The Rice Lake trestle revisited, Bill Linley - Author / Photographer, Photo Gallery, Book Reviews, Business Car

Le pont à chevalet du lac Rice; Bill Linley, auteur et photographe, La galerie de photos, La critique de livres, Le patrimoine ferroviaire

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FRONT COVER: An MLW FPA-4, one of Bill Linley's favourite locomotives, led VIA's Moncton-Montreal Train 15, the Ocean, at West End in Moncton, New Brunswick in September 1986. CRHA Archives, Fonds Linley 8573

BELOW: A situation map showing the approximate route of the Cobourg and Peterborough Railway between their named cities; the shortest route was across Rice Lake! Detail from the Ontario official road map.

PAGE COUVERTURE : Le train 15 de VIA Rail, entre Moncton et Montréal, passe à l'ouest de Moncton, NB, en septembre 1986. La locomotive de tête est une MLW FPA-4, l'une des favorites de Bill Linley. Archives ACHF, Fonds Linley 8573

CI-DESSOUS: Cette carte routière de l'Ontario nous montre le tracé approximatif du chemin de fer Cobourg and Peterborough Railway. Le chemin le plus court entre ces deux localités exigeait la traversée du Lac Rice.

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The Construction of the Rice Lake Bridge - Revisited

By George Parker

George Parker is a retired planning consultant, living in Cobourg, Ontario. His goal has been to build a reasonable replica of the Rice lake bridge in 1:20 scale, for the Sifton-Cook Heritage Centre. Suspicious of Thomas Curtis (T.C.) Clarke's 1855 report containing construction details of the bridge, George set out to 'dig deeper' into the actual engineering details of this early unique structure; no easy feat, the bridge was built 159 years ago! The results of George's detective work is fascinating, in some cases it raises more questions than it answers.

George Parker recently photographed next to a 160 year old wooden pier timber that washed up onto Tic Island; note the dovetail notch with a hole for a locking pin drilled through it. Pauline Browse (owner of Tic Island)

George Parker, récemment photographié près d'une pièce de bois provenant d'une jetée, échouée sur l'île de Tic; à noter la queue d'aronde avec un trou pour recevoir une tige de verrouillage. Pauline Browse (propriétaire de l'île de Tic)

Preliminary 1:20 scale model of a section of the Rice Lake bridge. George Parker.

Introduction
Capsule History of the Cobourg & Peterborough Railway
By Douglas N. W. Smith

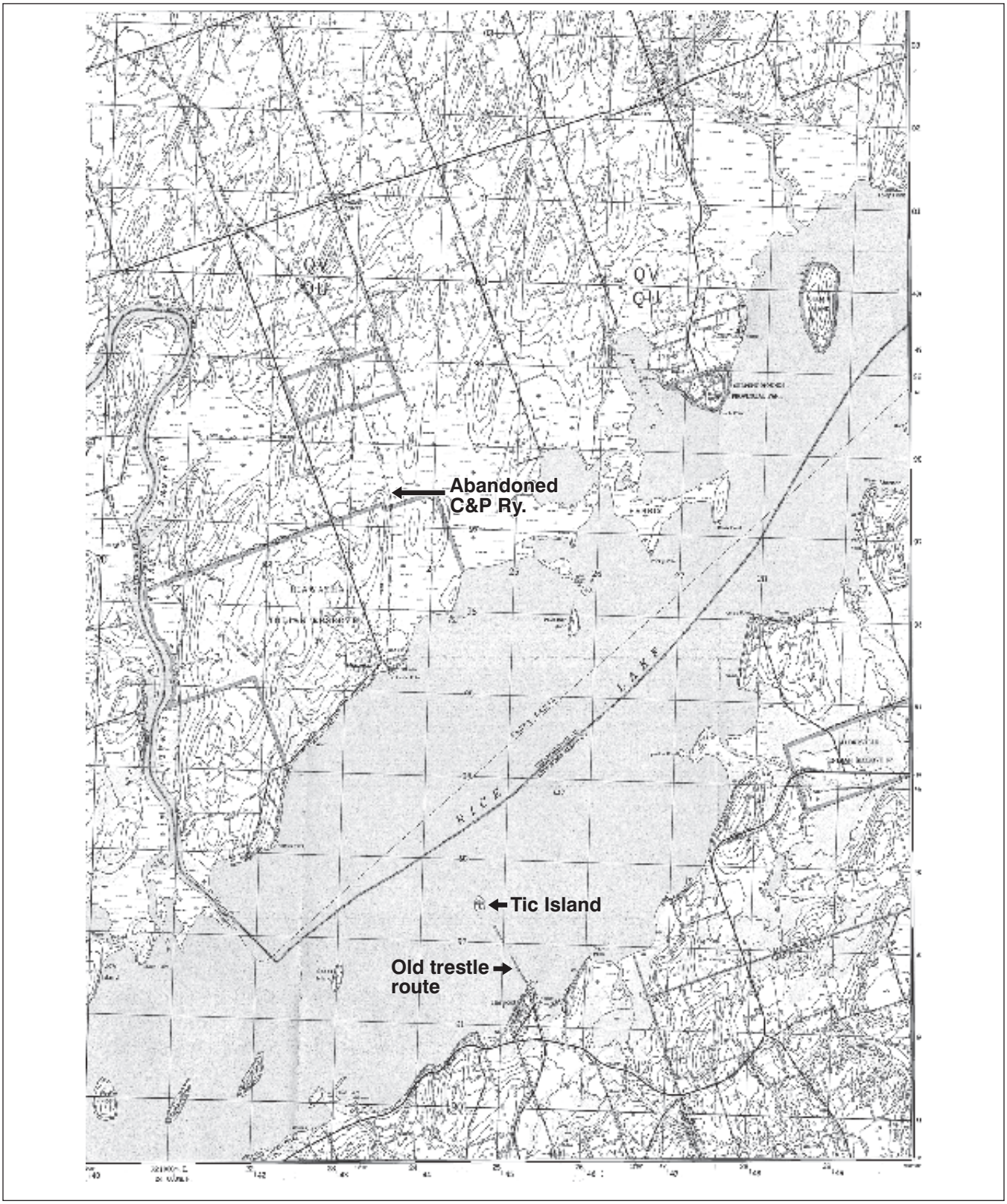
The bridge over Rice Lake was the extravagant symbol of the race to riches that the advent of new railway technology spawned in the mid 1800s. The twin towns of Cobourg and Port Hope, less than ten miles apart on the shore of Lake Ontario, vied with each other to control the trade of the hinterland lying to the north. Cobourg interests had tried in the early 1830s to build a railway to Rice Lake, but like most such efforts in British North America little came of the effort but a charter, a survey and lots of talk.

The railway boom of the early 1850s was fuelled by the passage of the Municipal Loan Act in 1849 permitted local government to pledge their credit towards the construction of railway lines. The construction of the Cobourg & Peterborough Railway (C&P) was mostly financed by this means. The railway was chartered in 1852 to build between the two points in its title. The contract was awarded to Samuel Zimmerman, an unscrupulous American contractor who built poorly. By paying off the supposedly independent supervising engineers to signed certificates attesting that the work had been done according to specifications, Zimmerman made millions from his contracts with the Great Western and C&P. Hence I was not surprised to read in Mr. Parker's fine article that the Rice Lake Bridge was not built exactly as the plans called for.

Compared to most railway projects of the time, the C&P was completed in remarkably fast time. The track had reached Harwood, on the south shore of Rice Lake, in May of 1854. The incredible trestle, the subject of this article, was built across the lake that summer. The track was laid to Peterborough in short order and the first train ran over the entire 28.5 mile long line on December 29, 1854. Indicative of the poor standard of construction, the line was put out of commission just three days after the opening when ice shifted the bridge. An attempt was made to fill in the structure, but before much work was done the C&P was leased to the parallel Port Hope, Lindsay and Beaverton Railway, which had its own line into Peterborough. Not needing two parallel lines between Lake Ontario and Peterborough, the Port Hope line that by-passed Rice Lake was kept. The C&P track from the north side of the Lake to Peterborough was abandoned. The portion south of Rice Lake had a very chequered career trading hands several times and lying dormant for years. All but a short segment in Cobourg was abandoned by the time of the First World War.

In April of 1855, civil engineer Thomas Curtis (T.C.) Clarke wrote a report titled, "On the Action of the Ice upon the Bridge at Rice Lake". It was published in the Canadian Journal in June of that year. As the titled suggests, Clarke's focus was on describing how the winter ice had affected the recently completed 2.6 mile long wooden bridge, constructed by the Cobourg and Peterborough Railway. But in order to set the scene for readers – who would scarcely have known about this structure in the hinterlands of Upper Canada - Clarke spent the opening paragraphs of his report outlining the construction of the bridge.

Clarke described the three types of construction (Figure 1): a trestle bridge extending from the south shore settlement of Harwood to Tic Island; a truss bridge extending from Tic Island to the north side of the main channel; a swing bridge located on the main channel; and a second trestle bridge extending from the north side of the main channel to the settlement of Hiawatha on the north shore of the lake.



This is a topographic map for Keene, Ontario, with information current as of 1965, it was printed in 1972. The remains of the railway are clearly indicated in Rice Lake off the south bank. The right of way is indicated as 'abandoned' to the north of the lake. Douglas Smith collection

Cette carte d'état-major de la région de Keene, Ontario, datée de 1965, montre le tracé du chemin de fer sur la rive sud du lac Rice. Sur la rive nord, la voie est décrite comme abandonnée. Collection, Douglas Smith

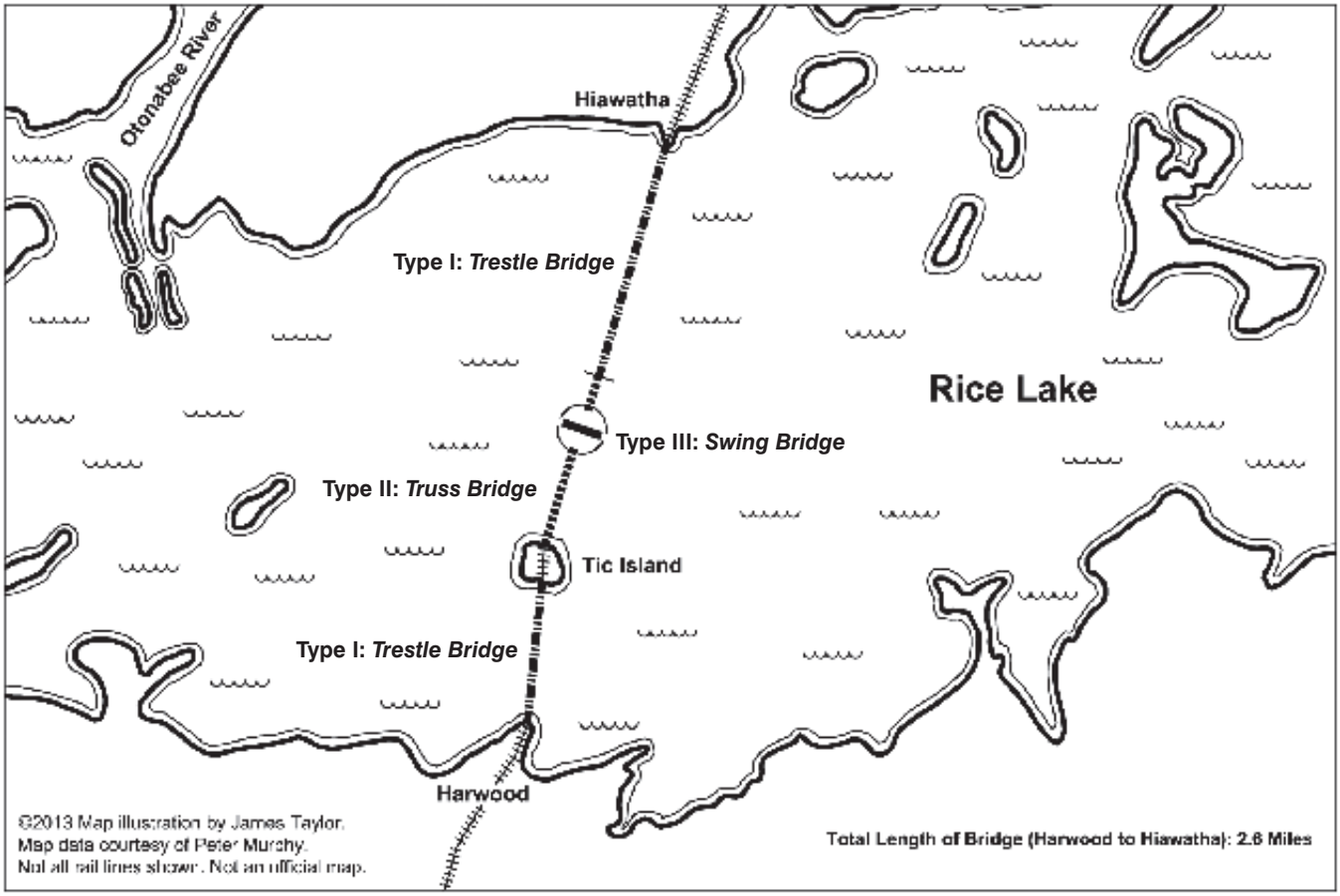


Figure 1

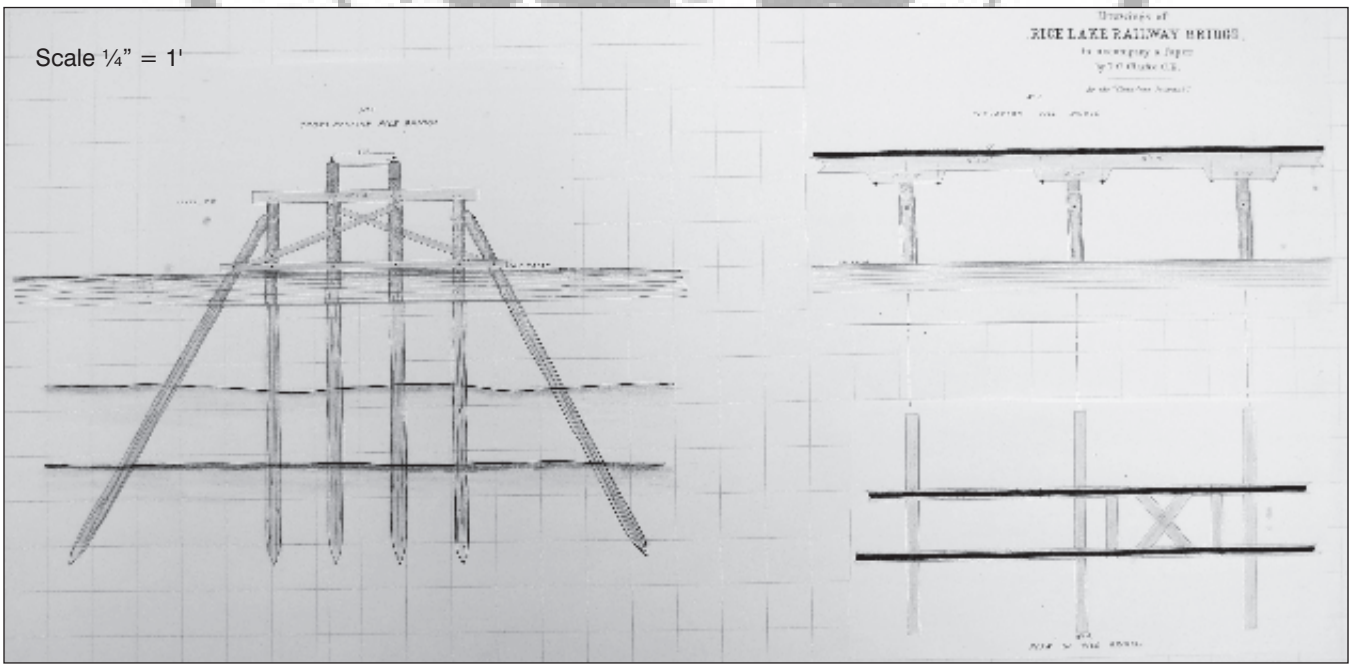


Figure 2

Despite his keen interest in writing about the damage caused by the ice, it is the opening ten paragraphs of Clarke's report that have received most of the attention - enduring to become the definitive account of the construction of the bridge, and referred to in numerous articles. Two of those articles have appeared in this

publication: "Canada's Longest Railway Bridge", by Ken Heard in November of 1958; and "The Sad Saga of Rice Lake", by Fred Angus in November of 1979.

I became interested in Clarke's report for its construction details: I hoped that the information it contained would allow me to build a 1:20 scale model of the bridge for an outdoor exhibit of the Cobourg & Peterborough Railway at the Sifton – Cook Heritage Centre in Cobourg, Ontario. However, I quickly realized that while the report provided a good overview of the bridge, it did not contain nearly enough details on which to base a credible model. Of the three types of construction mentioned above, Clarke only provided sufficient details for the trestle bridge (Figure 2). There were large gaps in the information for the truss bridge (Figure 3) and virtually no details at all for the swing bridge (Figure 4)

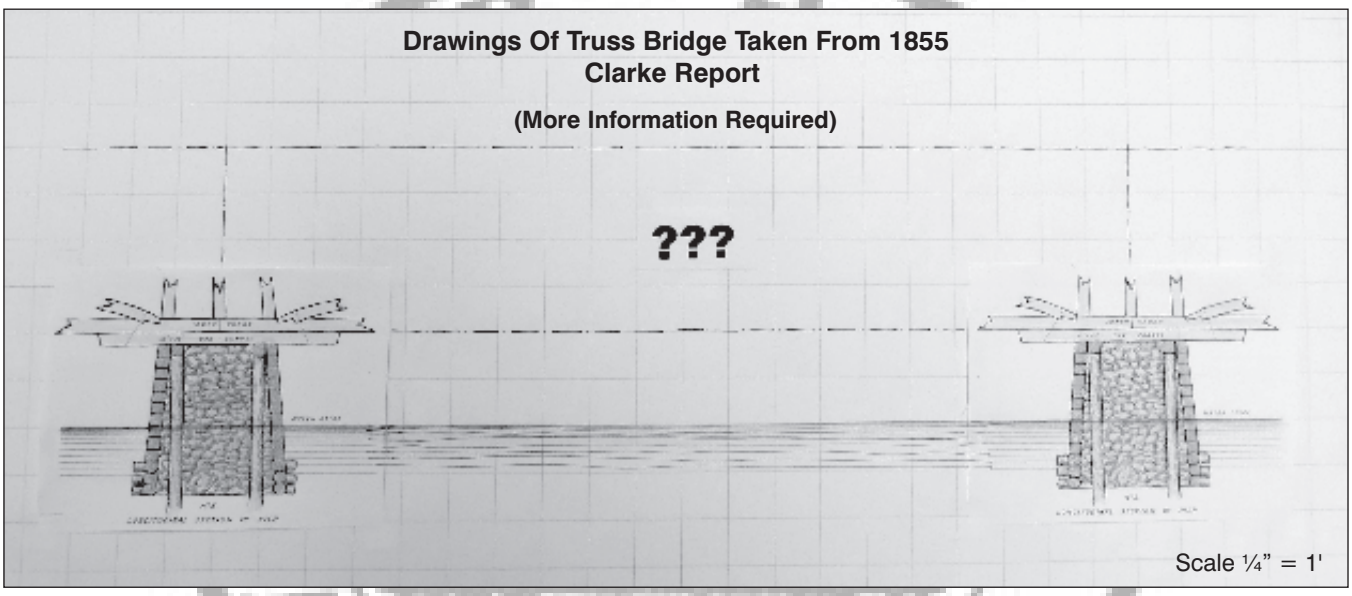


Figure 3

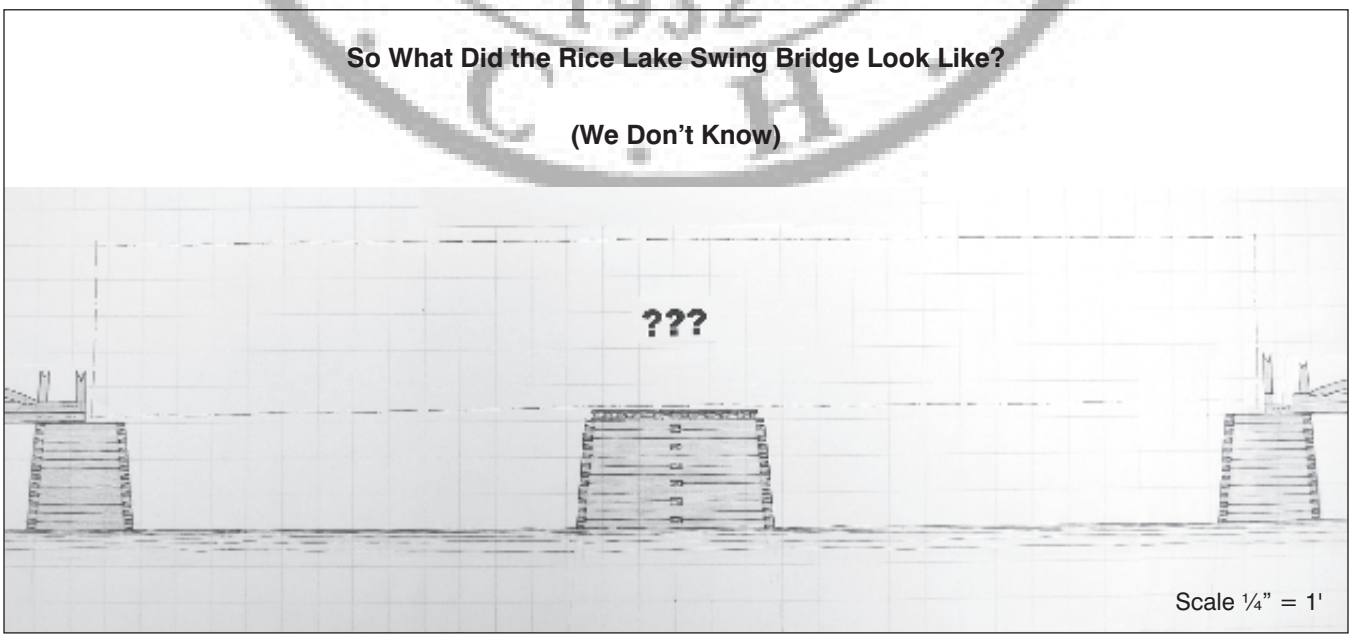


Figure 4

I found this discrepancy to be puzzling, because all three construction types would have been affected by the ice – the focus of his report. Meanwhile, to fill in the gaps on the construction of the truss bridge and the swing bridge, I sought out other sources, and found two that were of particular value.

