreign railways. I used my vacation time for a transcontinental trip plus a foray into the US North-west. I flew from Vancouver to Victoria, a 20-minute flight in a DC-3, and then boarded a CP coastal steamship (SS Princess Margeurite) for Seattle, Washington.

For the trip back north I boarded a Seattle-bound Union Pacific streamliner painted in bright yellow, and was delighted to find that included in the consist was the dining car from the Train of Tomorrow. My first glimpse of this dome car had been when I had excitedly explored this General Motors demonstration train in Montreal in 1949; in fact, every car in the demonstration train boasted a dome. And now I was actually privileged to mount the stairs to one of those domes and take a seat at one of its dining tables. The scenery was wonderful, the speed was exhilarating, and the food was excellent. For much of the balance of the trip I enjoyed the view from the tail end observation lounge, including the last bit with glimpses of Puget Sound. Interesting just how quickly "tomorrow" has become history (with a few tour train exceptions).

### **Breakfast at 200 km/hr**

There's nothing in the world like the full English breakfast, and it is a real treat to have it served up aboard a high speed train. My friend Cliff had a railway engineering conference to attend in York in 1994 and invited me to accompany him north from London a day early so we could explore the National Railway Museum. We travelled the East Coast Main Line from King's Cross Station and our comfortable seats were at a table for two where breakfast was included. As the train sped north everyone was served course by course. Orange Juice and coffee were followed by toast in the typically British silver "toast cooler" rack. The British can't stand warm toast and this style of rack does an excellent job of chilling it. Then came the large plate of eggs, bacon, diced fried potatoes, baked tomato and blood pudding (for those with a taste for it!). We occupied those seats all the way to York and the coffee kept coming. Several of Cliff's colleagues, who were on the way to the same conference, stopped by to chat. An altogether memorable dining experience.

These are a few of my favourite things.



## BUSINESS CAR

JANUARY - FEBRUARY, 2013

By John Godfrey

Edited by David Gawley

### Supporters still working for Vancouver Island, British Columbia

A \$15 million commitment from senior levels of government translates into 10 years worth of passenger rail service from Courtenay to Victoria, BC, says Island Corridor Foundation COO Graham Bruce. Appearing recently before the Comox Valley Regional District board, Bruce said matching \$7.5M contributions from the province and federal government enables the ICF to move forward incrementally. The E&N Railway operator will be able to replace one in four rail ties on the decaying line from Victoria to Courtenay, which is sufficient to build out freight, excursion and tourist rail. A repaired line also enables the hauling of aggregate across the Malahat.

Bruce said there are other pieces to the project, such as a rail trail along the line conducive to hiking or biking from Courtenay to Victoria. The hub will be in Nanaimo with an early-morning southbound train to Victoria, later heading to Courtenay and returning to Nanaimo. At the end of 10 years, Bruce said the board 'as owners' might need to make another decision if further improvements are needed. In response to a question from Courtenay director Manno Theos, Bruce said the biggest challenge is dealing with a multi-million-dollar replacement value of 48 structures outlined in a bridge and trestle report, and a train service agreement with VIA Rail. Along with the \$15M, another \$5M needs to be raised possibly through the Island Coastal Economic Trust or Vancouver Island Foundation to help restore the E&N Railway service. (Comox Valley Record)

### VIA receives award for newly renovated Vancouver station

VIA Rail was very proud to receive a prestigious honorary award from Heritage BC for the restoration of its Pacific Central station in Vancouver. The award was in

recognition of the high standards of quality and the commitment to the preservation of heritage shown in the building's renovation, which was completed in December 2011. VIA received this honour alongside the projects' architect and consulting firms, Thibodeau Architecture + Design and Donald Luxton and Associates, at Heritage BC's 2012 awards ceremony. The station was restored following strict rules to preserve the heritage features of the building, erected in 1919. In addition to making it even more beautiful, the work helped improve the station's energy efficiency and safety.

The 90-year-old building was rejuvenated from top to bottom. The building's exterior masonry was re-pointed and cleaned up, the roof was redone, the windows and exterior doors were restored or replaced, the emblematic 'Pacific Central' sign on the roof was stabilized and many safety enhancements were made. Along the departure and arrival tracks the platform canopies and lighting were improved, and the station's columns were repaired. This is one of the largest scale projects completed by VIA to date under the umbrella of the Government of Canada's \$923 million investment since 2007. (CNW)



### Heritage B. C. Electric interurban cars in new home



### Peter Layland

Heritage rail enthusiasts and lucky bystanders at Clover Square Village in Cloverdale, British Columbia caught a historic sight recently as they looked skyward. Two interurban electric rail cars were being hoisted by crane into their new home, a car barn recently built by the Fraser Valley Heritage Railway Society. The 70,000 lb. cars were relocated from Sullivan Station, and the move marks the start of a new phase in the society's project that hopes to see people in the community and beyond enjoy a working interurban car by spring 2013.

