

*Rocky Mountaineer - 25 Years and Counting; Stan's Photo Gallery;  
End of Track and the C.P. Mail Company; Book Reviews; CRHA Awards - 2015; Heritage Business Car  
Le Rocky Mountaineer : 25 ans, et ce n'est pas fini; Les photos de Stan; Le service postal du C.P.R.  
en bout de ligne; Critiques de livres; Les prix 2015 de l'ACHF; Le patrimoine ferroviaire*

# Canadian Rail

THE MAGAZINE OF CANADA'S RAILWAY HISTORY

No. 573 • JULY - AUGUST • 2016





# Canadian Rail

Published bi-monthly by the Canadian Railroad Historical Association  
Publié tous les deux mois par l'Association canadienne d'histoire ferroviaire

Suggested Retail Price: \$9.75

ISSN 0008-4875

Postal Permit No. 40066621

## TABLE OF CONTENTS

Rocky Mountaineer – 25 Years and Counting / <i>Le Rocky Mountaineer : 25 ans, et ce n'est pas fini, by / par Frank Koustrup</i> .....	151
Stan's Photo Gallery / <i>Les photos de Stan, by / par Stan Smaill</i> .....	176
End of Track and the C.P. Mail Company / <i>Le service postal du C.P.R. en bout de ligne, .....</i>	183
Book Reviews / <i>Critiques de livres</i> .....	189
CRHA Awards - 2015 / <i>Les prix 2015 de l'ACHF</i> .....	194
Heritage Business Car / <i>Le patrimoine ferroviaire</i> .....	196

*The Canadian Railroad Historical Association is a volunteer, membership based, not for profit corporation, founded in 1932 and incorporated in 1941. It owns and operates Exporail, the Canadian Railway Museum in the greater Montreal, Quebec region ([www.exporail.org](http://www.exporail.org)) and publishes Canadian Rail bi-monthly. Membership in the Association includes a subscription to Canadian Rail and discounts at Exporail.*

*L'Association canadienne d'histoire ferroviaire (ACHF) est une corporation, sans but lucratif, formée de membres volontaires, fondée en 1932 et incorporée en 1941. L'ACHF possède et exploite Exporail, le Musée ferroviaire canadien, situé à Saint-Constant, dans la région du Grand Montréal, au Québec ([www.exporail.org](http://www.exporail.org)) et elle publie le bimestriel Canadian Rail. L'adhésion à l'Association inclut un abonnement à Canadian Rail et des rabais à Exporail.*

For your membership in the CRHA, which includes a subscription to Canadian Rail, write to:

CRHA, 110 rue St-Pierre, St-Constant, QC, J5A 1G7

Membership Dues for 2016:

In Canada: \$50.00 (including all taxes)

United States: \$50.00 in U.S. funds.

Other Countries: \$85.00 Canadian funds.

Canadian Rail is continually in need of news, stories, historical data, photos, maps and other material. Please send all contributions to Peter Murphy, 80 Lakeshore Road, # 101, Pointe Claire, QC, H9S 4H6, email: [psmurphy@videotron.ca](mailto:psmurphy@videotron.ca). No payment can be made for contributions, but the contributor will be given credit for material submitted. Material will be returned

to the contributor if requested. Remember "Knowledge is of little value unless it is shared with others".

INTERIM CO-EDITORS: Peter Murphy, Douglas N.W. Smith

CARTOGRAPHER: James Taylor

FRENCH TRANSLATION: Jean-Maurice Boissard, Bernard-André Genest, Luc Hamilton, Gilles Lazure, Jacques Loiselle, Malcolm Lewis Richmond et Denis Vallières

ENGLISH PROOFREADING: Garth Stevenson

CORRECTION DES ÉPREUVES FRANÇAISES: Micheline Vaillancourt

LAYOUT: Gary McMinn

PRINTING & DISTRIBUTION: Impression Expo

**FRONT COVER:** Meet at Banff! Back over forty years ago in the dark days of the pre-VIA Rail Canada passenger train era, especially on the CPR, who would have envisaged not one, but two passenger trains meeting at Banff, Alberta on June 10, 2014. Yet, in the siding to meet RMRX 8012 East, the eastbound Rocky Mountaineer, is CPR FP9Au 4106 with westbound Royal Canadian Pacific. Incredible! Raymond Farand