The first source was an 1856 photograph of the truss bridge, taken by photographers Armstrong and Beere of Toronto (Figure 5). It looks north from Tic Island towards Hiawatha, showing the full extent of the truss bridge. This "A&B" photograph was taken on an overcast day, but has just enough clarity to make out the structural elements in a typical span.

The second source was an 1871 engineering drawing titled, "Section Of Rice Lake On Line Of Cobourg & Peterborough Railway Showing Unfinished Embankment And Remains of Old Bridge" (Figure 6), signed by civil engineer Walter Shanly. Peterborough Museum and Archives (1975-014).

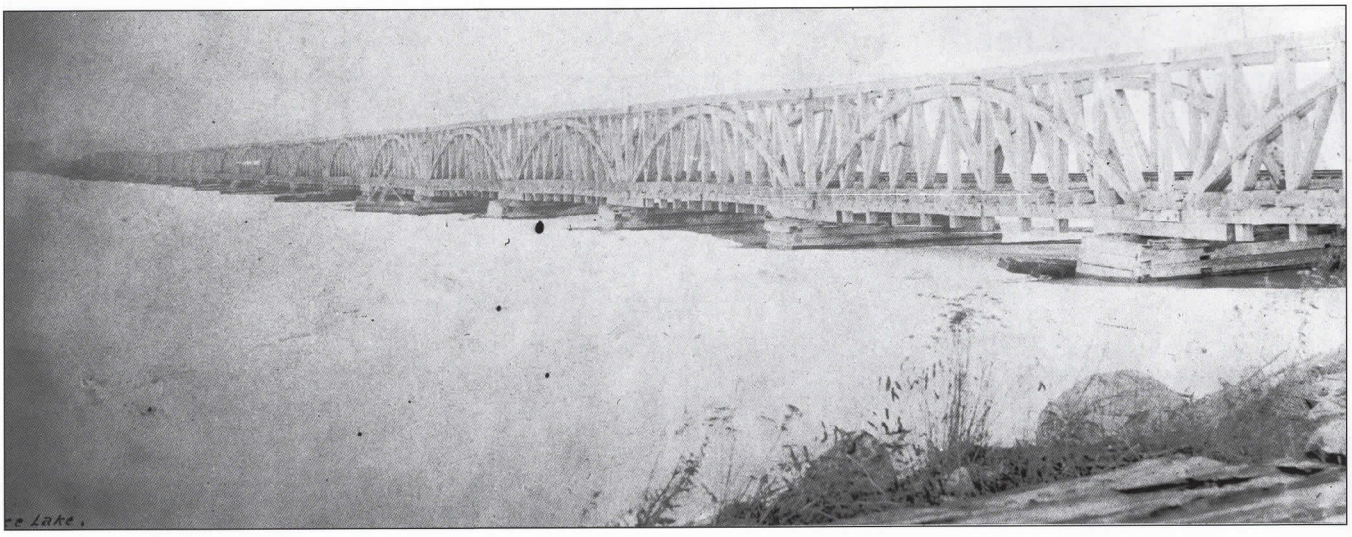


Figure 5

Rice Lake Truss Bridge; by Armstrong and Beere, ca. 1856. Library & Archives Canada PA-127491.

Pont à treillis du lac Rice; par Armstrong et Beere, environ 1856. Bibliothèque et archives du Canada PA-127491.

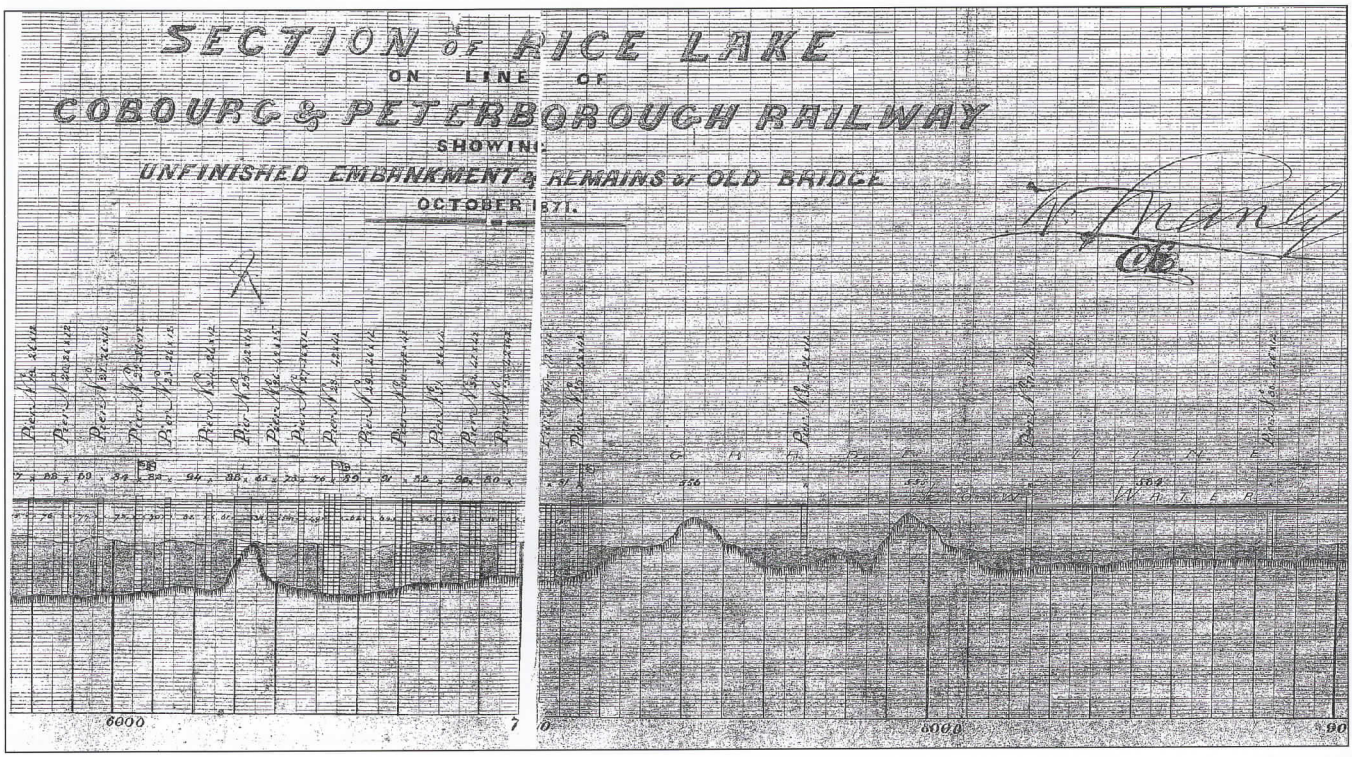


Figure 6

Using these two sources, the configuration of the bridge became much clearer - particularly with respect to the construction of the truss bridge. But in the process of stitching together information from these two sources with Clarke's data, I encountered a new problem: much of this supplementary data was at odds with the information presented in Clarke's report.

I did not expect to find this kind of disagreement among sources, since Clarke's description of the bridge had been widely accepted, virtually from the day that it was published in 1855. The editor of the Canadian Journal ensured as much, when he thanked Clarke for collecting "the facts" about the bridge in his comments near the back of June issue.

Yet the discrepancies I encountered were too numerous – and too fundamental - to be ignored. Moreover, when comparing the information from Clarke's report with the information from these two other sources, I found the other sources to be more convincing. To try and explain the fundamental nature of the discrepancy, I became convinced that the information Clarke related amounted to the design specifications for the bridge – and not necessarily a reflection of what was actually built.

Below, I have highlighted seven areas where the data from the A&B photograph (Figure 5) and Shanly's drawing (Figure 6) fundamentally disagrees with the information presented in Clarke's report:

The length of the bridge. Clarke's section of the lakebed (Figure 7) shows the length of the bridge – from the Harwood shore to the Hiawatha shore - as being 13,675 feet. Shanly's drawing of the lakebed (Figure 6) shows the distance between those same two locations as being 14,158 feet – an increase of 483 feet. Since Clarke's and Shanly's drawings are in virtual agreement on the distance from Harwood to the north shore of Tic Island – 4187 feet – it means that the 483 foot difference relates entirely to the Tic Island – Hiawatha portion of the bridge. But 483 feet is too great a distance to be accounted for by a misunderstanding between them as to the precise end point of the bridge on the north shore. There must be some other explanation for the difference in their two measurements.

The profile of the lakebed. Clarke's section of the lakebed shows the deepest part of the lake extending 2760 feet north of Tic Island, while Shanly's drawing shows the deepest part of the lake extending 2960 feet. This increase of 200' would have directly affected the configuration of the bridge, since the depth of the water dictated where the trestle bridge could be used (shallow water) and where it was necessary to employ the more expensive truss bridge (deep water).

The spacing of the truss bridge piers. Clarke's report spoke of the truss bridge piers being spaced at 80 foot centres, but Shanly's drawing shows the truss bridge piers being spaced, on average, at 86 foot centres. The spacing of the piers would have affected the length of the 33 sections of truss bridge. So if Clarke's figure of an 80 foot pier spacing reflected the design specifications for the bridge, some circumstance must have arisen that necessitated lengthening that spacing to 86 feet. That "circumstance" appears to be the realization by the builders that the extent of deep water had been underestimated by some 200 feet, and that at a spacing of 80 feet, the 33 spans of truss bridge would not make it completely across the deepest part of the lake to the shallows south of Hiawatha. The extension by 6 feet to all 33 sections of truss bridge would have provided the necessary 198' of additional length to carry the bridge over the full extent of the deep water.

Of course, if the piers were spaced on 86 foot centres, then the centre-to-centre sections of truss bridge

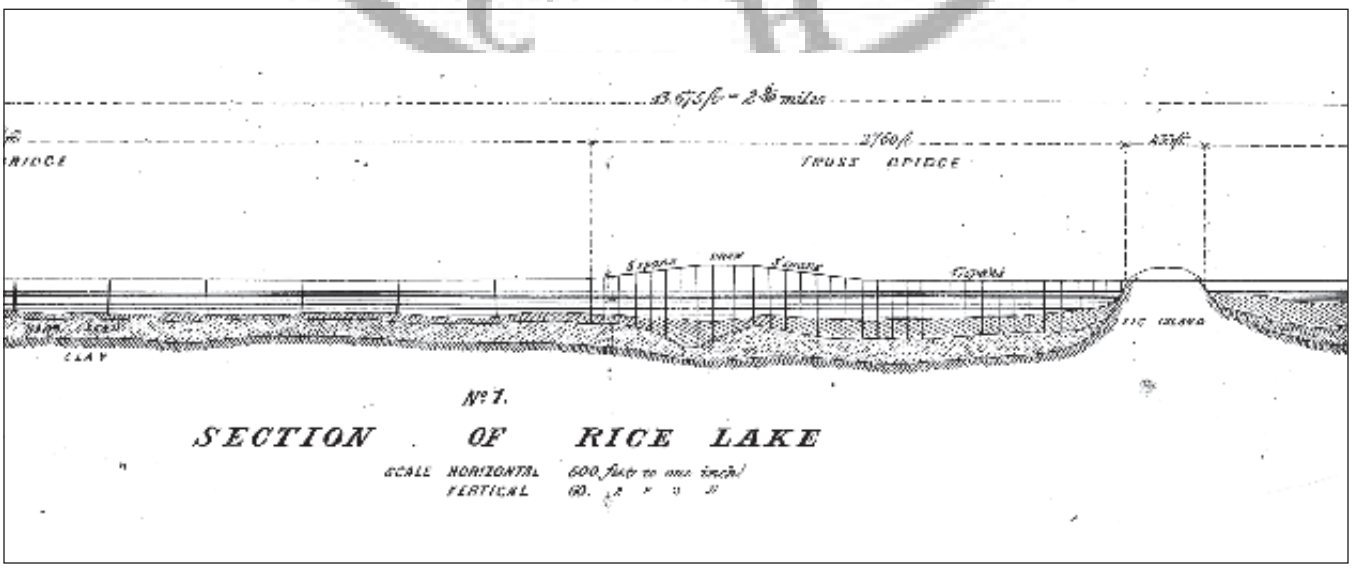


Figure 7

would necessarily have been 86 feet long as well. Referring to the A&B photograph, I analyzed the length of one of the trusses, to try and determine the length of a typical section of truss bridge. In searching for a "known" dimension from the picture itself, I chose to use the top end profile of one of the piers, which Clarke and Shanly both agreed was 10' in length. Allowing for foreshortening, I measured the width of each of the ten partitions found in a typical section of truss bridge (Figure 8). Given the perspective view, it is not a straightforward process, but, still, I found the results consistence enough to indicate that the middle eight partitions were eight feet wide on centres, and the two outside partitions were 11 feet wide on centres – adding up to a total length of 86 feet.

The spacing of the trestle bridge piers. Clarke's report indicates that the piers located on the north trestle bridge in the Hiawatha shallows were spaced on 500 foot centres. Shanly's drawing shows a considerable variation in their spacing (between 522 and 584 feet), with an average spacing of 548 feet. Obviously, the spacing of the trestle bridge piers was not as crucial to the profile of the bridge as the spacing of the piers supporting the truss bridge. Still there is a considerable difference between Clarke's measurements and Shanly's measurements, which I attributed to an effort by the builders to compensate for remaining underestimated length of the Tic Island – Hiawatha section of the bridge.

The size of the truss bridge piers. Clarke's report indicates that the piers used to support the truss bridge were uniformly built to a size of 10' x 20'. Shanly measured most of these piers at 10' x 22' – slightly larger than Clarke's specification1. But he also measured 8 of them at 40' x 40' – much larger than anything mentioned in Clarke's report. His drawing shows that these large piers were installed in deepest part of the lake, no doubt put there in an effort to stabilize that part of the bridge. And we can see evidence of these large piers in the section of the bridge on the left-hand side of the A&B photograph. There was an advertisement placed in the Cobourg Star in January 17, 1855 asking contractors to submit bids for the construction of these large piers, so their construction would undoubtedly been a topic of discussion at the time Clarke wrote his report in April. With that in mind, it is surprising that he makes no mention of these eight large piers in his report.

Edwin Guillet writes on page 80 of his book Cobourg 1798-1948, that in the spring of 1855, two artificial islands were constructed near the centre of the bridge. The remnants of these artificial islands show up on Shanly's drawing in 1871. But even though the construction of these islands would have been ongoing – or perhaps even completed by the time he wrote his report – Clarke makes no mention of them.

The construction of the truss bridge. The scope of Clarke's drawing of the truss bridge is very limited, but even so, it does not show all of the structural elements that would have been present in his chosen field of view. Missing from his drawing - but clearly evident in the A&B photograph - are the lateral beams that rested on the bottom chord. Also missing from his drawing are the stringers and iron rails – which should have been included if Clarke's section was taken from the front end of the pier.

Figure 8

Rice Lake Truss Bridge (end view); by Armstrong and Beere, ca. 1856. Library & Archives Canada PA-127486.

Pont à treillis du lac Rice (vue de l'extrémité); par Armstrong et Beere, environ 1856. Bibliothèque et archives du Canada PA-127486.

Another disagreement between Clarke's drawing and the A&B photograph is in the representation of the diagonal members in the outer partitions of the truss. The A&B photograph shows these diagonal members extending from the base of the arch to the top of the post dividing the first and second sections of the truss. But Clarke's drawing (Figure 3) shows these diagonal members sloping in the opposite direction.

These errors and omissions leave the impression that Clarke was uncertain about the configuration of the truss bridge when he prepared his drawing.

The construction of the piers. The A&B photograph (Figure 5) shows the timbers used to frame the outside of the piers as being laid in a staggered fashion at the corners, and fastened using a notched joint. But Clarke's drawing (Figure 3) shows layers of logs at the base of the pier as being laid on the same plane, with some of their ends butted up against each other. Logic would dictate that if the timbers were joined in a staggered, notched fashion, the logs below them would have been joined in this way also – a significant structural difference between the A&B photograph and Clarke's drawing.

Summary of Findings. In each of the seven areas listed above, the details provided in Shanly's drawing and in the A&B photograph are more convincing as "as-built" representations of the bridge than is the information provided by Clarke.

So, why does Clarke's information lack the level of detail present in Shanly's drawing? Why are some of his details different from the information presented in the A&B photograph? Why does Clarke's report appear to be more conceptual, than actual? To provide a plausible answer to those questions, we need to look at the context in which Clarke wrote his report.

Clarke was not working for the railway at the time that he wrote his report. In fact, he made it quite clear some years later- when someone mistakenly referred to the bridge as "some of [his] early work", that he had nothing to do with the design or the construction of the Rice Lake Bridge2. Therefore, an apt description of his involvement with the bridge at the time he wrote his 1855 report would be as an interested third party. And as an interested third party, what circumstances would he have encountered in writing his article?

As an outsider, Clarke would have had to make a request to the railway for basic information about the construction of the bridge. And since the railway was still working feverishly on getting the bridge into a serviceable condition, there were likely no "as-built" drawings to give him. So the railway simply gave him the information that they had on hand: the design data for the bridge. Clarke's use of the design data - as opposed to "as-built" data - accounts for many of the discrepancies noted above – i.e. the length of the bridge, the spacing of the piers, etc.