The society plans to complete a replica station in



Cloverdale by May 2013 in time for the Cloverdale Rodeo, passengers will be able to climb aboard one of the two cars for a leisurely seven mile ride to the replica Sullivan Station.

BC Electric Railway Car 1225 was built in St. Louis in 1913 and was the last car to run (from Vancouver to Steveston) before the interurban system was permanently shut down in the early 1950's, explained the society's communications director Ray Hudson in an email. Society secretary Allen Aubert said restoration of Car 1225 involved more than 17,000 volunteer hours over five years. He said only seven of the original BC Electric Railway cars have survived (most were burned in the rail yard under the Burrard Bridge) and theirs will be the only one to ever run again on its original tracks thanks to the partnership with track owner Southern Railway of B.C. and the City of Surrey.



Peter Layland



Peter Layland

The second car, BC Electric Railway Car 1304, was built in New Westminster in 1911 and is also known as the Royal Car because it carried the Duke of Connaught and his family on a tour of the Fraser Valley the following year. It is still being restored.

Aubert said the idea for the entire project began with the Surrey Heritage Advisory Committee back in 1996 and that it took four years of research to track down

the two cars in U.S. museums.

The society is currently raising \$1.5 million for the replica Cloverdale Station (which will be based on the original design and built as close as possible to its original location), a replica baggage car, and the rehabilitation of Car 1304.

Fraser Valley are looking for volunteers to take on a range of jobs, including conductors, operators, ticket-takers and station masters. Training starts this fall (contact Myrna at 604-597-9704).

For more information on the Fraser Valley Heritage Rail Society visit [fvhrs.org](http://fvhrs.org).

**Last piece of rolling stock rolls off the EMD site in London**



Norman Campbell

Quality Built Locomotives for the 21st Century. Not quite, EMD London is closed and on November 21, 2012, the last locomotive to leave the site of the Electro Motive Diesel (EMD) plant at London, Ontario was switcher Locomotive 1. It was built at EMD's LaGrange, Illinois plant in December 1979. It was sold to Lambton Diesel Services in Sarnia, Ontario. (Don McQueen)

**Canadian National locomotives to Australia during World War II**

During World War II, Canadian National Railways overhauled some ten-wheelers at Transcona shops in Winnipeg. They were then carefully dissembled and loaded onto flatcars, their destination was Australia. They were required to supplement Australian power at a time when the Japanese war menace was threatening that country. The first photo shows CNR 1283 spread across 5 flatcars in the main yard at Vancouver, British Columbia. The person in the photo is Norman Gidney who also contributed to the war effort by joining the army and going to Europe. At war's end he returned to Vancouver with a Dutch bride and began a lengthy career with the Royal Mail.



Peter Cox via Bruce Chapman

In the second photo is another view of the same scene. CRHA Archives, Addison Lake collection.

*Sur la seconde photo, prise par Addison Lake (archives ACHF) qui demeurait alors à Vancouver, nous apercevons une autre vue de la même scène. (Peter Cox via Bruce Chapman).*

### Robert Douglas Brown

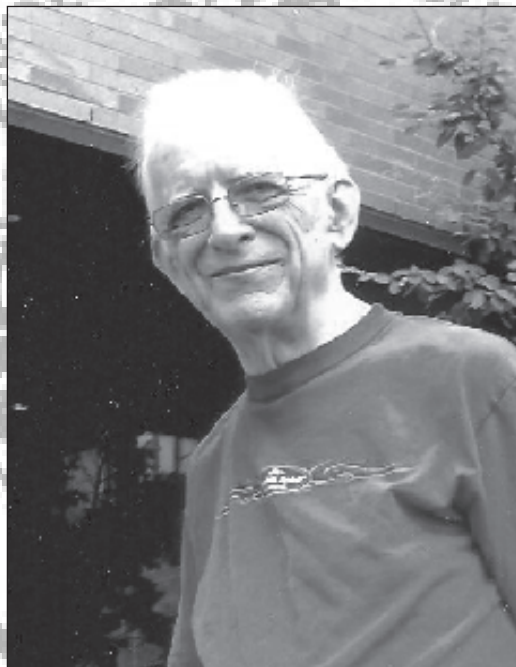
1933 - 2012

In the early years Robert Douglas Brown lived in Lachine, he graduated from Sir George Williams College High School on October 28, 1953 and from SGW Evening Business School on May 26, 1955. He eventually ended up working as a purchasing agent, most notably at Dominion Glass and Sandwell Engineering (now a part of SNC Lavalin).

In December, 1963, Douglas met a young woman, newly arrived in Montreal from New Brunswick, at the Salvation Army church. Six months later, in May of 1964, Barbara Caldwell became Barbara Brown. It wasn't long before they were blessed with a bouncing baby boy, and four years later a second son completed the happy family.