**PAGE COUVERTURE:** *Rencontre à Banff ! Il y a plus de quarante ans, aux jours sombres d'avant les services voyageurs de VIA Rail Canada, surtout sur la ligne du CP, qui aurait imaginé non pas un, mais bien deux trains voyageurs se croisant à Banff, Alberta, le 10 juin, 2014 ? Sur la voie d'évitement en attente de rencontrer le RMRX 8012 East, (c'est le train Rocky Mountaineer vers l'est), on voit la locomotive CPR FP9Au 4106 tractant le train Royal Canadian Pacific vers l'ouest. Incroyable ! Raymond Farand*

We acknowledge the financial support of the Government of Canada through the Canada Periodical Fund of the Department of Canadian Heritage.

Nous reconnaissons l'appui financier du gouvernement du Canada par l'entremise du Fonds du Canada pour les périodiques, qui relève de Patrimoine canadien.



Canadian Heritage

Patrimoine canadien



The CRHA may be reached at its web site: [www.exporail.org](http://www.exporail.org) or by telephone at 450-638-1522  
L'ACHF peut être contactée à son site web : [www.exporail.org](http://www.exporail.org) ou par téléphone au 450-638-1522

## Rocky Mountaineer – 25 Years and Counting

By Frank Koustrup

Translation: Bernard-André Genest

By day, Frank Koustrup works as a technical writer. By night, he is usually sleepy. Sometimes, he composes, videographs, and photographs. His interest in trains goes back to his earliest memories and includes a night-time visit with his father to see the Flying Scotsman as it paused in Sarnia along its westward tour in the very early 1970s. He resides in Montréal.

Rocky Mountaineer offers land cruises through some of the most spectacular scenery in the world – the interior of British Columbia (BC) and the Canadian Rocky Mountains in Alberta. What is a land cruise? It's a great circle in which you travel during the day, stay overnight in hotels, and finish back at your starting point.

## Le Rocky Mountaineer : 25 ans, et ce n'est pas fini

Par Frank Koustrup

Traduction: Bernard-André Genest

De jour, Frank Koustrup travaille comme rédacteur technique ; de nuit, il dort, habituellement. Parfois, il conçoit et produit des vidéos et des photos. Son intérêt pour la chose ferroviaire remonte à ses tout premiers souvenirs, dont celui d'une visite de nuit, avec son père, pour admirer le train Flying Scotsman lors de son arrêt à Sarnia dans le cadre de sa tournée vers l'Ouest, au tout début des années 70. Frank demeure à Montréal.

Le train Rocky Mountaineer offre des croisières terrestres qui permettent de contempler quelques-uns des plus beaux paysages au monde : l'intérieur de la Colombie-Britannique et les montagnes Rocheuses en Alberta. Cette croisière terrestre est exploitée comme un circuit touristique dans lequel on voyage de jour, on dort dans des hôtels et on revient à son point de départ.



'Land Cruise' could also mean looking out of your train window and seeing nothing but water and distant mountains. This view was taken on the Coastal Passage route south of Vancouver en route to Seattle. Rocky Mountaineer

*Une croisière terrestre, ça peut aussi vouloir dire regarder par la fenêtre du train et ne voir que de l'eau et des montagnes au loin. Cette photo fut prise sur la route du Coastal Passage, au sud de Vancouver, en direction de Seattle. Rocky Mountaineer*