For whatever reason, it appears that the design data given to Clarke did not include detailed drawings for the bridge. Clarke managed to draw details for the trestle bridge - but only because he was able see that part of the bridge for himself, no doubt from the Harwood shore. Judging by his incomplete sketch of the truss bridge, it does not appear that he made it out to Tic Island, so he was not able to draw it with the same level of detail as he had done for the trestle bridge.

Clarke was also unable to provide any details for the swing bridge, because he did not make it out to the main channel to see it. In their place, Clarke offered one sentence: "In the channel, there is a pivot draw [swing bridge] on a turntable, supported by a pier 20'x 40' in size, and giving two openings of fifty feet each." No doubt this sentence came directly from the railway, as a reflection of their intentions.

Clarke's figures indicate that the span of the

swing bridge was 120', but that figure is not realistic. Given the slopes on the sides of the piers, and allowing for a 2' "registration" on the neighboring piers, the span would have had to be at least 128' long. So, as with the other seven areas discussed above, his figure for a 120' span of the swing bridge appears to be more conceptual than actual.

At this point, the question needs to be asked: If the information that he was given was simply the design specifications for the bridge, and not "as-built" information, wouldn't Clarke have known that?

Yes, he might well have. But he might also have reasoned that if he had started to explain all of the changes that had been made during the course of its construction – and changes which continued to be made on a daily basis - it would have lengthened his article considerably, distracted the reader from his main focus - a discussion about the ice – and quite possibly made it less attractive for publication. It would be too complicated a story to tell in the space that was available to him. The railway's "cut and dried" design specifications, on the other hand, provided him with a much more straightforward account of the construction of the bridge, This version of events better suited his purpose – and also gave him an "out" if any of his information was challenged.

If the information contained in the first ten paragraphs of Clarke's report was essentially the design specifications for the bridge – and not a reflection of what was built – then what does that say about the existence of the swing bridge?

Unfortunately, when it comes to the swing bridge, there isn't the opportunity to compare Clarke's notes with others sources from the period - because there are virtually no other details about the swing bridge on record.

The A&B photograph is inconclusive as to the presence of a swing bridge. It clearly shows the expected rise and fall of the truss bridge in the vicinity of the swing bridge, but not much more. Shanly's drawing shows that a pier 20' x 40' was built in the location which Clarke had designated for the swing bridge – Pier No. 26. But the profile of the top chord of the truss bridge in the location of the swing bridge (Figure 9) looks to be a continuous line – i.e. the bridge in that location appears to be nothing more than a continuous sequence of Burr trusses of similar height. That in itself is significant, since Burr trusses do not have the structural properties to make them usable as support for a swing bridge3. So the presence of a continuous line along the top chord of the truss bridge in the A&B photograph is in essence an argument against the notion of a swing having been built in that location. It suggests that two fixed Burr trusses were substituted for the double span swing bridge (Figure 10). This would have been a practical way to get the bridge operational and minimize the ongoing disruption that would inevitably result from having a swing bridge in that location.

Certainly it seems that the railway had the opportunity to substitute fixed trusses in place of the swing bridge, since there appears to have been no requirement for a swing bridge in that location of Rice Lake at that time. There are no accounts of any large vessels being affected by the lack of such an opening; the provision of 12' of clearance under the raised centre spans appears to have been sufficient for navigational purposes on that part of Rice Lake at that time.

Besides the single sentence from Clarke, there is a line item in the Report of Samuel Keefer, Esq. Inspector of Railways, For The Year 1858. This report lists a swing bridge of 126' in length on Rice Lake. It is a more realistic figure than Clarke's span of 120' feet, but it is still just a line item – no details are provided. It would be interesting to know how the information for this report was gathered.

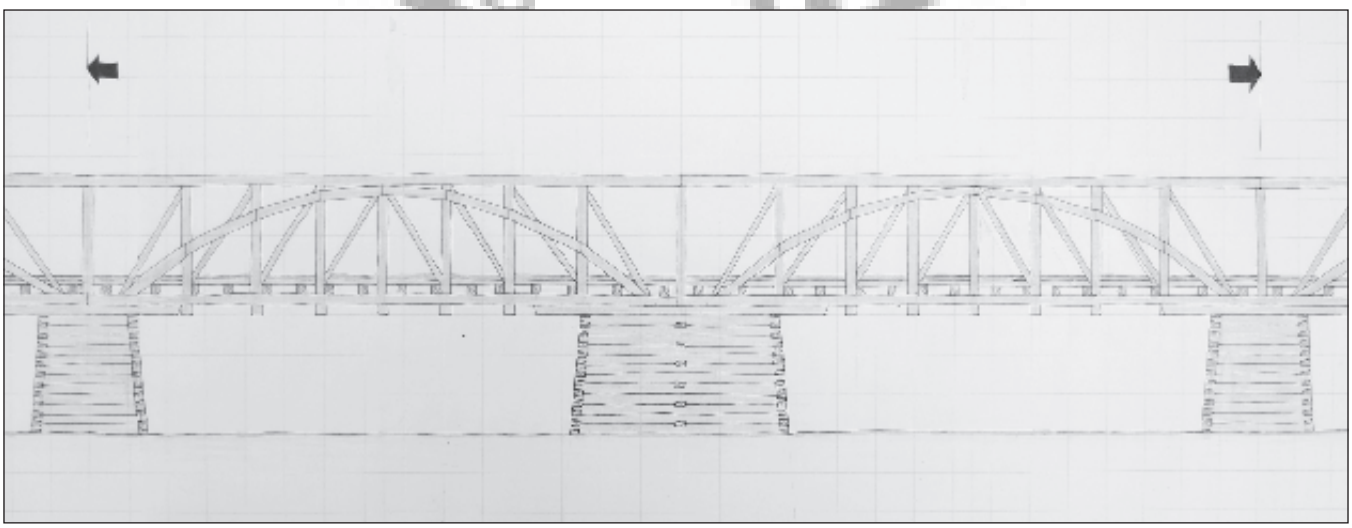


Figure 10

Did a government inspector actually visit Rice Lake and verify the presence of a swing bridge, or was this information simply submitted to the government by the railway as part of a general survey of railway assets? If it was the latter, the railway certainly would have had an interest in maintaining the impression that they had built a swing bridge, in order to buy some time until they could actually get one installed.

On page 80 of his book, Cobourg 1798-1948, Edwin Guillet describes the railway's plans for a swing bridge. Writing about a period in early 1855, he says that it was the intention of the railway to have the whole bridge filled in as a causeway by the coming fall, except for "a swing bridge" in the main channel. It's an odd turn of phrase, since the bridge was already completed, with trains running across it. If a swing bridge had been installed on the completed bridge, you would think that Guillet would have referred to "the" swing bridge", not "a" swing bridge. He wrote as if the swing bridge was not yet a known quantity. Perhaps this was Guillet's way of saying that he was skeptical about the presence of a swing bridge.

Given the complexity of building a swing bridge, and the delicate job of keeping it in alignment so that the bridge remained passable, it seems very unlikely that a swing bridge was built. The nature of its construction, operation and maintenance in the face of the elements would invariably have attracted attention. For a swing bridge to have existed at the time of Clarke's report, and for him not to have been drawn into a more detailed description of its situation, seems improbable.

But if a swing bridge did not exist at the time that Clarke wrote his report, why did he say that there was one?

Quite simply, Clarke included his sentence about the swing bridge because that was the information given to him by the railway. Even though he could not get out to the main channel to verify its existence, he still felt obliged to include his sentence - because to write an article about the Rice Lake crossing in a prominent periodical and not mention the swing bridge would have caused problems for the railway. If it became known that the railway had completed a structure across the Rice Lake without installing a swing bridge - thereby cutting off navigation to large vessels – the railway would have had some explaining to do.

Clarke would not have wanted to involve himself in any kind of controversy in the process of writing his article; he simply wanted to write about the effect of the ice, and get it published. If he was challenged about the existence of the swing bridge he could have said, "I did not have the opportunity to see it myself; that is the information that I was given by the railway".

But whether or not a swing bridge was built, undoubtedly there was a plan to build a swing bridge. And therefore, there must have been a design for a swing bridge. So what would the design of the swing bridge have looked like?

I found two other wooden railway swing bridges constructed at about the same time as the Rice Lake Bridge. They share certain structural components: Howe trusses on each side, with central towers and iron rods supporting the Howe trusses. The first example was a 100' swing bridge constructed over the Rideau Canal near Dows Lake, for the St. Lawrence and Ottawa Railway in 1871 (Figure 11). The second example was a 186' swing bridge - using a more substantial tower to support its additional length - constructed at St. Peter's Canal in Nova Scotia in 1876 (Figure 12). Using those sketches as references, I've drawn a conceptual swing bridge of 128', which conceivably could have been constructed on Rice Lake (Figure 13).

SWING BRIDGE ACROSS THE RIDEAU CANAL, ON THE CHAUDIERE EXTENSION OF THE ST. LAWRENCE AND OTTAWA RAILWAY.

Figure 11

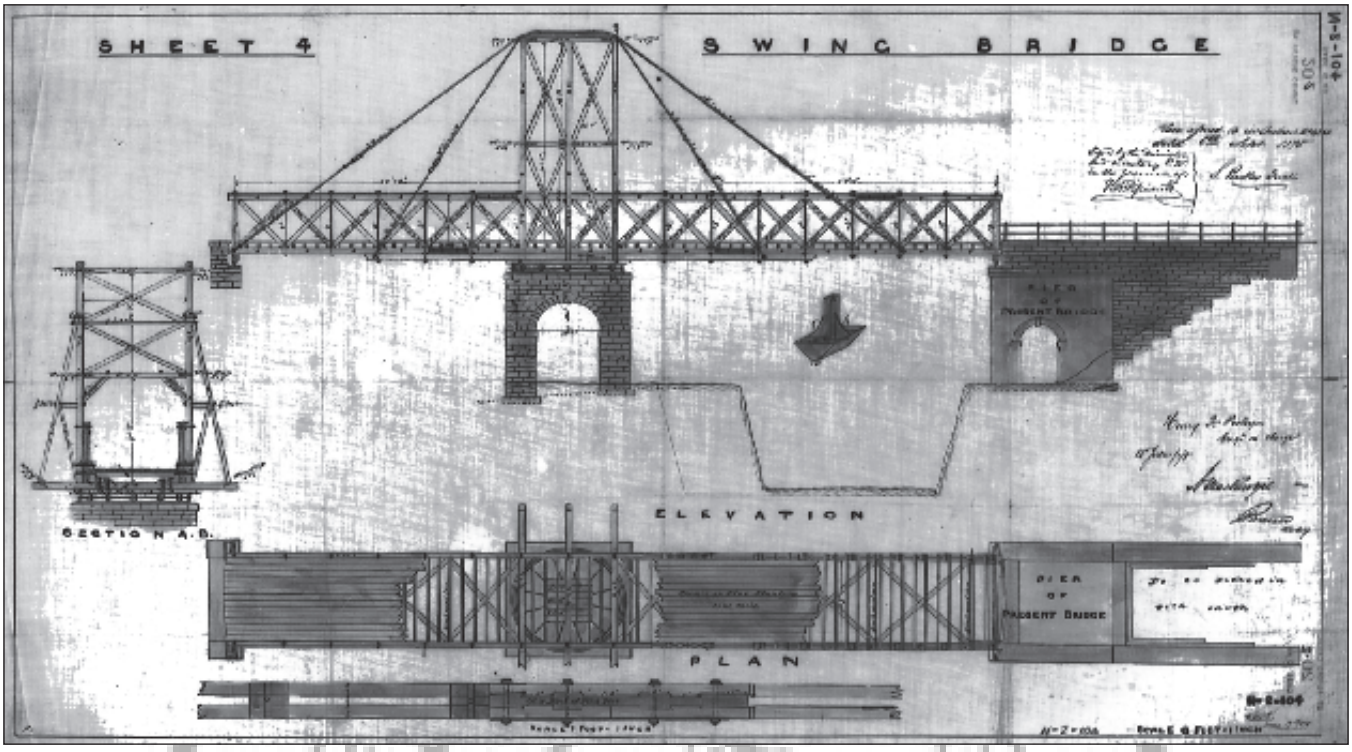


Figure 12

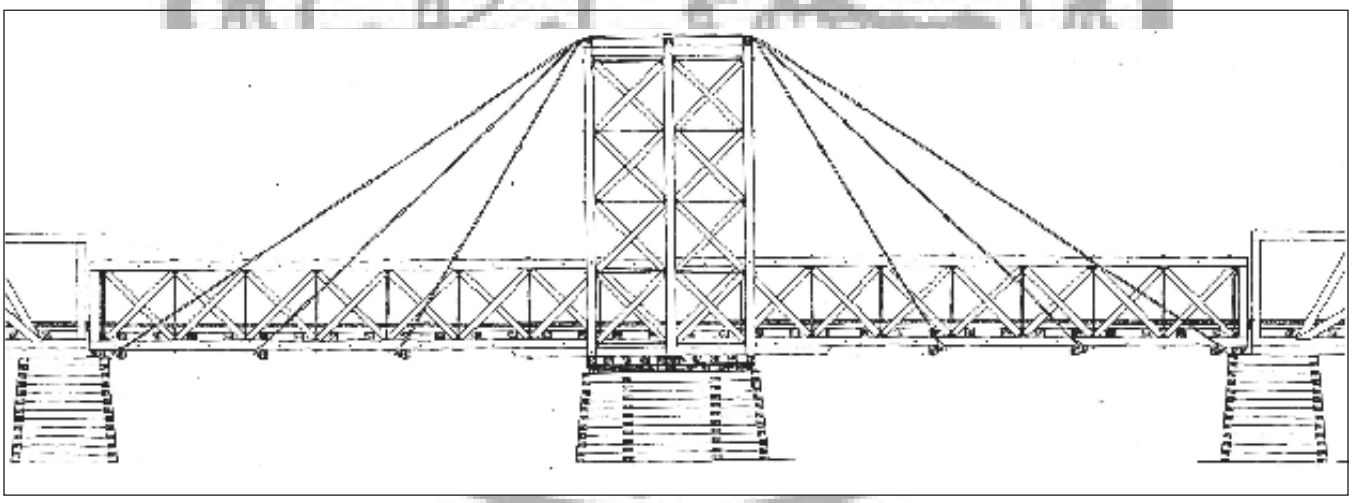


Figure 13

How would such a swing bridge have been operated – out in the middle of Rice Lake?

In all probability, it would have been operated manually, in the same fashion as swing bridges on the Rideau Canal4: a gear ring would be installed on the inside of the turntable; a pinion gear would be fastened to the underside of the deck; a square hole in the centre of the pinion gear would allow a squared pole to be inserted; two men would walk in a circular fashion on the deck, rotating the pole by pushing on a hand bar, thereby (slowly) opening and closing the swing bridge.

But notwithstanding the notion that such a swing bridge could have been constructed, for any number of reasons, it seems unlikely that a swing bridge was actually built.

So for someone building a model of the bridge, what should its construction drawings include?

For two of the three parts of the bridge – the trestle bridge and the truss bridge - there is reliable information as to its construction. It is only a matter of spending enough time to weigh out all of the available information.

For the trestle bridge, the plan, elevation and section contained in Clarke's report (Figure 2) looks to be an accurate representation of the bridge, supported by an 1857 photograph (Figure 14) of same.

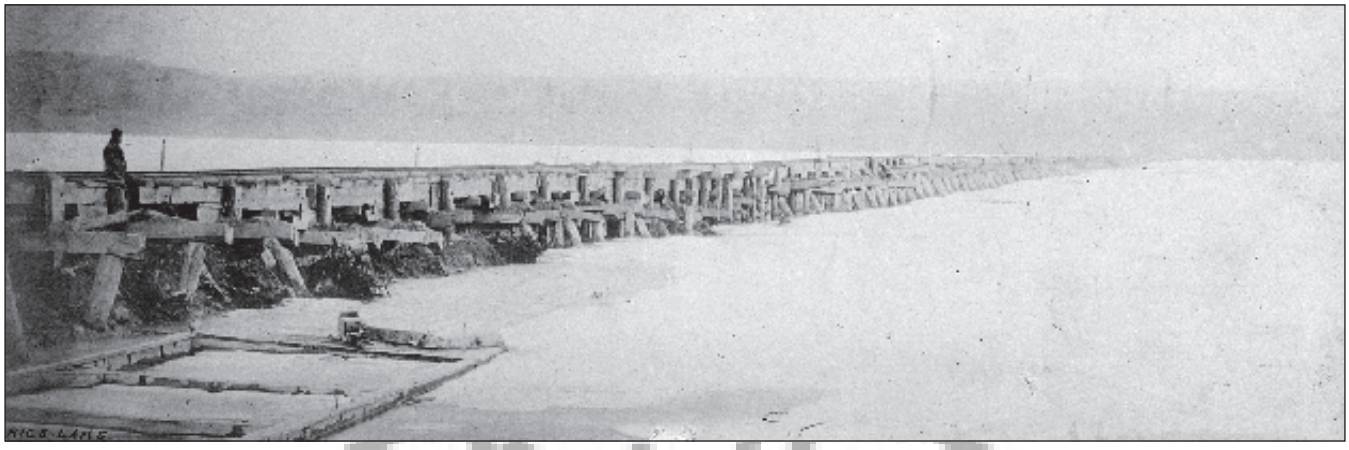


Figure 14. Library and Archives Canada PA-127492

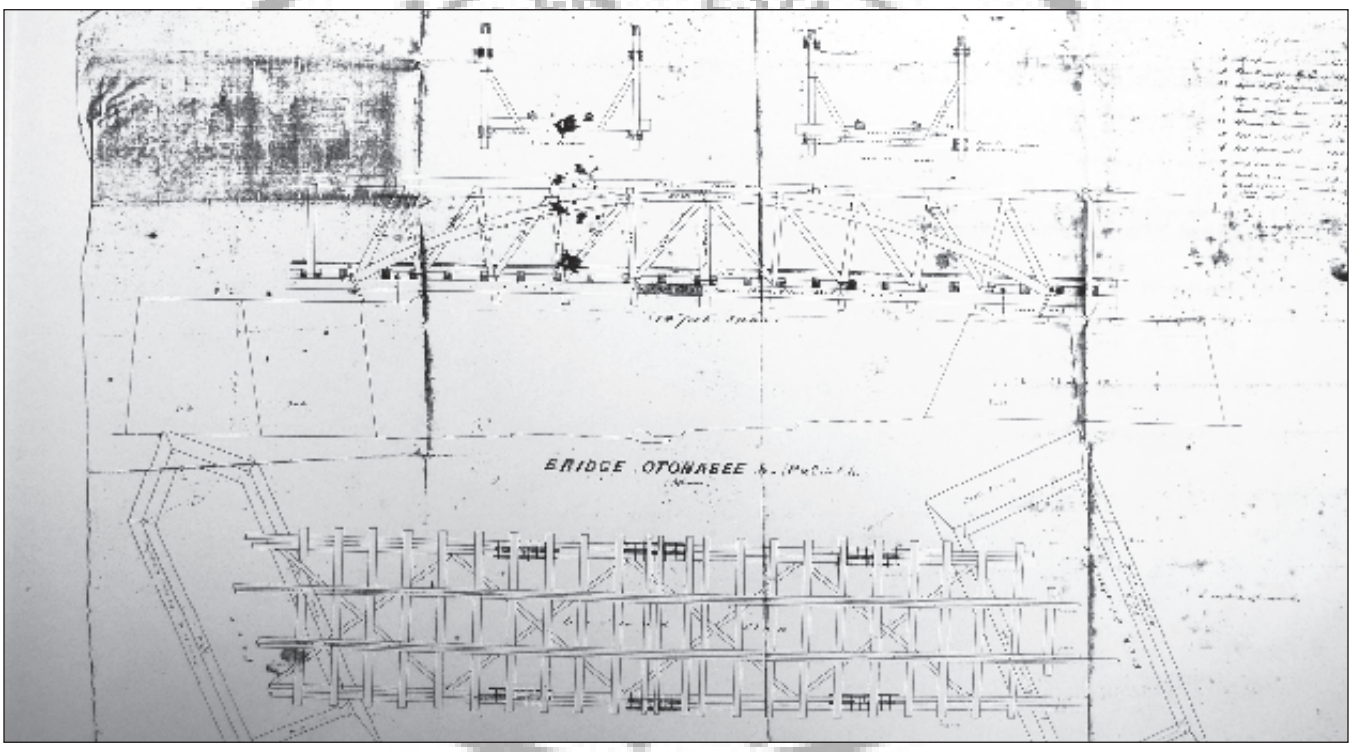


Figure 16

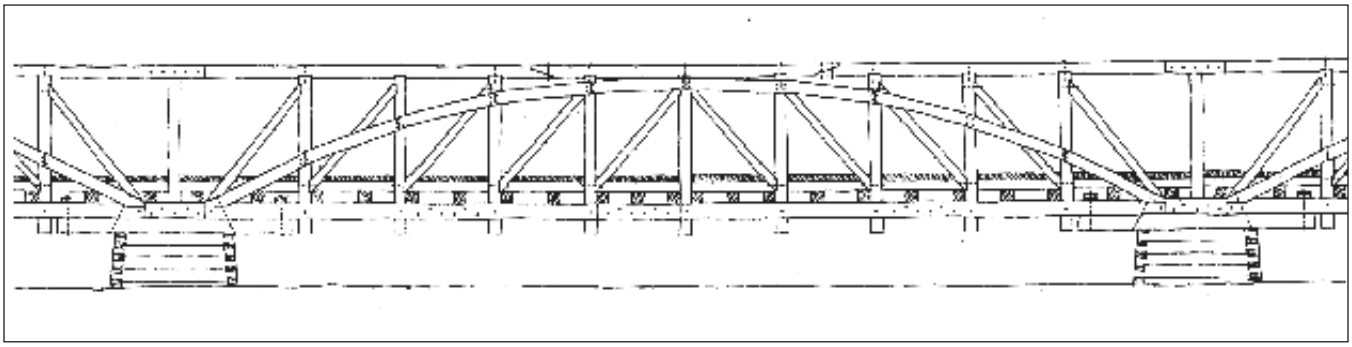


Figure 17

For the truss bridge, there are enough sources available - Clarke's report; Shanly's drawing; the A&B photograph; an 1861 photograph of the truss bridge (Figure 15); and an 1865 drawing of a similar section of truss bridge used for the Otonabee Bridge of the Peterborough & Chemong Lake Railway (Figure 16) – to be able to come up with an accurate representation of what was built. A compilation of the information from all of these sources in represented in Figure 17.