Before Graeme (their second son) arrived, they bought their first house. After having lived in apartments, they took the plunge. Little did he know back in 1968, that he would remain in St. Bruno for the rest of his life (44 years), apart from two years living in England.

His love of trains was inherited from Robert R. Brown, one of the founders of the CRHA in 1932. Following Robert R.'s death in April 1958, he became the custodian of his father's vast collection of railroad memorabilia. Of course, he added many other items over the years, but the core collection was always a source of pride for him. Douglas had two significant interests in railroad circles. First, he shared my Robert R.'s interest



in documenting and preserving the history of railroads—particularly Canadian. Second - and somewhat related - he had a passion for what can only be described as 'first and last'. If it was the first of anything (i.e. a new service, new equipment, locomotives, etc.) or the last of anything, my dad was right there. One such example was that after much jockeying for position in the late 1950s, he obtained the last transfer issued by a streetcar on St. Catherine Street; and the first to obtain a transfer from the new bus service early that same morning (he stayed up all night)!

From 1979 to 1981, he lived in England due to his job with Sandwell. Douglas was unable to resist the lure of the birthplace of modern railways. He enjoyed many trips all over the country and trains were a very significant part of those years. In addition, he became a member of the Locomotive Club of Great Britain.

A source of great pride for Douglas was not just the CRHA, but also the museum which grew into today's Exporail. He made great effort to get out to Exporail at least annually and always took pictures - even if he already had several photos of that same locomotive, streetcar, etc. We remember well his excitement when plans for the Angus pavilion were announced. He was always a proud, yet unpaid, ambassador for the museum.

Unfortunately Douglas was diagnosed with Parkinson's disease a few years ago, however he 'grabbed the bull by the horns' as best as he could and took great

care to learn as much as possible about how to live with Parkinson's - the disease which also claimed the life of his mother in 1972.

Douglas donated his collection to the CRHA Archives, this included the collection inherited from his father, Robert R. Brown. Although Douglas never actually worked for any railroad, he can certainly be described as a true railroad man at heart. William Van Horne would have been proud of him.



R. Douglas Brown and his father, the late Robert R. Brown who was a founding member of the CRHA, were photographed on the first railroad, as opposed to tram, excursion operated by the Association. This trip ran from CN's Central Station in Montreal to Huberdeau, Quebec on October 1, 1950.

*R. Douglas Brown et son père, le regretté Robert R. Brown, qui fut un membre fondateur de l'ACHF, sont photographiés lors de la première excursion ferroviaire de l'Association (on exclut ici la première excursion de l'ACHF qui était à bord d'un tramway), à partir de la Gare Centrale de Montréal et à destination d'Huberdeau, QC, en ce premier octobre 1950.*

BACK COVER TOP: Brand spanking new! TTC LFLRV 4400 is on the shop track at TTC's Harvey Shop in Toronto and will soon usher in a new era in streetcar/light rail operation. Toronto never gave up on streetcars and 4400 is the first of a new generation of TTC to further the concept. Harold R. McMann.

*HAUT DE LA PAGE COUVERTURE ARRIÈRE: Haut de la page couverture arrière: Flambant neuves, les voitures du train léger sur rail 4400 de la Toronto Transportation Commission (TTC) arrivent sur la voie des ateliers Harvey à Toronto. Ces voitures seront bientôt utilisées à la fois comme tramway et train léger sur rail. La ville de Toronto ne s'est jamais débarrassée de ses tramways. De plus, elle innove avec cette nouvelle génération de trains légers. Harold R. McMann.*

BACK COVER BOTTOM: The 2012 cuts to the VIA Rail Canada passenger network included reductions in train service to Sarnia, Ontario. Here we see Train 85 immediately after its final arrival at Sarnia on July 28, 2012. After turning, the consist formed the equipment for the last Train 88 that returned to Toronto later the same day.

*BAS DE LA COUVERTURE ARRIÈRE: Les nombreuses réductions de services de VIA Rail en 2012 ont, entre autres effets, sonné la fin de la liaison entre Toronto et Sarnia en Ontario. On voit ici le train 85 qui arrive de Toronto, en gare de Sarnia. Ce train va effectuer son dernier départ vers Toronto en tant que train no 88 avec la locomotive F40PH-3 6410 et deux wagons Budd en acier inoxydable. Don McQueen.*

For current Canadian railway news, updated monthly, please visit [canadianrailwayobservations.com](http://canadianrailwayobservations.com)

*Pour des nouvelles concernant le chemin de fer canadien, s'il vous plaît visitez le:*

[www.canadianrailwayobservations.com](http://www.canadianrailwayobservations.com)

CRHA / Exporail

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