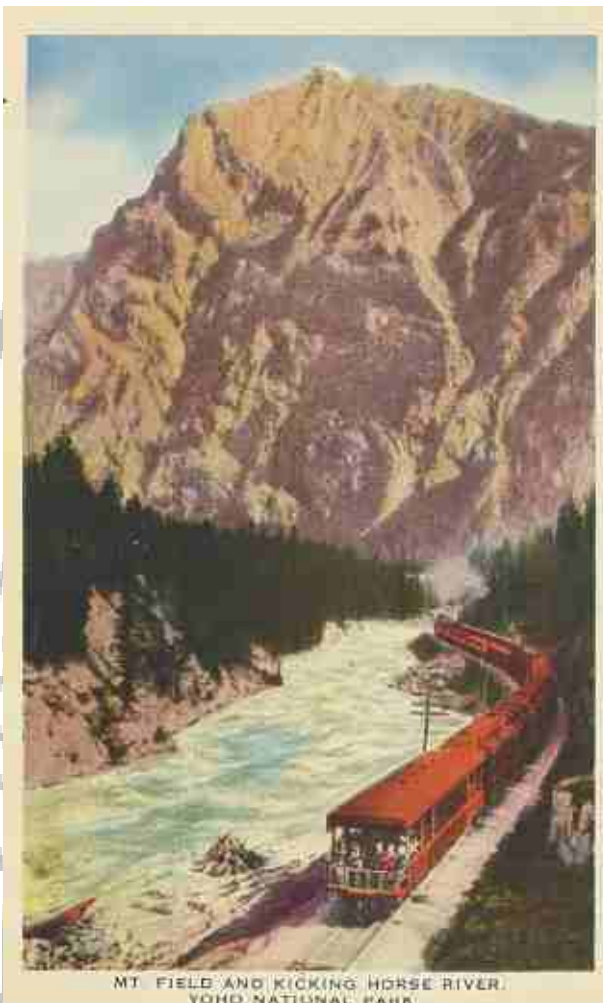


## The Pre-History

From the start of railroad penetration into the mountains of British Columbia and Alberta, there was no mystery that the scenery was spectacular and could become a fabulous tourist destination.

Within a year of completing their transcontinental line, Canadian Pacific (CP) recognized the tourist potential of these surroundings to generate passenger traffic. But these sparsely populated and undeveloped regions needed to have places to stay. Otherwise, almost no one would endure the vast distances to travel from major population centres.

In 1886, CP kicked off rail tours to the Canadian Rockies when they opened hotels in Rogers Pass and at Field, BC. Within 5 years, they enhanced their offerings to generate passenger traffic by opening the Banff Springs and Chateau Lake Louise Hotels.



MT. FIELD AND KICKING HORSE RIVER.  
YHOHO NATIONAL PARK.

Early post card showing a CPR train with a mountain observation car alongside the Kicking Horse River with Mount Field in the background in the Yoho National Park. CRHA Archives

*Vieille carte postale montrant un train du CP, dont une voiture d'observation des montagnes, le long de la rivière du Kicking Horse; en arrière-plan, le mont Field, dans le parc national Yoho. Archives de l'ACHF*

## La préhistoire

Dès l'arrivée du chemin de fer en Colombie-Britannique et en Alberta, il devint évident que les paysages grandioses de ces régions pouvaient devenir une fabuleuse attraction touristique.

Moins d'un an après avoir complété la construction de la ligne transcontinentale, le Canadien Pacifique (CP) prit acte de l'intérêt touristique de ces paysages et de leur potentiel à susciter du trafic voyageurs. Mais il fallait doter ces régions alors peu peuplées et peu développées d'une infrastructure hôtelière adéquate : c'était nécessaire pour attirer la clientèle, qui provenait des grands centres, fort éloignés de ces régions.

En 1886, le CP a inauguré les excursions ferroviaires dans les montagnes Rocheuses en ouvrant des hôtels au col Rogers et à Field, Colombie-Britannique. Moins de cinq ans plus tard, le CP améliora son offre touristique en ouvrant les hôtels Chateau Lake Louise et Banff Springs.



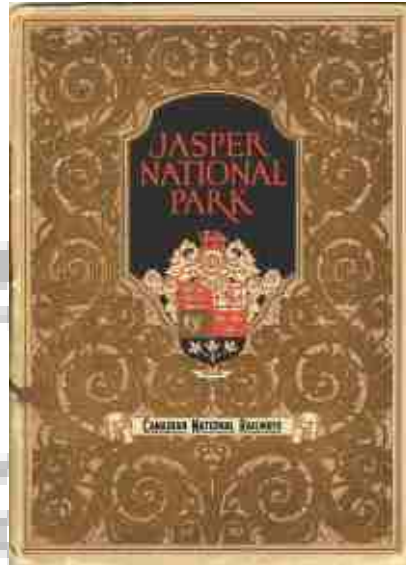
The CPR train stopped right at the door of the Tudor style Sicamous Hotel by the side of Shuswap Lake in Sicamous, British Columbia. This hotel was built in the early 1900s both as a destination and as a meal stop to eliminate the need to haul dining cars over stiff grades in the Rockies. The property was demolished in 1964. CRHA Archives, CPR GN 135