But when it comes to the third part of the structure – the swing bridge – there is a complete lack of detailed information as to its construction, or any compelling evidence as to its existence. Therefore, to cover all possibilities – however remote they may be - that part of the bridge should really be shown in two ways: a) what the structure would have looked like without a swing bridge (I am suggesting the 2 fixed spans of Burr truss bridge as shown in Figure 10); and b) what it would have looked like with a swing bridge (I am suggesting Howe trusses with a central tower and supporting irons rods as shown in Figure 13).

Having established the likely appearance of all aspects of the bridge, there remains the matter of placing Clarke's report in its proper context. For one hundred and fifty seven years, the opening ten paragraphs of Clarke's report have been regarded as representing "the facts" about the construction of the Rice Lake Bridge. But since there is compelling evidence that the configuration of the bridge in 1855 was noticeably different than what Clarke described, it is my view that Clarke's report best reflects the design specifications for the bridge – i.e. what the railway was intending to build – and not necessarily what was actually built.

But the issues surrounding the nature of the information presented in Clarke's report should not obscure the ultimate goal of this exercise – which is to arrive at a set of drawings which best represent the construction of the bridge. To that end, if my analysis and drawings promote further discussion, leading to a consensus as to what was built across the Rice Lake in 1855, then it will have served a useful purpose.

Figures:

Figure 1: Drawing of Rice Lake, by George Parker; Re-drawn for C R by James Taylor

Figure 2: Details of Trestle Bridge; by T. C. Clarke

Figure 3: Details of Truss Bridge; by T. C. Clarke

Figure 4: Details of Swing Bridge; by George Parker, based on T. C. Clarke data.

Figure 5: Rice Lake Truss Bridge; by Armstrong and Beere, ca. 1856, Thomas Evans Blackwell Album, National Archives, Negative No. 127491

Figure 6: Walter Shanly Drawing; located in Peterborough (Ontario) Centennial Museum and Archives, Reference No 1975-014; this drawing would have formed part of Shanly's 1874 design to restore the bridge, while he was under contract to the Cobourg and Peterborough Railway.

Figure 7: Portion of Section of Lakebed; complete drawing by T. C. Clarke.

Figure 8: Dimensional analysis by George Parker overlaid on Armstrong & Beere Photograph (Figure 5)

Figure 10: Swing Bridge "In-Fill": Two Fixed Burr Trusses; by George Parker

Figure 11: Engraving of St. Lawrence and Ottawa Railway Swing Bridge; by E. Haberer, Canadian Illustrated News, December 9 and 16, 1871

Figure 12: 1The St. Peter's Canal Swing Bridge; 1976; Page 71, Parks Canada Manuscript Report 212; by Robert W. Passfield

Figure 13: Conceptual Rice Lake Swing Bridge: by George Parker, based on information from Figures 10A and 10B.

Figure 14: Photograph of Trestle Bridge, ca. 1857, photographer unknown, Library and Archives Canada PA-127492.

Figure 16: Drawing of Otonabee Bridge, Peterborough & Chemong Railway, ca. 1867; contributed by Ted Rafuse, Cobourg.

Figure 17: Conceptual drawing of Truss Bridge; by George Parker, based on Clarke's Report, and Figures 3, 5, 8, and 12.

Notes:

1 - Shanly's measurements for the standard sized piers were actually 12' x 26'. But his drawing shows that, by 1871, all of the piers were some 12 feet shorter than their original height at the time of Clarke's report. My interpretation is that over the ten year period since the trusses were last in place (1861) 12 layers of 12" x 12" framing timbers had been dislodged by the forces of water and ice. Accounting for the slopes on the piers (1:12 on sides; 2:12 on the ends), Shanly's measurement of 12" x 26" translates to 10' x 22' when the piers are projected upwards to their original height. It is not known exactly what the slope would have been for the 40' x 40' piers, but I have interpreted Shanly's measurement of 42' x 42' as being 40' x 40', using a 1:12 slope on all four sides.

2 - Page 297, Transactions of the Canadian Society of Civil Engineers, Vol. 5 Part I, January to June, 1891

3 - Gil Newbury, District Administrator for the Vermont Department of Transportation, who has carried out research on the structural properties of the "Vermont Version" of the Burr truss – the specific type of truss used on the Rice Lake structure - indicated that since it is designed to be supported at each end – and not in the middle - it would be "most unlikely" that a Burr truss would be used as a swing bridge.

4 - Historic Bridges on the Rideau Waterways System; Parks Canada Manuscript 212, by Robert W. Passfield

Bill Linley - Author / Photographer

By Steven Dickie

French translation by Gilles Lazure

We are pleased to announce that our long-time member and friend Bill Linley, has generously agreed to donate his entire photographic collection to the Canadian Railroad Historical Association Archives, located at Exporail. This collection consists mainly of over 100,000 colour slides taken between 1962 and the end of film when Bill switched to digital. This is one of the premier Canadian slide collections and depicts Canadian railroading from the Maritimes to British Columbia with special emphasis on the Ottawa area.

The first 17,000 slides have been transferred and are now housed in the CRHA Archives, it is Bill's intention to turn over the balance of the collection in lots once each slide has been sorted and identified.

On behalf of the CRHA, we wish to sincerely thank Bill and his family for this generous donation, when the transfer is complete, his entire collection will be accessible for consultation by researchers, authors and others at Exporail.

CRHA Board of Directors

Bill Linley - Auteur et photographe

Par Steven Dickie

Version française Gilles Lazure

Nous sommes heureux de vous annoncer que notre ami et membre de longue date, Bill Linley, a généreusement accepté de faire don de son entière collection de photographies aux Archives de l'Association canadienne d'histoire ferroviaire (ACHF) conservées à Exporail. Cette collection consiste principalement en plus de 100 000 diapositives couleur prises entre 1959 et l'abandon du film lorsque Bill passa à la photographie digitale. Cette collection est l'une des meilleures du genre au Canada et dépeint les chemins de fer canadiens des Maritimes jusqu'en Colombie-Britannique avec une attention spéciale sur ceux de la région d'Ottawa.

Les 15 000 premières diapositives ont été déménagées et sont maintenant conservées dans les Archives d'Exporail: c'est l'intention de Bill de transférer le reste de la collection en lots une fois que chaque diapositive aura été triée et identifiée.

Au nom de l'ACHF, nous désirons remercier sincèrement Bill et sa famille pour ce généreux don: lorsque le transfert aura été complété sa collection entière sera disponible à Exporail pour être consultée par des recherchistes, des auteurs et autres personnes.

Conseille d'administration ACHF

From Newfoundland to the Pacific coast, Bill Linley has been photographing and writing about trains for over fifty years. He was introduced to train watching by his father in his native Toronto in the early 1950s and began photographing trains on the Quebec Central in 1959 while living in Ste-Foy, Quebec.

Bill shot the first of some 100,000 colour slides in April 1962 with a photograph of the Canadian Pacific's Ottawa West Station. He began to focus on the CPR and particularly on the changes to railways in the Ottawa region, which he photographed extensively until 1970.

While studying geography at Carleton University, Bill worked as a message router at the Sparks Street Office of Canadian Pacific Telegraphs. He later worked as a reservations clerk and ticket agent for the CPR at Ottawa Union Station selling their train travel experience. He was on duty the night the station closed on July 30, 1966 and transferred to the newly opened Ottawa Station.

Bill made trips across Canada in the late 1960s trying to catch the last of traditional railway operations in PEI, Newfoundland and British Columbia. Always a fan of MLW/Alco locomotives, he pursued these engines far and wide, notably the FPA-4s on VIA in the 1980s.

Pendant plus de cinquante ans, Bill Linley a photographié et décrit les trains, de Terre-Neuve jusqu'à la côte du Pacifique. Il fut initié à leur observation par son père dans sa ville natale de Toronto au début des années cinquante et a commencé à les photographier sur le réseau du Quebec Central en 1959, alors qu'il demeurait à Ste-Foy, Québec.

Bill prit la première de ses quelque 100 000 diapositives en couleur en avril 1962 en photographiant la gare d'Ottawa West du Canadien Pacifique (CP). Il commenca à porter son attention sur le CP et en particulier sur les changements survenant aux chemins de fer dans la région d'Ottawa, lesquels il photographia en long et en large jusqu'en 1970.

Alors qu'il étudiait la géographie à l'université Carleton, Bill travailla en tant qu'achemineur de messages aux bureaux de la rue Sparks de la Canadian Pacific Telegraphs. Il oeuvra plus tard comme commis aux réservations et à la vente de billets pour le CP, à la gare Union d'Ottawa, tout en faisant la promotion de l'expertise de la compagnie en matière de voyages par train. Il était au poste le soir du 30 juillet 1966 lorsque la gare fut

continued on page 167

Stan's Photo Gallery

By Stan Smaill

French Version, Michel Lortie

Introduction

In this issue of Canadian Rail, Stan's Photo Gallery features the photography of famous Canadian railway photographer William R. "Bill" Linley. In fact, Photo Editor Smaill will excuse himself from his Photo Gallery duties and allow Steven Dickie to tell Bill's story.

Bill Linley has been a mentor to me insofar as colour railway photography is concerned and these roots go back over forty years. Shooting Canadian railway subjects in colour from the early sixties with his trusty Nikkormat camera when many photographers gave up, (except for excursion steam) makes Bill Linley a member of a select group of top Canadian colour railway photographers like James A. Brown, Robert Sandusky and Peter Cox who kept on shooting after steam`s demise in 1960. Thanks to them, the Canadian railway scene of the early sixties continued to be recorded regardless of the motive power.

Last year, Bill Linley reached an agreement with the CRHA whereby his entire collection of railway images will be donated to the Exporail Archives as the Fonds Linley. Also, Bill Linley has been nominated for a CRHA Lifetime Achievement award for his photographic contribution to Canada's railway history. Enjoy your ride as Steven Dickie presents this issue's Photo Gallery!

Les photos de Stan

Par Stan Smaill

Version française : Michel Lortie

Avant-propos :

Dans ce numéro de Canadian Rail, la galerie de photos est entièrement dédiée aux travaux de l'un des plus connus des photographes du rail au Canada, W. R. « Bill » Linley. C'est pourquoi votre éditeur photo, Stan Smaill, a décidé de laisser M. Linley vous raconter lui-même son histoire.

Bill Linley a toujours été pour moi un mentor en ce qui concerne la photo couleur de trains. Cela fait plus de quarante ans que Bill, avec son Nikon F, prend des photos couleur de trains canadiens, alors que beaucoup de photographes, déçus de l'abandon des locomotives à vapeur, ont cessé d'en prendre. Bill et un petit nombre d'autres photographes, tels James A. Brown, Robert Sandusky et Peter Cox, ont continué à prendre des photos après l'abandon de la vapeur en 1960. C'est grâce à leur travail que l'on peut voir aujourd'hui des images des années soixante.

L'an dernier, Bill a conclu une entente avec l'ACHF par laquelle il donnait généreusement toute sa collection de photos aux archives du Musée Exporail sous le vocable de Fonds Linley. Bill va bientôt recevoir le prix de l'ACHF pour souligner sa grande contribution à l'histoire des chemins de fer au Canada.

J'espère que vous aimerez ces belles photos de Bill.

Long-time friend Terry Thompson took Bill's photograph at the North Edmonton, Alberta station, mileage 126.4 of the Vegreville Sub on a Wednesday evening in May 1984.This station stood near Fort Road and 66th Street northeast of Calder Yard. They were awaiting the arrival of the mixed train over the ex-NAR line to Waterways which they subsequently chased until the sun went down. CRHA Archives, Fonds Linley 14636

Terry Thompson a pris cette photo de Bill Linley à l'extérieur de la gare de North Edmonton, Alberta, en mai 1984. Cette gare située au point miliaire 126.4 de la sous-division de Vegreville était près du triage Calder sur le chemin Fort et la 66e rue. Ils attendaient l'arrivée du train mixte passager-marchandise qui devait emprunter les anciennes voies du NAR pour se rendre à Waterways. Ils ont ensuite suivi ce train jusqu'au coucher du soleil. Archives ACHF, Fonds Linley 14636.

Operator Terry MacLeod was ready to hoop an order to the engineer of Pool Train 263 as it neared Ottawa West Station on August 25, 1963. In the 1960s, the Saturday Ottawa-Toronto train had an abbreviated consist that rated but a single RS-10 for the run to Brockville, where the passenger cars were combined with those of Montreal-Toronto pool Train 15, the International. Bill's dad, Les was taking in the scene as he stood beside the pole directly in front of their 1957 Pontiac Laurentian. CRHA Archives, Fonds Linley 14146

Le 25 août 1963, le train combiné CN-CP 263 arrive en gare d'Ottawa-Ouest. Le préposé s'apprête à remettre son ordre de marche au mécanicien. À cette époque-là, le train du samedi était un train assez court que l'on confiait à une seule locomotive RS-10 qui l'emmenait à Brockville où il était rattaché au train 15, appelé L'international, en provenance de Montréal. Le père de Bill a pris cette photo sur laquelle on peut voir leur automobile, une Pontiac Laurentien de 1957. Archives ACHF, Fonds Linley, 14146

Standing under Ottawa's Laurier Avenue Bridge, Bill caught overnight Pool Train 34 arriving from Toronto via Peterborough, Smiths Falls and Bedell. The date was Saturday, June 26, 1965. As seen here, Train 34 carried a lot of express and mail and was usually powered by a pair of RS-10s such as the 8574 and 8470. CRHA Archives, Fonds Linley 15881

Le samedi 26 juin 1965, Bill a pris cette photo alors qu'il était sous le pont de l'avenue Laurier à Ottawa. Le train de nuit 34, combiné CN-CP, arrive en gare en provenance de Toronto via Peterborough, Smiths Falls et Bedell. Comme on peut le voir, ce train transportait beaucoup de colis et de lettres. Il était habituellement tracté par deux locomotives RS-10 comme les 8574 et 8470 sur la photo. Archives ACHF, Fonds Linley, 15881

CN Train 2, the Super Continental, was photographed ready to depart from Ottawa's Union Station on June 13, 1966. FP9 6503 and F9B 6617 provided the motive power for the two hour and twenty minute run down the Alexandria, Kingston and Montreal Subdivisions on the last leg of the train's journey from Vancouver to Montreal's Central Station. CRHA Archives, Fonds Linley 12637

Le train 2 du CN, le Super Continental, parti de Vancouver, est en attente de départ à la gare Union d'Ottawa le 13 juin 1966. Les deux locomotives FP9 6503 et F9B 6617 vont emmener ce train le long des sous-divisions d'Alexandrie, Kingston et Montréal, vers sa destination finale, la Gare Centrale de Montréal. Archives ACHF, Fonds Linley, 12637

The Canadian passed under the Laurier Avenue Bridge and was about to enter Ottawa's Union Station on its westward run from Montreal to Vancouver. FP7 1404 led FP9 1412 on a heavy 13-car consist on Saturday, June 4, 1966. The 1404 (GMDL 6-1953 as 4103) was sold to VIA in 1978 and was rebuilt as their 6553 in 1980. It was sold to Algoma Central as their 1756 in 1995 and then to the West Coast Railway Association in 2002 where it became the 1404 once again. CRHA Archives, Fonds Linley 14025

Le train du CP The Canadian arrive en gare Union d'Ottawa, le 4 juin 1966. Il était parti de Montréal et via Ottawa, il continuera sa course jusqu'à Vancouver. La locomotive FP7 1404 est en tête de ce lourd convoi de 13 wagons. Cette locomotive a été construite par GMDL en 1953, puis a été vendue à VIA Rail en 1978. Elle fut reconstruite en 1980 sous le numéro 6553 et ensuite vendue à Algoma Central en 1995, qui lui donna alors le numéro 1756. En 2002, elle reprit le numéro 1404 de la West Coast Railway Association. Archives ACHF, Fonds linley, 14025

CPR Train 90 was nearing at Stittville, mileage 14.2 on the Carleton Place Subdivision on July 19, 1965. The train would receive orders from operator L. Bruce Chapman who was the CPR's relief agent. This was his first such assignment outside the Ottawa Terminals; on this hot afternoon he had to improvise and placed the yellow flag in the platform decking as this was not a customary delivery point for 19Y orders. CRHA Archives, Fonds Linley 14150

Le train du CP 90 arrive en gare de Stittville, Ontario, le lundi 19 juillet 1965. Le préposé, L. Bruce Chapman, en est à sa première journée à cet endroit et il a dû improviser en plantant son drapeau jaune entre les planches de la plateforme. Cet endroit n'était pas un arrêt habituel pour remettre les ordres de marche à l'équipage. Archives ACHF, Fonds Linley, 14150

Judy and Bill were on the first morning of their cross-Canada trip to Vancouver as The Canadian paused for a crew change at Schreiber, Ontario on a spring day in May 1975. From the April afternoon in 1955 when Bill's parents took him to see the first sailing of The Canadian from Toronto, he was smitten with these timeless Budd-built cars which 'just keep on rollin'. CRHA Archives, Fonds Linley 13783

Bill et son épouse, Judy, en étaient au premier matin de leur voyage transcanadien vers Vancouver lorsque le convoi s'est arrêté pour un changement d'équipe en gare de Schreiber, Ontario, en mai 1975. Depuis que les parents de Bill l'avaient emmené voir ce même train à Toronto en avril 1955, celui-ci avait gardé un amour de ces wagons rutilants qui continuent à rouler encore de nos jours partout au Canada. Archives ACHF, Fonds Linley, 13783

Amtrak Train 68 passed Lacolle, Quebec enroute from Montreal's Windsor Station to Grand Central Station in New York on April 1, 1983. Amtrak F40PHR (EMD 9-1980 #796379-8) 339 went to Rail World Locomotive Leasing in 2001, to Titan Rail Inc. in 2004 and its prime mover was shipped to Poland in 2006. The striking station constructed in 1930 was designed by Charles Reginald Tetley of Montreal in the style of a Norman manor house to reflect the architecture of Old Quebec. CRHA Archives, Fonds Linley 13949

Le 1er avril 1983, le train 68 d'Amtrak passe devant la gare de Lacolle au Québec au cours de son voyage entre les gares Windsor de Montréal et le Grand Central de New York. La locomotive 339 d'Amtrak, une F40PHR, construite en 1980 par EMD, fut vendue à Rail World Locomotive Leasing en 2001. En 2004, elle fut revendue à Titan Rail Inc. et son moteur exporté vers la Pologne en 2006. La gare de Lacolle a été construite en 1930, selon les plans de l'architecte Charles Reginald Tetley de Montréal dans un style inhabituel de château normand pour rappeler l'architecture du Vieux-Québec. Archives ACHF, Fonds Linley, 13949

E8A 1800 accelerated its ten car train approaching St. Sacrement Street on the western edge of Quebec City on Saturday, August 3, 1963. Train 153, The Frontenac, was scheduled to reach Montreal's Windsor Station at 4.45 p.m. making the trip in 3 hour and 45 minutes. CRHA Archives, Fonds Linley 15313

La locomotive E8A 1800 du CP accélère avec son convoi de dix wagons de passagers au passage à niveau de la rue St-Sacrement, dans le secteur ouest de la ville de Québec, le 3 août 1963. Le train 153, appelé Frontenac, doit arriver à la gare Windsor de Montréal à 16h45 à la fin d'un voyage de trois heures et quarante-cinq minutes. Archives ACHF, Fonds Linley, 15313

Bill's mom, Mary Jane, waited while he took this shot of a CN eastbound extra hustling through Drummondville, Quebec on July 4, 1967. Little did he know that Douglas Smith was a Drummondville native and resident at the time who would later become Co-editor of Canadian Rail and a good friend of Bill. CRHA Archives, Fonds Linley 14558

Un train de marchandises du CN, en direction est, passe devant la gare de Drummondville au Québec, le 4 juillet 1967. Bill, qui était accompagné de sa mère, ignorait que Douglas Smith, avec qui il allait plus tard se lier d'amitié, était né et résidait à ce moment -là à Drummondville. Ce dernier devint, pendant un temps, l'éditeur associé de la revue Canadian Rail. Archives ACHF, Fonds Linley, 14558

In the spring of 1969, Bill and Ken McCutcheon, a good friend from Toronto, decided to explore the Saguenay area of Quebec. Enroute they chased Train 183, the Chambord-Dolbeau connection from overnight Montreal-Chicoutimi Train 70 that included a Montreal - Dolbeau sleeper. The power was none other than RS-18 3684 which is on display at Exporail; the date was April 29, 1969. CRHA Archives, Fonds Linley 17443

Le 29 avril 1969, Bill et son ami Ken McCutcheon de Toronto sont allés faire un voyage au Royaume du Saguenay. Ils ont photographié le train du CN 183 Chambord – Dolbeau qui prenait le relais du train de nuit 70 Montréal – Chicoutimi. Ce dernier train avait même une voiture-lit Montréal-Dolbeau. La locomotive était la RS-18 3684, la même qui fait maintenant partie de la collection du Musée Exporail. Archives ACHF, Fonds Linley 17443

A CN container train led by M-636 2300 and trailed by van 79261 was in the siding at Monk, Quebec at noon on a warm Saturday in March 1975. The image was taken from the cab of CN RDC-2 D-206 (later VIA 6206, originally built by Budd in 1955 as B&M 6200) on Train 617. Two years later this route was discontinued as a through freight route and later abandoned when the 19.3-mile Pelletier cut-off was opened linking this line at Pelletier, 67.6 miles west of Edmundston, to the former Intercolonial route at St. Andre Junction. CRHA Archives, Fonds Linley 13945

Par une belle journée de mars 1975, un train de conteneurs du CN est sur la voie d'évitement en gare de Monk au Québec. La photo a été prise de la cabine de conduite de l'autorail Budd RDC-2 du CN D-206. Elle a été construite pour le B&M en 1955 et vendue à VIA 6206. Deux ans plus tard, cette ligne devait être abandonnée en faveur de la nouvelle ligne Pelletier qui reliait Edmundston à St-André Junction. Archives ACHF, Fonds, Linley, 13945

Flying green for a second section, CN C-630M 2025 began to accelerate as the fireman prepared to scoop a 19Y order at Amqui on the Mont-Joli Subdivision in the upper reaches of Quebec's Matapedia Valley in July 1975. CRHA Archives, Fonds Linley 13939

En juillet 1975, la C-630M du CN 2025 est en tête d'un long convoi de marchandises et passe devant la gare d'Amqui au Québec alors que le chauffeur s'apprête à prendre au vol les ordres de marche. Archives ACHF, Fonds Linley, 13939

VIA Train 1, the Canadian paused in Carberry, Manitoba at 4.15 p.m. on a warm Saturday afternoon in February 1983. Bill had ridden the eastbound Canadian Train 2 from Regina earlier in the day and detrained at 3:20 pm to spend a couple of hours in Carberry, 105.8 miles west of Winnipeg, hoping for a parade of trains on the Canadian Pacific mainline. CRHA Archives, Fonds Linley 17371

Le train 1 de VIA, The Canadian, passe à Carberry, Manitoba, à 16h15 par une belle journée de février 1983. Bill avait pris le train 2 en direction est au départ de Régina et en était descendu pour passer quelques heures à Carberry, à l'ouest de Winnipeg. Il s'attendait à toute une parade de trains sur la voie principale du CP. Archives ACHF, Fonds Linley 17371

VIA Train 93 paused at Hudson Bay, Saskatchewan in October 1991 on its way from Winnipeg to Churchill, Manitoba with GMDL FP9u's 6304 and 6301 leading the train. The 6304 was formerly CNR FP9 6509 and had served as the lead unit, numbered 1967, on the Centennial Train in 1967. Built in December 1954, it was sold to VIA in 1978 who upgraded it at CN's Point St. Charles Shops in Montreal in March 1984. Head end power was installed in 1997. It was sold to IFE Leasing in 2002 and was on the Washington and Idaho Railway at Marshall, Washington in 2013. CRHA Archives, Fonds Linley 13952

Le train 93 de VIA Rail s'arrête en gare de Hudson Bay, Saskatchewan, en octobre 1991. Au cours de son trajet entre Winnipeg et Churchill, Manitoba, la FP9u 6304 est en tête du convoi. Elle appartenait au CN sous le numéro 6509 et avait déjà servi de tête de convoi au train du centenaire en 1967. Construite en 1954, elle avait été vendue à VIA en 1978 et reconstruite aux ateliers de Pointe St-Charles de Montréal en mars 1984. Puis, elle a été revendue en 2002 à IFE Leasing. Elle se trouve maintenant sur le Washington and Idaho Railway aux États-Unis. Archives ACHF Fonds Linley, 13952

In full flight, The Canadian, Train 2, rushed by Mount Eisenhower (Castle Mountain) on the Laggan Subdivision west of Banff on September 11, 1968. The units leading The Canadian include 1400, 8516, 8512 and 1413. FP7 1400 (GMDL 1-1953 as CP 4099) was upgraded to FP9 standards, was sold to VIA in 1978, and was re-acquired by CP from Nebkota in 1998 for special train service. It was finally retired in February 2012. CRHA Archives, Fonds Linley 14207

Le train 2 du CP The Canadian passe à toute vitesse devant le mont Eisenhower (aussi appelé Castle Mountain) qui est situé à l'ouest de Banff, Alberta, le 11 septembre 1968. La locomotive de tête est la 1400 suivie de trois autres locomotives. La 1400 a été construite par GMDL en 1953 et numérotée 4099 par le CP. Elle fut vendue à VIA en 1978 et reprise ensuite par le CP en 1998 pour servir sur leurs trains spéciaux. Elle fut finalement retraitée en 2012. Archives ACHF, Fonds Linley 14207

CPR Train 2nd 901 exited the Upper Spiral Tunnel as it headed downgrade towards a crew change at Field, BC on September 11, 1968. The Laggan Subdivision begins in Calgary, continues over the Continental Divide at Stephen, and ends at Field. Bob Loat guided Bill and Doug Campbell to this location high above the floodplain of the Kicking Horse River and the siding at Cathedral. CRHA Archives, Fonds Linley 13966

Le train de marchandises 901 du CP sort tout juste du fameux tunnel en spirale et se dirige vers la ville de Field pour un changement d'équipe, le 11 septembre 1968. La sous-division Laggan commence à Calgary et, après avoir traversé la ligne du partage des eaux, se termine à Field. Bob Loat a guidé Bill et son ami Bob Campbell vers cet endroit situé en haute montagne au-dessus de la rivière Kicking Horse. Archives ACHF, Fonds Linley, 13966

Passenger trains had not been present in Fredericton since 1962 when the last CPR gas-electrics ran over the branch to Fredericton Junction. Concurrently with the termination of Montreal-Saint John-Halifax Atlantic in November 1981, VIA introduced a new Railiner service between downtown Fredericton and Halifax. The new service was very attractive and lasted until 1985 when the Atlantic was reinstated. On New Year's Day 1982, RDC's 6140, 6130 and 6216 were ready for the 2:00 pm departure for Halifax. CRHA Archives, Fonds Linley 15987

Il n'y avait plus de trains de passagers au départ de Frédéricton, NB, depuis 1962, le CP ayant mis un terme à son service d'autorail vers Frédéricton Junction. Quand le train The Atlantic, entre Montréal et St-Jean, NB, fut aboli en novembre 1981, VIA a repris un service de passagers par autorail entre Frédéricton et Halifax, NE. Ce service s'est avéré très populaire et durera jusqu'en 1985, au moment du retour du Atlantic. Le 1er janvier 1982, les passagers attendent de monter à bord des autorails RDC 6140, 6130 et 6216 en gare de Frédéricton, pour le départ de 14h vers Halifax

Halifax bound VIA Train 12, the Atlantic, was wrapped around the north side of the McAdam, New Brunswick station on December 27, 1989. Under the direction of CPR President Sir William Van Horne, the Chateau style station opened in 1900. Later expansions produced a twenty room hotel on the second floor, together with a lunchroom and dining room on the main floor, along with an office for Canada Customs and their detention cell, as well as the usual elements of a railway station. The so-called CP Short Line opened in 1889 between Montreal and Saint John. CRHA Archives, Fonds Linley 13489

Le train 12 de VIA, en direction de Halifax, est en gare de McAdam, NB, le 27 décembre 1987. Cette imposante gare de style château avait été construite sous les ordres du président du CP, Sir William Van Horne. Elle fut inaugurée en 1900. Plus tard, on ajouta un hôtel de vingt chambres à l'étage ainsi qu'un restaurant et une salle à manger au rez-de-chaussée. On y trouvait, en plus des services habituels d'une gare, un bureau de la douane canadienne et même des cellules pour garder les prisonniers arrêtés par la douane. La ligne du CP entre Montréal et St-Jean, aussi appelée Short Line, avait été inaugurée en 1889. Archives ACHF, Fonds Linley, 13489

Nearing Blue Bell at mileage 166 of the Moncton - Edmundston - Napadogan Subdivision in north western New Brunswick, CN Train 308 was enroute from Toronto's MacMillan Yard to Truro where it would connect with CBNS Train 306 for Sydney. The almost new Dash 9-44-CW 2613 (GE Erie, Pa., 11-2000) led SD75I 5629 and 88 cars. The date was Saturday, April 7, 2001. CRHA Archives, Fonds Linley 10690

À Blue Bell, le samedi 7 avril 2001, au point milliaire 166 de la sous-division Moncton - Edmundston - Napadogan au nord-ouest du Nouveau-Brunswick, le train de fret du CN 308, entre Toronto et Truro, est composé de 88 wagons et de deux locomotives presque neuves, la Dash 9-44-CW 2613 et la SD 751 5629. Il va laisser ses wagons à Truro au chemin de fer CBNS qui les amènera jusqu'à Sydney, NE. Archives ACHF, Fonds linley, 10690

Tri-weekly mixed train M238 picked up a car at Wellington, Prince Edward Island, in the height of the potato shipping season on Saturday, October 12, 1968. The GE 70 ton 30 helped with CNR's first dieselization program when new in 1950. It was one of four survivors into the 1980s on the lightly-constructed branchlines southeast of Charlottetown. Fortunately it is now preserved in operating condition at Exporail! CRHA Archives, Fonds Linley 2201

Le samedi 12 octobre 1968, en haute saison de la récolte des pommes de terre, le train M238 s'arrête à Wellington, Île du Prince-Édouard, pour ramasser un wagon plein de celles-ci. La locomotive 30, un diesel GE de 70 tonnes, faisait partie de la première commande de locos diesel achetées par le CN en 1950. Elle a été en usage jusqu'en 1980, roulant sur les rails légers des lignes secondaires au sud-ouest de Charlottetown. Elle est maintenant conservée en état de marche au musée Exporail. Archives ACHF Fonds Linley 2201

CPR RDC-1 9057 neared the flagstop at Port Williams in the Annapolis Valley with the Yarmouth to Halifax Train 2 in February 1979. The Dayliner became VIA 6130 and was sold to Farmrail of Clinton, Oklahoma in 1999. It was leased by VIA for service on the E&N route on Vancouver Island from 2000 to 2002 and again in 2004. CRHA Archives, Fonds Linley 9370

L'autorail Budd RDC-1 9057 du CP arrive à l'arrêt sur demande de Port William dans la vallée d'Annapolis, NE, en février 1979. Il s'agit du train 2 entre Yarmouth et Halifax. Cet autorail fut vendu à VIA et numéroté 6130. Par la suite, il fut vendu en 1999 à Farmrail de Clinton , Oklahoma, États-Unis. Il fut loué par VIA en 2000 et 2002 et aussi en 2004 pour le trajet sur l'Île de Vancouver. Archives ACHF, Fonds Linley, 9370

CN HR-616 2102 (MLW 3-1982) led units 2327, 3582 and 3556 on Train 408, the overnight 'time freight' from Moncton, as it crossed Balls Creek, NS just west of Sydney, early on a morning in August 1993. The 2012 was one of four units that had been sold back to MLW in February 1983. Operating as Bombardier 7003, it demonstrated on CP Rail for a year. No orders were forthcoming as CP Rail opted to stay with the well proven GMDL SD40-2 and the units were returned to CN in May 1984. CRHA Archives, Fonds Linley 13134

En août 1993, la locomotive HR-616 2102 du CN est en tête du train 408. Le fret de nuit entre Moncton, NB, et Sydney, NE, traverse le pont sur Ball Creek au petit matin. Avant son arrivée à Sydney, cette locomotive était l'une des quatre qui avaient été revendues à MLW en 1983 sous le numéro 7003 de Bombardier. Elle avait été utilisée par le CP comme démonstrateur, ce dernier ayant décidé de ne pas acheter ce type de locomotive et lui préférant les SD40-2 de GMDL. Cette dernière a été remise au CN en 1984. Archives ACHF, Fonds Linley, 13134

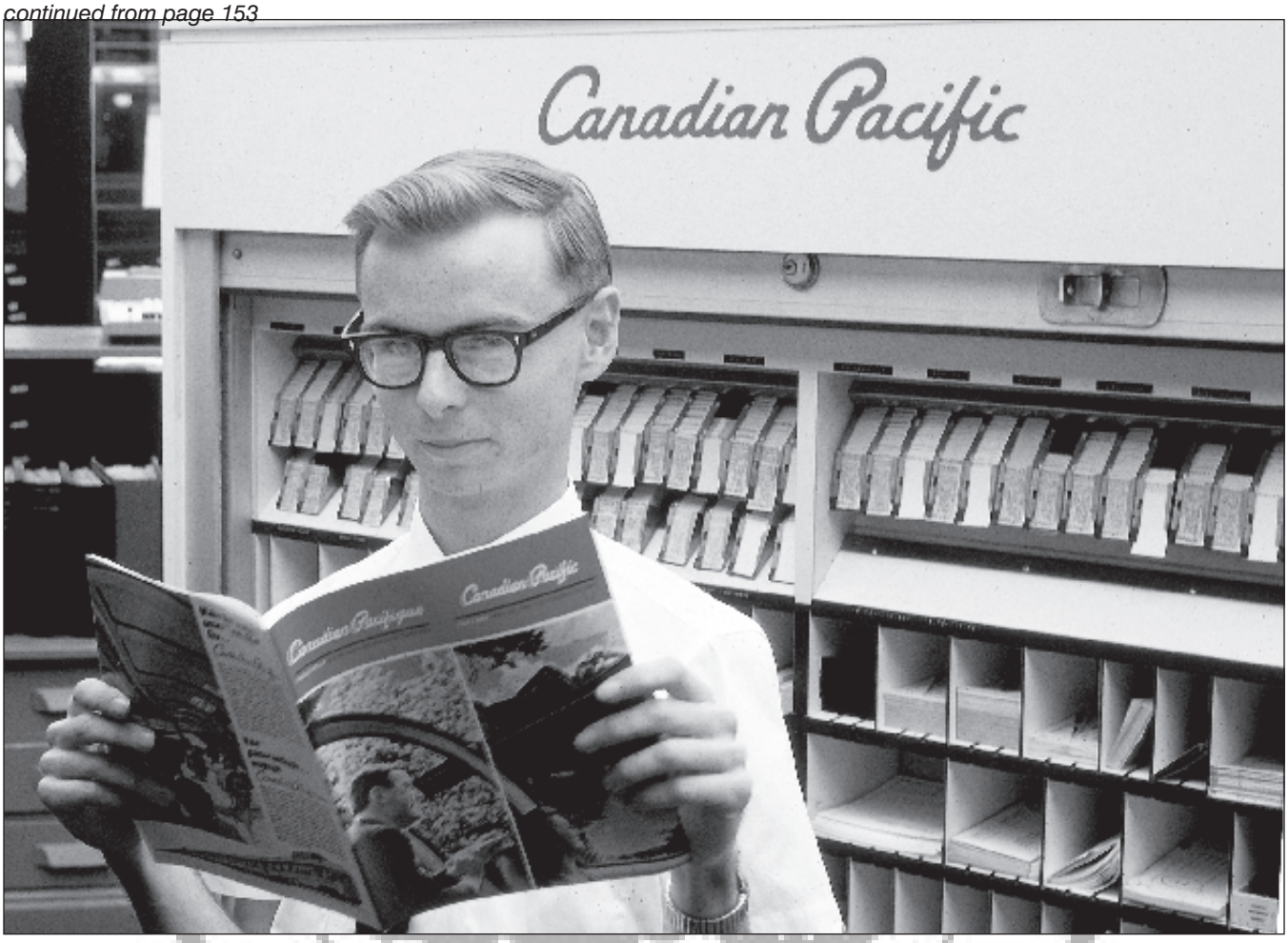
The last rays of a gorgeous fall afternoon caught the flanks of CBNS Train 305 at Brierly Brook, NS at 5:30 p.m. on October 9, 1997. Nine almost 30-year old ex CN C-630Ms, which had recently been bumped from the lead position on Cape Breton and Central Nova Scotia freights, would soon be retired. The new order is represented by Indiana & Ohio Railway GP50 3109 (EMD 12-1980 as BN 3109). Renumbered CBNS 5009 in 1998, this unit and five others were deemed too slippery and lasted barely four years on the CBNS until they were replaced by four ex CSX SD45-2's. CRHA Archives, Fonds Linley 4180

Le 9 octobre 1997 à 17h30, les derniers rayons de soleil illuminent le train 3015 du CBNS à Brierly Brook, NE. Les locomotives C630M ayant appartenu au CN il y a plus de trente ans étaient remplacées en tête de train par des GP50 comme la 3109 du Indiana and Ohio Railway. Ces locomotivess n'ont pas fait plus de quatre ans sur le CBNS, elles glissaient trop. Elles furent finalement remplacées par des SD45-2 ayant appartenu à CSX. Archives ACHF, Fonds Linley, 4180

For five years Bill was a director and treasurer of the Orangedale Station Association in rural Cape Breton – the station was built in 1886! Bill took this photograph on March 22, 2003. Dominating the scene are CN snow plow 55432 (Russell, Ridgeway, Pa. 1950) and Georgia Pacific 50 Ton General Electric (4-1956). CRHA Archives, Fonds Linley 2251

Pendant cinq ans, Bill fut le trésorier et l'un des directeurs de la Orangedale Station Association sur l'Île du Cap-Breton. Cette gare a été construite en 1886. Cette photo, prise le 22 mars 2003, montre le chasse-neige du CN 55432 construit en 1950 par Russell, à Ridgway, Pennsylvanie, États-Unis, ainsi qu'une locomotive diesel de 50 tonnes pour le Georgia Pacific par GE en 1956. Archives ACHF, Fonds Linley, 2251

continued from page 153



Bill offered information to the photographer, Peter Cox, a widely-known railroader and rail enthusiast visiting from British Columbia during his evening shift at Ottawa Station on Friday, October 13, 1967. Peter Cox.