*Le train du CP est arrêté juste à la porte, de style Tudor, de l'hôtel Sicamous, sur la rive du lac Shuswap, à Sicamous, en Colombie-Britannique. Cet hôtel fut construit au début des années 1900, pour servir de destination et d'arrêt-repas, ce qui permettait d'éviter de tracter des wagons-restaurants dans les fortes pentes des Rocheuses. Cet hôtel fut démoli en 1964. Archives de l'ACHF, CPR GN 135*

Canadian National (CN), after completing their takeover of the Grand Trunk Pacific, Canadian Northern, and other bankrupt railroads, built the competing Jasper Park Lodge in 1922.

Both railroads offered tourist-oriented trains to these outposts until VIA took over in 1978 and each featured their own flagship, cross-country train that ran between Vancouver and Montreal or Toronto:

- CP followed a southern route through Calgary, Regina, Winnipeg, Thunder Bay, and Sudbury, and served the hotels in Banff and Lake Louise.
- CN followed a northern route through Jasper, Edmonton, Saskatoon, Winnipeg, and Capreol.



Promotional booklet from 1927 promoting Jasper National Park which was accessible by CNR and is still accessible by VIA. CRHA Archives

*Brochure publicitaire datant de 1927 et faisant la promotion du parc national Jasper ; il était accessible par le train du CN et l'est toujours aujourd'hui, par celui de VIA. Archives de l'ACHF*

Le Canadien National (CN), après avoir complété l'acquisition du Grand Trunk Pacific, du Canadian Northern et d'autres chemins de fer en faillite, construisit en 1922 le Jasper Park Lodge pour concurrencer le CP.

Le CP et le CN offrirent tous deux, tout au long du 20<sup>e</sup> siècle, des services touristiques vers ces régions, chaque chemin de fer exploitant son train-amiral entre Vancouver et Toronto ou Montréal :

- le Canadien du CP suivait une route plus au sud via Calgary, Regina, Winnipeg, Thunder Bay et Sudbury, desservant des hôtels à Banff et au lac Louise ;
- le Super Continental du CN circulait plus au nord, via Jasper, Edmonton, Saskatoon, Winnipeg et Sudbury.

### CPR in the Mountains - by Ronald S. Ritchie

In accordance with a condition of the British North America Act (1867) in the early 1870s, the Government of Canada undertook surveys for the transcontinental railway linking eastern Canada with the British Columbia Coast. These surveys determined that the easiest route through the Rocky Mountains would be by means of the Yellowhead Pass. When the contract was signed in 1880 between the Federal Government and the Syndicate that ultimately built the Canadian Pacific Railway, the Yellowhead Pass route was specified therein as a condition of that contract.

After construction was underway under the charter of the Canadian Pacific Railway Company, the management considered that to go via the Yellowhead Pass would, among other things, leave the whole of southern Canada open to incursions by United States railways and so a petition was sent to the Federal Government requesting authority to find another route much closer to the international boundary than via the northern route. After due consideration, the Federal Government agreed to this request subject to certain conditions, among which was that the railway be located not less than 100 miles from the

### Le CP dans les montagnes Rocheuses, par Ronald S. Ritchie

Conformément à une clause de l'Acte de l'Amérique du Nord britannique (1867), au début des années 1870, le gouvernement du Canada entreprit l'étude d'un chemin de fer transcontinental reliant l'est du Canada à la Colombie-Britannique. Ces études déterminèrent que le meilleur tracé pour franchir les montagnes Rocheuses passait par le col Yellowhead. Quand fut signé en 1880 le contrat entre le gouvernement du Canada et le syndicat financier qui construisit éventuellement le CP, la tracé via le col Yellowhead fut prescrit par une clause du contrat.

Une fois la construction commencée en vertu de la charte de chemin de fer du CP, sa direction constata que le tracé par le col Yellowhead laissait tout le sud du Canada exposé à des incursions par des chemins de fer américains. En conséquence, une pétition fut soumise au gouvernement du Canada demandant l'autorisation de trouver un autre tracé, beaucoup plus proche de la frontière internationale. Après avoir dûment analysé cette demande, le gouvernement fédéral y donna suite, sujet à certaines conditions, dont le fait que le tracé ne devait pas être situé à moins de « 100 milles » de la frontière

international boundary. The company conducted its own surveys under Major A.B. Rogers who discovered the much more southerly route used today by means of the Kicking Horse Pass and Rogers Pass. The railway accepted this route despite the fact that it was much more rugged and with much heavier grades than the Yellowhead route.