Le vendredi 13 octobre 1967, lors de son quart de travail de soir à la gare d'Ottawa, Bill donna des informations au photographe Peter Cox, un employé et amateur de chemins de fer bien connu en visite, en provenance de la Colombie-Britannique. Peter Cox.

Following graduation from Carleton University in May 1969, Bill began a 33-year career in economic development with the governments of Canada, New Brunswick and Nova Scotia. His career took him across Canada where he often managed to photograph trains in the off-hours. While in Ottawa, he served as a director and secretary of the Bytown Railway Society and briefly as editor of Branchline. For several years he and good friend, Doug Campbell, selected the runpast locations on railway excursions out of Ottawa organized by Bill Williams.

In the fall of 1972 a beautiful young lady, Judy Smith, accepted Bill's marriage proposal. Their plan for a memorable wedding in May 1973 featured an excursion on CP Rail from the Ottawa Station to the Café Pot au Feu in the former CP Rail station in Wakefield on the Maniwaki Subdivision. Unfortunately, nature intervened and washed out a portion of the route near Chelsea. The updated plan included transport from Hull West station to Wakefield

définitivement fermée et il fut transféré à la gare d'Ottawa qui venait tout juste d'être inaugurée. Bill fit le commentaire que s'il était demeuré au CP, il aurait vraisemblablement pris sa retraite avec un laissez-passer à vie d'Air Canada – une possibilité des plus intrigantes.

Bill fit des voyages à travers le Canada à la fin des années soixante pour tenter d'observer la fin des opérations ferroviaires traditionnelles à l'Île-du-Prince-Édouard, à Terre-Neuve et en Colombie-Britannique. En amateur inconditionnel des locomotives ALCO-MLW, il les pourchassa de tous les côtés, notamment les FPA-4 en service à VIA, au cours des années quatre-vingt.

Après sa graduation de l'université Carleton en mai 1969, Bill commença une carrière de 33 ans dans le développement économique aux gouvernements du Canada, du Nouveau-Brunswick et de la Nouvelle-Écosse. Ses activités l'entraînèrent partout au Canada où il fut souvent en mesure de prendre des photographies de trains durant ses heures de loisir. Alors qu'il était à Ottawa, il servit en tant que directeur et secrétaire à la Bytown Railway

aboard three Voyageur Colonial motor coaches including their oldest vehicle 1530, a PD-4104 (GMC4-1958). Bruce Chapman arranged for Bill's favourite Dayliner, CP 9049 to make the run from Ottawa Station to Hull West. Runpasts were featured in both directions and, of course, the guest list was limited to 89, the car's seating capacity. CP 9049 (Budd 8-1955) was originally DSS&A 500 and was sold to VIA as their 6124 and to Cuban Railways as 2304 in 1998.

Bill and Judy had two daughters, Sarah and Rachel. After a wonderful marriage in which both were richly blessed, Judy passed away in September 2005.

They had moved to Fredericton in 1976 and then to Halifax in 1984 where he was a director and oft-times treasurer of church and volunteer organizations including Transport 2000 Atlantic and Transport 2000 Canada.

In August of 1982, Bill organized a trip to scout-out and photograph Newfoundland's railways. This trip was one of Bill's favourites as it lasted for ten days with good friends Fred Angus, David Morris and George Patterson. It was a tight squeeze in Bill's 1976 Volkswagen Rabbit but they successfully photographed trains on each of the branch lines as well as coast to coast on the mainline.

Newlyweds Judy and Bill Linley posed with the Matrimonial following the runpast in Vincent Massey Park on CP Rail's Prescott Subdivision at the Riverside Drive overpass in Ottawa on Saturday, May 26, 1973. Bytown Railway Society safety team member and friend, Bob Meldrum, and conductor Tom O'Connell, who is now 94 years young, prepare for a safe boarding. Next stop Ottawa Station. Photo by lifelong friend and fellow traveller Ted Wickson.

Le samedi 26 mai 1973, les nouveaux mariés Bill et Judy Linley posent à côté du Matrimonial après le passage pour photographie à l'intérieur du parc Vincent-Massey, le long de la sous-division Prescott de CP Rail et près du viaduc de la rue Riverside Drive à Ottawa. Bob Meldrum, un ami et membre de l'équipe de sécurité de la Bytown Railway Society, et Tom O'Connell, un chef de train qui est maintenant jeune de 94 ans, préparent une montée à bord sécuritaire. Prochain arrêt : gare d'Ottawa. Ted Wickson.

Society et brièvement comme éditeur de Branchline. Pendant de nombreuses années, son bon ami, Doug Campbell, et lui choisirent la localisation des endroits réservés aux passages pour photographie (runbys) des excursions ferroviaires organisées par Bill Williams.

À l'automne de 1972, une jolie jeune dame, Judy Smith, accepta la proposition de mariage de Bill. Leur plan pour un marriage mémorable inclut une excursion sur le réseau de CP Rail, de la gare d'Ottawa au Café Pot au Feu, situé dans l'ancienne gare de CP Rail à Wakefield dans la sous-division de Maniwaki. Malheureusement, la nature s'en mêla et causa l'emportement d'une partie des rails près de Chelsea. Le plan révisé comprit le déplacement de la gare de Hull Ouest jusqu'à Wakefield, à bord de trois autobus de la compagnie Voyageur Colonial, dont leur plus vieux véhicule, le No 1530, de modèle PD-4104 (GMC4-1958). Bruce Chapman prit les dispositions pour que le Dayliner No 9049 du CP, l'autorail favori de Bill, soit en service pour le trajet de la gare d'Ottawa jusqu'à celle de Hull Ouest. Des passages pour photographie furent à l'honneur dans les deux directions et, bien sûr, le nombre des invités fut limité à 89, soit le nombre de places assises dans l'autorail. L'autorail No 9049 du CP (Budd – août 1955) fut à l'origine le No 500 du chemin de fer Duluth, South Shore & Atlantic (DSS&ARy) et il fut vendu à VIA (leur No 6124) et, en 1998, aux chemins de fer de Cuba (leur No 2304).

Bill et Judy eurent deux filles, Sarah et Rachel. Après un merveilleux mariage qui les a comblés tous les deux, Judy décéda en septembre 2005.

Ils avaient déménagé à Fredericton en 1976 et ensuite à Halifax en 1984 où Bill avait été directeur et souvent trésorier d'églises et d'associations de volontaires, dont Transport 2000 Atlantic et Transport 2000 Canada.

En août 1982, Bill planifia un voyage pour

For a dozen years Bill owned CN caboose 79510 and a boxcar that continue to welcome guests as part of the Train Station Inn in Tatamagouche, Nova Scotia. The caboose and a boxcar were remodelled to provide first-class guest accommodations for persons seeking a unique railway experience. In 2009, good friend Jimmie LeFresne arranged for Bill to be featured as a waiter in the Inn's dining car, ex CN combine 7209, in an episode of CBC TV's serial The Week the Women Went. Earlier he had been instrumental in ensuring the preservation of the former Governor General's car, Alexandra, which also resides at the Inn.

All Volkswagen doors are open as (from left to right) David Morris, George Patterson, Bill Linley and Fred Angus enjoy literally a roadside picnic in Newfoundland. Dave Morris photo (self timer), August 22, 1982

Toutes les portes de la Volkswagen sont ouvertes alors que (de gauche à droite) David Morris, George Patterson, Bill Linley et Fred Angus profitent littéralement d'un pique-nique le long d'une route de Terre-Neuve. Photo de Dave Morris (pose à retardement), le 22 août, 1982

Morning Sun Books published Bill's first book: Canadian Pacific in Color – Volume 1: Eastern Lines in 2003. It sold out in 2008. In 2011, Morning Sun released the sequel, Canadian Pacific in Color – Volume 2: Western Lines. In both volumes, Bill describes the period 1948 through 1968 when steam engines gave way to diesels across the country.

His photos and articles have appeared in a variety of books and magazines in Canada and internationally. As well, he has supported the work of others engaged in the preservation of railway and industrial heritage. In 2002 he completed a brochure and contributed the text and photographs for an award-winning website on railway heritage for the Nova Scotia Railway Heritage Society of which he was a founding director. Bill recently stepped down as a director and treasurer of the Orangedale Station Association that owns and operates Nova Scotia's oldest railway station. He served as treasurer of the Industrial Heritage Nova Scotia Society for its first fifteen years.

In 2007 Bill married Marilynn White who shares his enthusiasm for travel and photography and has also been published several times.

Bill is currently working on another book for Morning Sun and cataloguing thousands of his colour slides and digital images. He has committed to donating his extensive collection of the colour slides to the CRHA Archives. As well, he serves on the Board of St. John's United Church in Middleton and is actively involved in various aspects of community life including the fire department, cemetery committee and the rejuvenation of Fundy Hall, a community centre and former Temperance Society facility, in Port Lorne, Nova Scotia.

faire la reconnaissance et la photographie des chemins de fer de Terre-Neuve. Ce voyage fut l'un de ses favoris à cause des dix jours passés en compagnie de ses bons amis Fred Angus, David Morris et George Patterson. Ils étaient très à l'étroit à bord de la Volkswagen Rabbit 1976 de Bill, mais ils photographièrent avec succès des trains sur chacun des embranchements ainsi que sur la voie principale d'une côte à l'autre de l'île.

Durant une douzaine d'années Bill posséda le wagon de queue No 79510 du Canadien National (CN) et un wagon couvert, lesquels continuent d'accueillir des visiteurs, en faisant partie de la Train Station Inn à Tatamagouche, en Nouvelle-Écosse. Le wagon de queue et le wagon couvert furent modifiés afin de fournir des logements de première classe aux personnes désireuses d'avoir une expérience ferroviaire unique. En 2009, un bon ami, Jimmie LeFresne, prit les dispositions pour que Bill soit mis en vedette comme serveur dans la voiture-restaurant de l'auberge, l'ex-voiture d'utilisation mixte No 7209 du CN, dans un épisode de la série télévisée The Week the Women Went de Radio-Canada. Auparavant, il avait joué un rôle primordial dans la préservation de la voiture Alexandra, l'ancienne voiture du Gouverneur général, aussi garée sur le site de l'auberge.

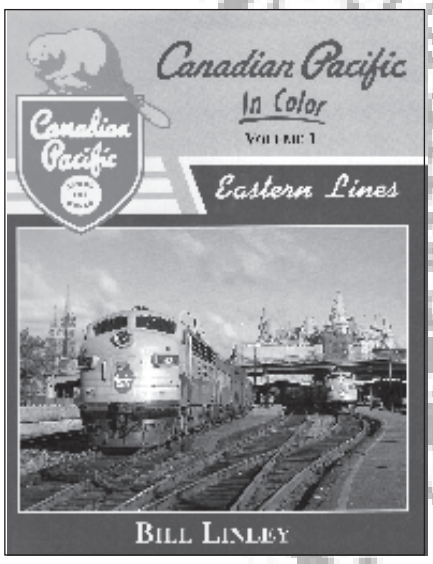
La compagnie Morning Sun Books a publié, en 2003, le premier livre de Bill intitulé Canadian Pacific in Color – Volume 1 : Eastern Lines. Son tirage fut épuisé en 2008. En 2011, Morning Sun a publié la suite, Canadian Pacific in Color – Volume 2 : Western Lines. Dans les deux volumes, Bill décrit la période de 1948 à 1968 durant laquelle les locomotives à vapeur ont cédé la place aux locomotives diesel à travers le pays.

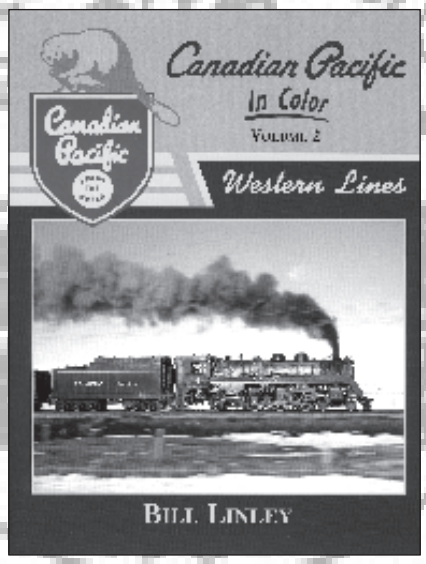
Ses photos et articles sont apparus dans quantité de magazines canadiens et internationaux. De plus, il a soutenu le travail d'autres personnes engagées dans la préservation de l'héritage industriel et ferroviaire. En 2002, il a complété une brochure et contribué, texte et photographies, au site Internet primé sur l'héritage ferroviaire de la Nova Scotia Railway Heritage Society dont il a été un des fondateurs. Bill a récemment quitté son poste de directeur et trésorier de la Orangedale Station Association qui possède et exploite la plus ancienne gare en Nouvelle-Écosse. Il a servi comme trésorier de la société Industrial Heritage Nova Scotia pendant les quinze

For over thirty years Bill operated a home-based business, Signal Graphics which dealt in quality Canadian railway books and images. He welcomes visitors to his website www.billlinley.com or communications via e-mail at bill.linley@gmail.com.

Bill and Marilynn live in the historic Captain John G. Charlton house in Port Lorne on the Bay of Fundy near the ghosts of the Dominion Atlantic Railway.

We thank the following for their assistance in the preparation of this article and Photo Gallery: Bruce Chapman, Kevin Day, David Dickie, Wendell Lemon, Marilynn Linley, Danny McCracken, David Morris, David Othen, Pat Othen, Mark Perry, Ian Pyatt, Earl Roberts, Sean Robitaille, Mark Rushton, Doug Smith, David Stremes and Josee Vallerand.





Bill and Marilynn enjoyed a tour of Exporail following a meeting in October 2012 to discuss the donation of items that would establish the Fonds Linley. Stephen Cheasley.

Bill et Marilynn ont apprécié la visite d'Exporail qui a suivi une rencontre visant à discuter le don d'objets qui allaient servir à créer le Fonds Linley. Stephen Cheasley.

premières années de son existence.

En 2007, Bill a épousé Marilynn White qui partage son enthousiasme pour les voyages et la photographie et qui a aussi été auteure à plusieurs reprises.

Bill travaille présentement sur un autre livre pour Morning Sun et sur le mise en catalogue de milliers de ses diapositives en couleur et images numérisées. Il s'est engagé à faire don de son immense collection de diapositives couleur aux archives de l'ACHF. Il fait aussi partie du Conseil de la St.John's United Church, à Middleton, Nouvelle-Écosse, et il est activement impliqué dans les divers aspects de la vie communautaire de Port-Lorne, Nouvelle-Écosse, tels le département de protection contre les incendies, le comité du cimetière et la rénovation du Fundy Hall, un centre communautaire et ancien local de la société de tempérance.

Pendant plus de trente ans, Bill a exploité, à partir de son domicile, l'entreprise Signal Graphics qui traitait de publications et d'images de qualité sur les chemins de fer canadiens. Il encourage les internautes à visiter son site www.billlinley.com et à communiquer avec lui par courriel à l'adresse bill.linley@gmail.com.

Bill et Marilynn demeurent dans la maison classée historique du Capitaine John G. Charlton à Port Lorne, Nouvelle-Écosse, sur la côte de la Baie de Fundy près des ombres du Dominion Atlantic Railway.

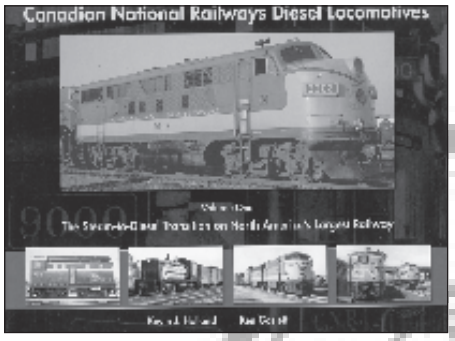
Nous remercions les personnes suivantes pour leur aide dans la préparation de cet article et de la galerie de photographies : Bruce Chapman, Kevin Day, David Dickie, Wendell Lemon, Marilynn Linley, Danny McCracken, David Morris, David Othen, Pat Othen, Mark Perry, Ian Pyatt, Earl Roberts, Sean Robitaille, Mark Rushton, Doug Smith, David Stremes et Josée Vallérand.

Book Reviews

CANADIAN NATIONAL RAILWAYS DIESEL LOCOMOTIVES – Volume One

By Ken Goslett and Kevin J. Holland

Reviewed by Stan J. Smaill



Long overdue is a published work that chronicles the fascinating history of the CNR diesel years from past to present. Canadian National Railways Diesel Locomotives -Volume One addresses this need admirably. Authors Goslett and Holland begin their treatise based on a manuscript prepared by Ken in 1990 for the Canada Science and Technology Museum entitled Diesel-Electric Locomotive Technology in Canada 1920-1960.

The history of the diesel-electric locomotive in Canada is directly linked to the motive power history of the fledgling Canadian National Railways. From the early nineteen twenties, the quest for motive power other than that provided by steam locomotives was on at the new CNR and with the blessing of senior management. Using primary source CNR corporate documents from Library and Archives Canada, new insights are now revealed in the thinking of people like C.E. 'Ned' Brooks who were true believers in the combination of the internal combustion engine with electric traction to be used in a locomotive.

From the oil-electric railcars to the experimental yard service diesel-electric locomotives up to the massive - for its time - twin unit road service 9000, the early years of North American dieselization are in effect covered by Goslett and Holland. The politics of selling the diesel concept to a mainly steam oriented railway culture are revealed and CNR people like Ned Brooks, Stanley Dingle, Starr Fairweather and latterly, Donald Gordon can be viewed as heros and champions of the diesel cause. As a tribute to the early years of CNR dieselization, CNR railcar 15824 and yard locomotive 77 have been preserved as part of the CRHA collection at Exporail. Indeed, the book launch for this work was held in front of unit 77 and adjacent to CNR 9400, the first streamlined cab unit diesel locomotive built in Canada.

The use of commercially and domestically produced Canadian diesel-electric locomotives did not begin in earnest in Canada until the early nineteen-fifties. Once it was financially viable to produce diesel locomotives in Canada there was no turning back. The CNR and its chief competitor CPR could not get diesels fast enough. Authors Goslett and Holland illustrate the transition years at CNR with a beautiful selection of photos in colour and black and white all of which are beautifully reproduced. Many of the images have never been published before.

Kevin J. Holland and Ken Goslett at the book launch held at Exporail. Peter Murphy.

Kevin J. Holland et Ken Goslett lors du lancement du livre au Musée Exporail. Peter Murphy.

The CNR Historical Association, Ken Goslett, Kevin J. Holland and the CSTM deserve high praise for Canadian National Railways Diesel-Locomotives - Volume One. This fascinating story in Canada's railway history is no longer waiting to be told. The 'rest of the story' as the legendary radio broadcaster Paul Harvey would say, is forthcoming in Volume Two. We eagerly await it!

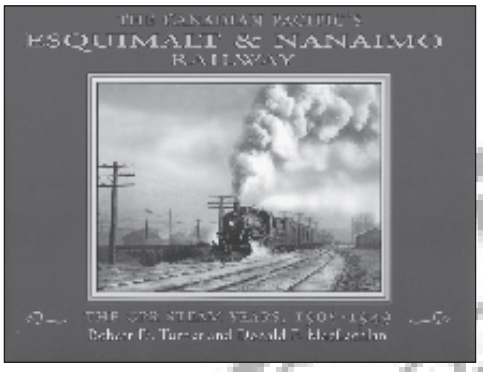
NATIONAL RAILWAYS DIESEL-LOCOMOTIVES
Volume One
ISBN 978-0-9684235-1-6
Published by the Canadian National Railways Historical Association
176 pages, 9 X 11 1/2" landscape format, hard cover with dustjacket
Price $ 54.95 + GST at Exporail Boutique, or + GST + postage

THE CANADIAN PACIFIC'S ESQUIMALT & NANAIMO RAILWAY

The Steam Years, 1905-1949

By Robert D. Turner and Donald F, MacLachlan

Reviewed by Ken Goslett



It's an odd fact of modern life that the further away we get from an historical event the more photos we seem to be able to find of it. This was not always the case. But recent advances in communication have permitted us to find and display more and more images of long forgotten times.

Such is the case with Robert Turner's newest book 'The Canadian Pacific's Esquimalt & Nanaimo Railway, The Steam Years, 1905-1949'. This is not Turner's first book on the subject. His 'Vancouver Island Railroads' included a 38 page chapter devoted to the E&N. When 'Vancouver Island Railroads' came out in 1973 it was thought to be the last word on the subject.

Fast forward to 2012 and the new book not only confines itself solely to the Esquimalt & Nanaimo but limits the topic further to only the steam years on the CP subsidiary. Within the volume are 304 pages of photos, text, maps, plans and appendices. The book's landscape format is perfect for railway subjects with many photos occupying a full page. The result is a detailed history of Canadian Pacific's westernmost railway enhanced with a spectacular collection of images, historical vignettes, and reminiscences.

Credit for this book does not fall entirely to Robert Turner. A co-author Donald F. MacLachlan, a former CPR engineer on Vancouver Island, is credited with beginning work on the history and collecting many of the photos used in the book. Unfortunately, health problems led to his inability to complete the work and his death in 2011 left the project to Turner to complete.

The book opens dramatically with colour images of steam locomotives on a July 1, 1948 excursion from Victoria to Duncan. And this is within the Preface! As the history unfolds we see the E&N under construction, its bridges, locomotives, steamships and port facilities. These are illustrated with excellent period images in black and white. All are in focus and well printed. One stops to wonder where the co-authors found these wonderful photographs, which eventually total over five-hundred by the book's end.

The wonder never ceases as the reader works through the volume. By Chapter Three we are treated to portraits of the railway workers and their tents and housing. Stations appear as framing and then magically become finished buildings. Views of creameries and log cars carrying impossibly large tree trunks carry the reader through the 1920's.

During the chapter on the 1930's we are treated to views of sawmills, tug boats, and the latticework of steel bridges, all the while supplemented by more photos of locomotives and trains. Occasionally views of derailments and train wrecks are included but these do not overwhelm the book.

Chapter Five deals with passenger services and includes stunning views of the 'Malahat' deluxe parlour car that is now preserved at Exporail. Hotels receive their due in this chapter as well.

As the book moves into 'Steam's Last Decade' and the years of World War II, the King and Queen visit Victoria and optimistic servicemen cue up to await their transport from the Island to the war beyond their shores.

From cover to cover, from photos to rosters, and historical review to reflections this book is an enthralling work. A better publication on the subject cannot be imagined. Congratulations to Robert Turner and posthumously to Donald MacLachlan. We now wait eagerly for Volume Two on the Diesel Years on the E&N.

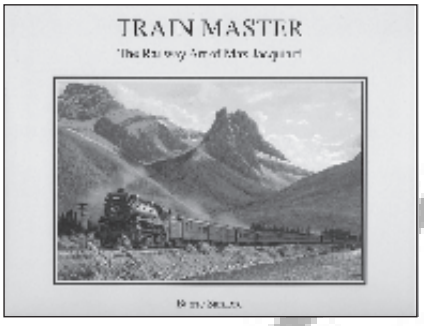
THE CANADIAN PACIFIC'S ESQUIMALT & NANAIMO RAILWAY
The Steam Years, 1905-1949
ISBN 978-1-55039-206-7
Published by the British Columbia Railway Historical Association, Victoria
304 pages, 9 X 11 1/2" landscape, hard cover with dust jacket
Price $ 49.95 + GST at Exporail Boutique, or + GST + postage

TRAINMASTER

The Railway Art of Max Jacquiard

By Barrie Sanford

Reviewed by Peter Murphy



Max Jacquiard was born in Flin Flon, Manitoba, on May 19, 1934, Max Jacquiard's parents home was only a few blocks from the Canadian National Railway tracks and, like so many other boys of the steam locomotive era, his first encounter with a steam locomotive etched an indelible imprint on his brain.

When Max 10, he moved from Manitoba to British Columbia, as the years went by diesels replaced steam and the memories Max had of the belching giants became less relevant in the bustle of daily living. He got a job in the darkroom of a printing company in New Westminster and took up painting in the 1970s. Probably because of his photographic exposure at work, Max preferred a highly detailed style of painting to a more abstract style.

After some experimentation, Max settled on steam trains as a subject. The results have been nothing less than spectacular! Three decades later Max has painted over 390 canvasses and has some 15,000 prints hanging in living rooms and dens all around the world.

This book contains some 125 images – 90% of these are Max Jacquiard prints and many of them have been rendered in full page size. The balance is made up of photographs, post cards, maps and other images that complement the prints. The book is arranged geographically. Barrie Sanford introduces each chapter with a capsule history making this more than an 'art book'. The text is very informative about the geography and railroading in Western Canada.

Chapters include: Rockies, Spiral Tunnels, Selkirks, Shuswaps, Coast Range, Cascades, and Greater Vancouver; the railways represented include the CPR, CNR, Great Northern and Pacific Great Eastern. In the Introduction, Barrie Sanford recounts the difficult task to choose from Max's hundreds of paintings those that would be represented in this book.

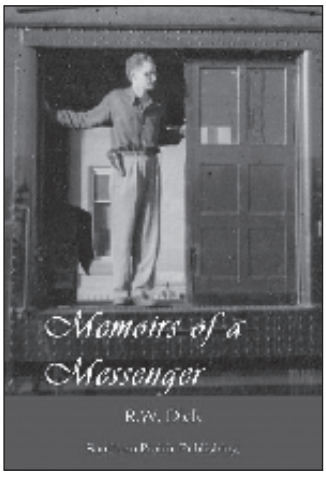
This is a book that should grace the coffee table in your living room even if you are only remotely interested in the glory days of steam in Western Canada.

TRAIN MASTER
The Railway Art of Max Jacquiard
ISBN 978-0-9735602-2-0
Published by the National Railway Historical Society (BC)
164 pages, 9 X 11" landscape, hard cover with dust jacket
Price $ 39.95 + GST at Exporail Boutique, or + GST + postage

MEMOIRS OF A MESSENGER

By R. W. Dick

Reviewed by Paul Bown



The author worked for the messenger service of the CPR Express from 1951 until 1956. This volume chronicles his experiences as a messenger on both the trains of the CPR and on the SS Minto, part of the CPR's Boat and River Service in British Columbia.

The book commences with a description of the messenger service, the express cars, the duties of a messenger, the grub box (a messenger's portable home away from home), the messenger's portable safe (weighing 80 to 200 lbs. when empty, so not all that portable), and the train safe. After reading you have an excellent idea of what the messenger needed to do his job.

The rest of the volume is devoted to the work the author did on various routes. Sometimes he was a helper on routes that had a great deal of work such as the Edmonton to Lloydminster, Fort MacLeod to Cranbrook and the Blairmore to Cranbrook routes. At times during his career he might be the sole messenger, usually on local runs such as the Kootenay Central Line (Cranbrook-Windermere-Golden) or the Edmonton to Calgary route. There are interesting descriptions of the activities required on each run as well as some anecdotal material.

What I found quite interesting was his description of his duties during the summers of 1953 and 1954 when he worked as a messenger of the SS Minto operating on the Arrow Lakes. This was the time when the steamship service was integral to Canadian Pacific's delivery of goods and services. As well as a description of duties there is an excellent view of life on board a vessel of the CPR's Boat and River Service.

While the author was only with the railway for five years he provides an excellent insight into the workings of the messenger service. The book is certainly very readable.

Perfect bound the book has 110 pages plus a number of photos. The photos of the steamship operation were extracted from movies that the author took during his summers on the job.

MEMOIRS OF A MESSENGER
Published by Southern Prairie Publishing
110 pages, soft cover, perfect bound
Price $ 20.00 + GST at Exporail Boutique, or + GST + postage

MEMOIRS OF AN ENGINEER

The Railway Art of Max Jacquiard

By George Wilson

Reviewed by Paul Bown

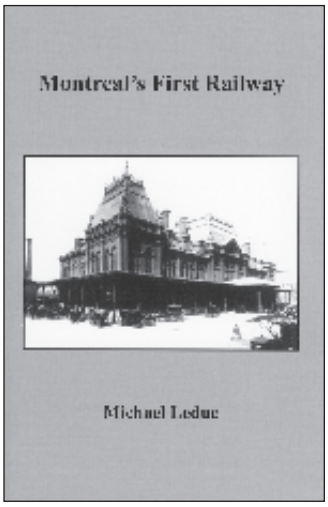
The author worked for the CPR from 1928 until retirement in 1972, excluding some layoffs during the Great Depression of the 1930s. At the age of 103 he has produced this interesting little volume of life on the railways and in western Canada during the 20th century. The author was quite the entrepreneur and had over the years, a service station, transport business and electrical motor service business. These were operated at the same time as he worked for the railway. Being low on the railway seniority list and having a family, he needed other means to keep the money coming in.

The book is really an autobiography and while it covers other than railway life, much of the volume is devoted to the author's time on the CPR where he had the jobs of wiper, fireman and engineer. There are excellent descriptions of what he was required to do as he moved his way up from job to job. For much of his career he operated out of the CPR division point at Wetaskiwin, and there is a good description, and photos of the facilities. George also worked for a period out of Empress and Edmonton.

In the 1950's the author worked out of the freight pool in Wetaskiwin and lists a number of the steam locomotives that he worked on. This includes D10 4-6-0's, P1 2-8-2's and 4-6-2's of the G2 and G5 classes. He worked the last passenger train from Edmonton to Hardisty on June 1, 1960 with GP9 8528.

The book is a most enjoyable read. While it covers more than just the author's time on the railway, it is well worth it providing an excellent perspective of life on the CPR and in general during the 1920's thru 1980's. After retirement George picked up the hobby of model railroading and was involved in the formation of the Alberta Central Railway Museum. The museum is located on land where the author grew up. The book is full of interesting tidbits of information and I quite enjoyed it.

MEMOIRS OF AN ENGINEER
Published by Southern Prairie Publishing
218 pages, soft cover, perfect bound
Price $ 25.00 + GST at Exporail Boutique, or + GST + postage
Our thanks to Paul Bown and Branchline for these two book reviews



MONTREAL'S FIRST RAILWAY

By Michael D. Leduc

Reviewed by Stan Smaill

Montreal railway historian and author Michael D. Leduc has added a wonderful new work to his portfolio of Montreal area railway histories. Entitled 'Montreal's First Railway', this latest offering adds a new title to previous Leduc productions which dealt with the operating histories of institutions such as the CNR Turcot Yard, Point St. Charles Shops and the CPR Glen Yard and Angus Shops, to name but a few. The late Omer Lavallee often commented that operating histories of Canada's railways, especially the predecessor companies that eventually formed the Canadian National Railways were sorely needed as subjects for railway scholars to take on. The Leduc offerings have answered the Lavallee challenges admirably. 'Montreal's First Railway' enlightens and intrigues.

Montreal`s first railway – the Montreal and Lachine (M&L) – was chartered in 1846. It was the brainchild of Scottish immigrant James Ferrier, a successful Montreal hardware entrepreneur (who appropriately had an M&L

locomotive named after him!). Despite the existence of the Lachine Canal from 1825, Ferrier realized by 1844 that a railway was needed to meet the growing transportation needs between Montreal's harbour and points west. By November 1847, trains were running from Montreal to Lachine making Ferrier's dream was a reality.

In a scholarly, but extremely readable text, author Leduc takes us through the many transitions, which saw the Montreal and Lachine emerge as an international carrier between Montreal and Plattsburgh, New York. This line included a car ferry service across the St. Lawrence river between Lachine and Kanawake.

An M&L locomotive and equipment roster is provided as is a sketch of the Norris-built 4-4-0 'Lachine' by CRHA elder John Loye. This locomotive was the motive power for the first M&L train in November 1847.

By 1852 traffic on the M&L had not lived up Ferrier's expectations partly because of competition with the nearby Champlain & St Lawrence Railroad for transborder traffic. The two companies merged in 1857 to form the Montreal & Champlain Railroad. The fledgling Grand Trunk Railway had a special interest in M&L. Not for traffic per se, but for the M&L terminal property that would eventually become the GTR`s Montreal landmark, Bonaventure Station. Thus the Grand Trunk secured the terminal property by leasing the Montreal & Champlain in the 1860s. Leduc points out that the Grand Trunk eventually acquired all three of Canada's first public railways as part of their system, owning them all by 1872.

Charts, maps, timetables and the later GTR-CNR eras which saw significant line relocations are all covered and illustrated with a great selection of photographs from the E. L. Modler, Omer Lavallee and R.S. Ritchie collections. All images are in black and white and are well reproduced.

Michael Leduc has done well with his latest work, Montreal's First Railway. The story of the first railway on Montreal island and its evolutions has been finally told for all to enjoy.

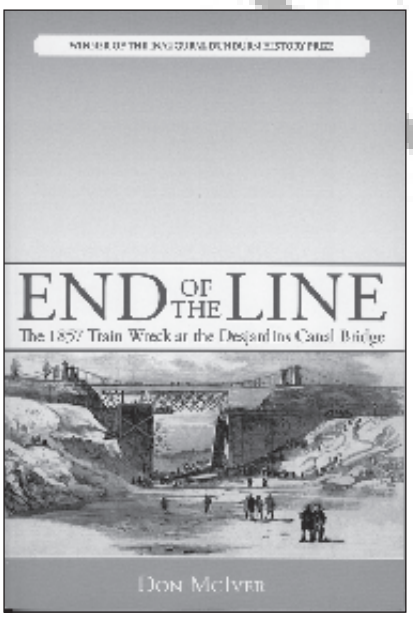
MONTREAL's FIRST RAILWAY
ISBN 978-0-9698705-7-9
Published by Michael D. Leduc
62 pages, 5 1/2 X 8 1/2" size, soft cover, perfect bound
Price $ 14.95 + GST at Exporail Boutique, or + GST + postage

END OF THE LINE

The 1857 Train Wreck at the Desjardins Canal Bridge

By Don McIver

Reviewed by Douglas N. W. Smith



Few books have been written about the 'shady' characters of the Canadian railway construction era. Author McIver has reached back to the first railway boom to write about one of the boldest operators ever to appear in Canada – Samuel Zimmerman. His story reads like a classic tragic Greek play or Italian opera. He came into Canada a virtual unknown with no financial resources in 1842. Less than fifteen years later, he commanded those who sat in Upper Canadian legislature, operated a bank with no assets, bilked railway investors and suborned those who should have guarded their public trust. Fittingly, he was killed in the Great Western Railway train wreck at the canal, the railway whose fleecing had set him on the road to riches. When he died, he was at the height of his power, but the vast mansion he had started near Niagara Falls was left uncompleted. To satisfy creditors, his remains were later moved from the impressive tomb he had had built to an unmarked grave.

The book covers far more than Mr. Zimmerman looking into the lives of other passengers and crew on the ill fated train and of those who responded to the terrible wreck which occurred near Hamilton, Ontario. The author investigates how early Canadian railways were built and assesses the state of engineering technology of the time; included are 35 black and white illustrations.

It's a fascinating, well told tale.

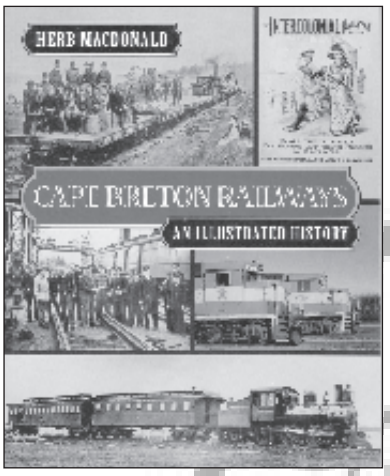
END OF THE LINE
The 1857 Train Wreck at the Desjardins Canal Bridge
ISBN 978-1-4597-0222-6
Published by the Dundurn Group
209 pages, 6 X 9" size, soft cover, perfect bound
Price $26.99 + GST at Exporail Boutique, or + GST + postage

CAPE BRETON RAILWAYS

An Illustrated History

By Herb MacDonald

Reviewed by Bill Linley



Herb MacDonald has authored several articles on early Nova Scotia railways that vie with Quebec's Champlain and St. Lawrence as amongst the earliest in Canada. He is a three-time recipient of the CRHA's annual award for the best article in Canadian Rail. Herb has extensively researched the earliest railways in Nova Scotia which were necessary components of early mining operations dating to the early years of the 19th century.

In this book the author covers all of the railways on Cape Breton. Their corporate story is brought to life by incorporating much operational and social history from the unique island that is Cape Breton. When Herb found a thin record of a particular railway – for example the coal-mining related railway at New Campbellton in the late 19th century – he challenges researchers to pursue the story. Herb makes abundant use of sidebars to provide interesting insights into such topics as the origin of the General Mining Association and John the Grit, the latter a bridge tender at Grand Narrows who was ultimately vindicated in his quest for a wage hike.

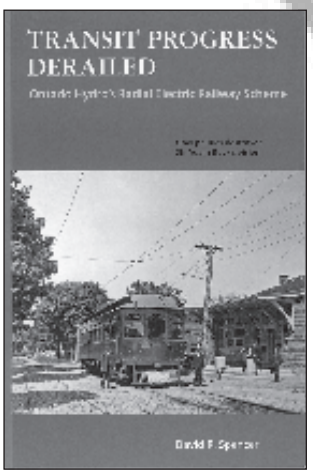
Herb's passion for the genesis of early railways shines throughout this volume, which is well illustrated with scenes from the earliest days to recent times. The reviewer would have found more balance had more information been present on recent events; nonetheless, this is a worthy addition to a railway historian's library.

CAPE BRETON RAILWAYS
An Illustrated History
By Herb MacDonald
ISBN 978-1-897009-67-3
Published by Cape Breton University Press
264 pages, 7 ½ X 9 ½" size, soft cover, perfect bound
Price $24.95 + GST at Exporail Boutique, or + GST + postage

TRANSIT PROGRESS DERAILED

By David R. Spencer

Reviewed by Peter Murphy



This is the story of Sir Adam Beck - who built an Ontario Hydro empire. Ontario Hydro was the world's first public-owned utility based on selling electric power at cost so creating living comfort and economic development simultaneously.

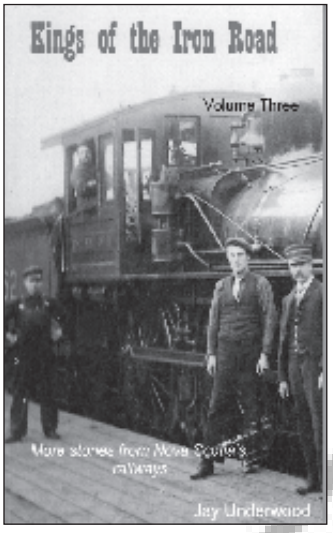
Part of his plans included a network of over 1000 miles of electric interurban railways throughout Southern Ontario in the early twentieth century. The London & Port Stanley Railway (formerly a steam railway) was electrified in 1915 to the highest standards of the day; this was to be the model for Beck's vision.

Unfortunately Beck's power politics eventually lost out to an Ontario Premier whose 'Southerland Royal Commission' quashed Beck's vision of an electric interurban network. Had Beck's plan gone ahead, cities like Toronto, Hamilton and London might well have rapid transit rights-of-way in place today.

This book is well researched by Author Spencer and his associates, Edward (Ted) Wickson has done an excellent job at locating rare early photographs of the electric lines that would have become part of the 'traction empire', some 100 black and white photos and 22 maps are included.

More than the story of Beck and the political goings-on, the book contains a well detailed concise history of all of the Ontario trolley lines that would have made up the system. Probably because of demographics and economics, it's unfortunate that this work wasn't produced in a full sized hard cover book (with larger type); the topic and research deserve it!

TRANSIT PROGRESS DERAILED
ISBN 978-1-897190-77-7
Published by Railfare DC Books
268 pages, 6 X 9" size, soft cover, perfect bound
Price $ 29.95 + GST at Exporail Boutique, or + GST + postage



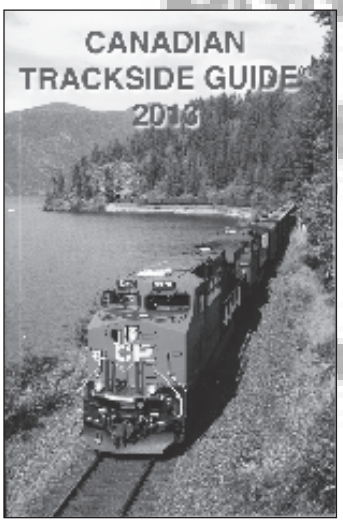
KINGS OF THE IRON ROAD

Volume 3

By Jay Underwood

Kings of the Iron Road is the third and final volume in a popular series that chronicles the lives and times of those who worked on Nova Scotia's railways.

KINGS OF THE IRON ROAD
ISBN 978-0-9877574-0-1
Published by Pennydreadful Publishing
206 pages, 5 X 8" size, soft cover, perfect bound



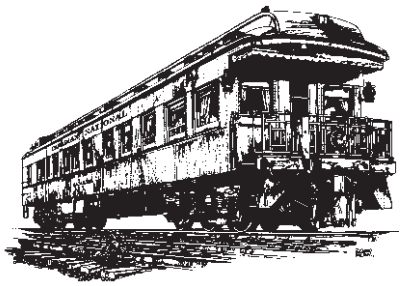
CANADIAN TRACKSIDE GUIDE 2013

Edited by Earl W. Roberts and David P. Stremes

This is the 31st edition of Canada's comprehensive guide to Canada's railways. The guide includes information on:

- Locomotives, CN, CPR, VIA and others
- Preserved equipment
- Passenger cars
- Urban rail transit
- Cabooses
- Non-revenue equipment
- radio frequencies
- Detailed divisional maps and information
- Mainline train numbers
- Railway reporting marks
- Major cities rail maps

CANADIAN TRACKSIDE GUIDE 2013
Published by the Bytown Railway Society
Approximately 700 pages, 5 1/2 X 8 1/2" size, soft cover, perfect bound
Price $ 26.95 + GST at Exporail Boutique, or + GST + postage



BUSINESS CAR

JULY - AUGUST, 2013

By John Godfrey
Edited by David Gawley

Historic Campbellton, New Brunswick Maintenance Facility to Close

Campbellton roundhouse 1910, Art Clowes collection

An operation that dates back to the opening of the Intercolonial Railway through the north shore in 1875 came to an end recently when workers at the CN maintenance shop in Campbellton were informed that it was to be closed for good; this is as a consequence of the Xstrata mine closing. Six employees (who maintained ore cars) are all that are left from the dozens once employed here in the glory days of rail. Five will have the right to transfer elsewhere, and a sixth will remain but will not work out of the shop.

When the railway operation first opened, there was a large yard, roundhouse and workshops on what is now Roseberry St. on the site of today's Restigouche Centre strip mall. At the time of construction in about 1875, there were few houses nearby, since the village of Campbellton was mostly in the area of today's Ramsay St.

After the fire of 1910, the passenger station was rebuilt on part of that site, and the shops and roundhouse moved to the waterfront where it was thought their smoke and noise would be less bothersome to nearby residents in the neighbourhood that had grown up by the train yards. Over the years, however, job cuts — particularly in the 1970s and 1980s — made the operation a shadow of what it once was until in the end only half a dozen maintenance workers were left out of the dozens that once toiled in maintenance. The roundhouse was demolished years ago and smaller buildings were used. (Campbellton Tribune)

Montreal's New Metro Car 'Mock-up' On Display at Exporail

Stephen Cheasley

A surprise addition to Exporail's 2013 program is the display of the STM's full-size 'mock up' of its new MPM-10 rubber-tired Metro cars. The 336 new Metro cars are being built by Alstom-Bombardier (joint venture) and will replace the fleet of aging MR-63 cars which are due to be withdrawn from service in 2017. The first train of the new MPM-10 cars is expected to be placed into operation in February 2014.

The design of the cars is the result of a thorough consultative process, when the final design was established, this full size 'mock up' was built. Visitors to Exporail can climb on board and experience for themselves the look and feel of what's coming to the Montreal Metro in 2014!

Dominion of Canada Restored and is Now on Display at NRM York

David Rodgers

The CRHA's A4 Class locomotive Dominion of Canada has been restored to LNER Garter blue livery complete with valances, stainless steel trim, single chimney, cab-side coat of arms and CPR bell and chime whistle. The locomotive has been placed in the National Railway Museum, York, UK alongside the Dwight Eisenhower and the star of the show Mallard. The locomotive will take part in the ceremony on July 3, 2013 which will commemorate the 75th. anniversary of the setting of the world steam speed record when Mallard roared down Stoke Bank at 126 MPH; this record still stands. All 6 surviving A4 class locomotives will be re-united for this event!

Special thanks to the National Railway Museum at York, all those associated with the move of the locomotive from Exporail to the United Kingdom, all the volunteers and staff who worked on the restoration of the locomotive at Shildon and to CRHA donors who contributed to part of the cost of the restoration. (David Rodgers via Bob Sandusky)

CNR 2616 Gets a Facelift

The Rotary Club of Haliburton, Ontario has cosmetically restored CNR 2-8-0 2616 as a 100 year centennial project. The locomotive was donated in 1960 to the Town of Haliburton by the CNR and to the Rotary Club which is responsible for the maintenance of the locomotive.

The class N-4-a locomotive was built in 1911 by Alco (Brooks) Locomotive works in Schenectady, New York for the Grand Trunk Railway; its original number was 767. It spent its last 17 years of service on the Belleville - Lindsay wayfreight becoming a familiar sight along that line. In some 30 years of service out of Lindsay, the locomotive never lost time because of a mechanical breakdown, an exceptional record for a steam locomotive. Its last run was on January 7, 1957 when it hauled train 456 from Lindsay to Belleville.

The restoration cost approximately $ 11,000 the bulk of which was donated by an anonymous donor. (The Highlander and Haliburton Rotary website)

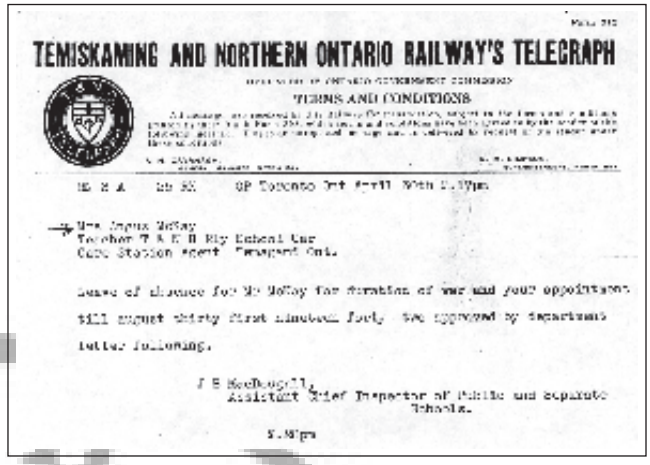
S. S. Keewatin Open to Visitors

The recently relocated S.S. Keewatin in Port McNicoll, Ontario harbour is now open to visitors, the ceremony took place on Saturday, May 11, 2013. The

retired CPR trainman on the right is 86 years old and led the approximately 300 visitors in singing O Canada. On the left is Mr. Gil Blutrich, CEO of the company that is developing Port McNicoll harbour area. The Keewatin was built in 1907 in the same Scottish shipyard as the Titanic. Decommissioned in 1965, it was a floating tourist attraction in Saugatuk, Michigan until 2012. Sold to Mr. Blutrich's development company, it was towed back to its original home port of Port McNicoll. Two 1930's era CP Rail dining cars and a replica of the original Port McNicoll station will become a dining establishment scheduled to open in 2014.

The Port McNicoll station and extensive gardens photographed from the back deck of the S. S. Keewatin in August 1956. The reefer on the siding held perishable provisions for the CPR lakeboats. James E. Luce

En août 1956, notre membre James E. Luce de Warwick, NY, a photographié la gare de Port McNicoll et ses jardins de l'arrière du S.S. Keewatin. Le wagon réfrigérant sur la voie de garage contient des provisions périssables pour les voitures-restaurants du CPR. James E. Luce



TEMISKAMING AND NORTHERN ONTARIO RAILWAY'S TELEGRAPH

TERMS AND CONDITIONS

Mrs Angus McKay
Teacher T & N O Rly School Car
Care Station Agent Temagami Ont.

Leave of absence for Mr McKay for duration of war and your appointment

letter following.

J S MacDougall,
Assistant Chief Inspector of Public and Separate Schools.

When Angus McKay went overseas in the war effort, Helen was appointed as the teacher 'in charge' of the T&NOR school car, she was the only woman to ever hold such an appointment. Angus Mckay lived a full life and was in reasonable health until a few years ago when he too passed away. (Dale Wilson, illustrations Northern Ontario Railway Museum and Heritage Centre)

The City and Friends of Freeman Station Sign Joint Venture Agreement for Move

The City of Burlington and The Friends of Freeman Station have signed a joint venture agreement that outlines the shared responsibility for relocating Freeman Station, the city's historic train station. Built in 1906 by the Grand Trunk Railway, is being relocated thanks to an agreement between the city, the Friends and manufacturer Ashland Inc. Once restored, the building will be used as an educational facility and community space.

James Smith, president of The Friends stated, "We are anxious to get to work, and will very shortly start doing some much-needed stabilization to get the station ready to move to its new home." For more information visit www.freemanstation.ca (Hamilton Spectator)

Helen McKay, Retired School Car Teacher Dies

Further to the school car article which appeared in the March - April issue of Canadian Rail, Helen McKay, qualified teacher on the Temaskaming and Northern Ontario Railway school car has died at age 96 in Scarborough, Ontario.

New Heated Enclosure for Winnipeg Railway Museum

Sharon King

The Winnipeg Railway Museum is located on tracks 1 and 2 of VIA Rail's Winnipeg station. Unfortunately the museum is subject to the outside ambient temperatures as the space is not heated and the roof is in need of repair. Over the winter, a group of volunteers built a heated enclosure to contain the model train layout whose operation had become more and more difficult due to the harsh conditions. This solved one problem but members of Midwestern Rail Association are concerned about the overall museum in the long term.

Among the exhibits on display are the Countess of Dufferin 4-4-0, the body of Winnipeg streetcar 356 in need of restoration (the only Winnipeg streetcar preserved) and some 20 other pieces of equipment and a number of smaller artefacts. (The Milepost)

CPR GP-38 3084 Gets Heritage Paint Scheme

Doug Phillips

Earlier this year Canadian Pacific's heritage locomotive 3084 received its second painting displaying the scripted scheme used on its locomotive fleet between 1962 and 1968. The unit was painted at National Rail Equipment (NRE) in the USA.

The 3084 was delivered from General Motors Diesel Ltd. in London, Ont. as a model GP-38 in January 1986 and was delivered at that time in the CP Rail action red colour c/w black and white multi-mark on the rear of the main body hood.

In 2000 CP intended to paint four GP-38's, each depicting the heritage of one of the four different major railways which made up its rail operations at that time. Two units, a Delaware and Hudson 7300 series diesel and CP 3084 were completed at the Ogden shop complex in Calgary, but a Soo Line unit and a Milwaukee unit in the famous Hiawatha scheme where never completed.

3084 was released in March 2000 in the heritage scripted paint scheme. At the time Canadian Pacific was using three 'F' units on its classic 'Royal Canadian Pacific' charter and high end tour service which was introduced around the same time. These three had been restored to the former block lettered Tuscan and Grey paint scheme. The three 'F' units 1400-1900-1401, because of their age proved troublesome and 3084 could be seen frequently in this service. 3084 could also be seen assisting CP's 'Empress' steam engine 2816 during the years 2000 to 2011.

Assigned to Calgary, the unit seldom strayed out of the Alberta-British Columbia area except in the off seasons. However, in 2012 while in the Montreal area, the locomotive was involved in an incident requiring the unit to be removed from service. As Ogden shops had been closed earlier and Canadian Pacific no longer has a major locomotive repair shop within Canada, the unit was put out for tender for repairs and repainting, NRE being the contractor.

Considerable attention was given to the paint scheme using the paint diagrams originally produced for the GP-35 series delivered as 8200's in 1962 and later renumbered to 5000's. They had difficulty in reproducing Canadian Pacific original formula for painting the standard Tuscan and Grey, as paints used since 1972 no longer are lead based. The number on the cab side and the script lettering were all hand painted. Yellow reflector tape was added to the frame to meet current US Federal Railroad Administration (FRA) regulations required for visibility at public rail crossings.

In this era of positive change at Canadian Pacific it is a welcome sight to see the company still respects its roots and origins; well done Canadian Pacific. (Doug Phillips)

Grand Central Terminal's 100th. Anniversary Celebrated on Stamp

The U.S. Postal Service commemorated the 100th anniversary of a New York City landmark by dedicating the Grand Central Terminal Express Mail stamp in the Main Concourse, under the constellation ceiling.

Available nationwide, customers may purchase the new $19.95 stamp at usps.com/stamps, by phone at 800-STAMP24 (800-782-6724) or at a USA local Post Office.

"This beautiful stamp captures both the universal appeal and excitement of travel, and the architectural grandeur that is uniquely New York," said U.S. Postal Service Northeast Area Vice President Richard P. Uluski while dedicating the stamp. "We issue the stamp on the 100-year anniversary of the official opening of Grand Central Terminal when it began its reign as one of the most majestic public spaces in the world."

The stamp captures the grandeur of the terminal's architecture with an illustration of the Main Concourse. Early morning sunlight streams through the 60-foot-tall windows, illuminating the people below. In the foreground, travelers gather near the terminal's round information booth topped with its four-sided clock. The edges of the terminal's famous sky ceiling can be seen at the top of the stamp art, its background decorated with a mural of constellations and figures of the Zodiac.

The illustration was created by artist Dan Cosgrove of Clarendon Hills, Illinois, working with art director Phil Jordan of Falls Church, Virginia.

Grand Central Terminal officially opened Feb. 2, 1913, and was soon recognized and hailed as the largest and greatest railway terminal in the world. The terminal encompasses nearly 48 acres on two levels (two and a half times the size of New York's Pennsylvania Station) and has 42 passenger platform tracks, twice as many as Penn Station's 21 platform tracks and more than twice as many as the 19 at Boston's South Station and the 16 at St. Louis' Union Station.

Within the terminal building, separate concourses were provided for incoming and outgoing long-distance trains and suburban trains to avoid friction between opposing flows of passengers, who reached the different levels of the underground terminal using ramps. The station has been able to efficiently handle enormous growth over the years with virtually no major structural changes.

Grand Central Terminal played a pivotal role during the heyday of rail travel, serving both New York's suburban trains and long-distance trains like the 20th Century Limited, a favorite of celebrities and movie stars. But by the 1950s, rail travel was declining. New York's other great train station, Penn Station, fell to the wrecking ball in 1963. The event galvanized those who wanted to save Grand Central from a similar fate, including prominent New Yorkers such as Jacqueline Kennedy.

Although the terminal was eventually spared, in the years that followed, billboards, decades of grime and a leaking roof marred its beauty. Grand Central was rescued a second time with a series of renovations, culminating in a rededication celebration held on October 1, 1998.

Grand Central Station was the terminal for many trains coming from Canada including the D&H/NYC and the CNR/ Rutland/NYC trains from Montreal and the CP/TH&B/NYC from Toronto. The CNR/CV trains used Pennsylvania Station. (US Postal service and Ron Ritchie)

CNR Heavyweight Coach 5114 Restored

Howard Pincus

The railroad Museum of New England located in Thomaston, Connecticut, has completed a multi-year restoration of Canadian National heavyweight coach 5114. The coach was built by National Steel Car in 1927, it will enter service this year on the Naugatuck Railroad. (Canadian Railway Observations)

Cumbres & Toltec 463 Back in Service

Brian Jansky

Some 250 Friends of the Cumbres & Toltec were onboard the recent maiden voyage of the Cumbres & Toltec Scenic Railroad's 463. After 3 years of restoration work and an investment of $1.3 million, the Antonio shop crews (Marvin Casias, Max Casias and Jake Vigil) got a piece of history back on the tracks. The 2013 Cumbres & Toltec season is officially underway, the Colorado / New Mexico railroad runs May 25 through Oct. 20, 2013. (Cumbres & Toltec)

BACK COVER TOP: Windsor & Hantsport RS-23s 8026 and 8041 pass the former station in Wolfville enroute from New Minas to Windsor, Nova Scotia with empty grain cars on June 21, 2004. The 8026 was built by MLW in September 1959 with a 6 cylinder model 251 engine rated at 1,000 horsepower. Always biased towards MLW units, Bill was delighted to see the RS-23s arrive from New Brunswick to replace the CP SW1200RS units. CRHA Archives, Fonds Linley 14193.

HAUT DE LA PAGE COUVERTURE ARRIÈRE: Un petit train de wagons de blé vides du chemin de fer Windsor & Hantsport passe devant la gare abandonnée de Wolfville NE, le 21 juin 2004. Les locomotives 8026 et 8041 sont des RS-23s ayant appartenu au CP. La 8026, construite par MLW en 1959, avait un moteur de type 251 de six cylindres de 1 000 CV. Bill, qui aimait bien les locomotives de MLW était très heureux de les voir arriver en provenance du Nouveau-Brunswick, en remplacement des SW1200RS. Archives ACHF, Fonds Linley, 14143.

BACK COVER BOTTOM: Narrow gauge Terra Transport Train 204 brakes heavily on a downgrade as it ducked under the Trans-Canada Highway near Avondale, Newfoundland on August 23, 1982. Lead unit 945 was the second last of 47 C-C trucked, outside-framed 1200 horsepower units built at GMDL's plant in London, Ontario; the trailing units were 910, 936 and 930. CRHA Archives, Fonds Linley 17658.

BAS DE LA COUVERTURE ARRIÈRE: Le train à voie étroite de Terra Transport applique les freins lors de la descente pour passer sous le viaduc routier à Avondale, TN, le 23 août 1982. La locomotive 945 en tête du train est l'avant-dernière d'une série de 47 locomotives de même type C-C 1200 CV. Elles ont été construites à l'usine GMDL de London, Ontario. Celles qui suivent sont les 910, 936 et 930. Archives ACHF, Fonds Linley, 17658.

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