The Company's concern regarding possible incursion by United States railways was alleviated by the acquisition of railway charters in southern Alberta and British Columbia.

Subsequent to completion and from time to time, track relocations took place which reduced to a considerable extent the gradients on the railway line. These included the Spiral Tunnels near Field, B.C. and the Connaught Tunnel which avoided Rogers Pass.

As a result, passengers travelling over the CPR line were treated to a much more rugged view of the Rocky Mountains than on the Canadian National Railway lines which, when constructed as the Grand Trunk Pacific Railway in the early 20th century, followed the original survey through the Yellowhead Pass. It may be said that CNR passengers had a view of the Rocky Mountains which, while spectacular and beautiful, had a more distant view of the mountains than those on the CPR where the mountains, gorges and rivers were in the immediate vicinity.

Farther west, where the CNR line comes down from the north, both railways utilize the Fraser Valley. In that location, as the CPR was constructed first, it has the easiest route although both railways have equal scenic values in the area.

Between Calgary and Revelstoke, in season, the CPR attached open observation cars to its transcontinental trains. These were marshalled at the rear of the train so that passengers wishing to do so could enjoy unobstructed views of the passing scenery. These cars also had an enclosed section in case the weather should turn foul. These cars proved to be very popular with passengers until they were discontinued with the introduction of The Canadian in 1955.

The concept of operating tourist trains did not take place under the CPR operation. The regular passenger trains brought in the tourists who made stopovers as desired at various locations en route such as Banff, Lake Louise, Field, Glacier, etc. With this in mind, CPR from its earliest days built hotels at these and other locations to accommodate the tourist trade. Travellers from around the world flocked to these locations many of which, for obvious reasons, operated in the summer time only. These hostleries

internationale. Le CP réalisa ses propres relevés, sous la direction du major A. B. Rogers, qui découvrit un tracé beaucoup plus au sud, via les cols Kicking Horse et Rogers. La direction du chemin de fer accepta ce tracé plus accidenté et comportant des pentes bien plus abruptes que le tracé du col Yellowhead.

La préoccupation du CP relative à l'incursion de chemins de fer américains fut mitigée par l'acquisition de chartes de chemins de fer dans le sud de l'Alberta et de la Colombie-Britannique. Une fois la construction terminée, certains ajustements du tracé permirent de réduire considérablement les pentes ; parmi ces ajustements, la construction de tunnels en spirale près de Field, C.-B. et l'évitement du col Rogers.

En conséquence, les touristes voyageant sur la ligne du CP purent avoir une vue de portions bien plus accidentées des montagnes Rocheuses que ceux qui voyageaient sur la ligne du CN. Celle-ci, construite par le Grand Trunk Pacific Railway au début du 20e siècle, suivait le tracé originel via le col Yellowhead. En fait, la ligne du CN offre une vue spectaculaire des montagnes Rocheuses, mais de plus loin, tandis que la voie du CP longe de près de nombreuses gorges et des rivières.

Plus à l'ouest, là où la ligne du CN se dirige du nord vers le sud, les deux chemins de fer empruntent la vallée du fleuve Fraser. Dans ce secteur, comme la ligne du CP fut construite en premier, son tracé est le plus facile mais les deux chemins de fer offrent des vues de paysages aussi pittoresques l'une que l'autre

Entre Calgary et Revelstoke, en saison, le CP incorporait des voitures observatoires découvertes à ses trains transcontinentaux ; ces voitures étaient placées en queue de train, de sorte que les passagers le souhaitant pouvaient jouir d'une vue sans obstruction du paysage. L'utilisation de ces voitures, fort populaires, fut abolie en 1955 avec l'introduction du Canadian.

Le CP n'exploitait pas de trains touristiques. Les touristes empruntaient des trains réguliers et s'arrêtaient, selon leur préférence, dans l'une des villes desservies : Banff, Lake Louise, Field, Glacier, etc. Très tôt, le CP construisit des hôtels dans ces villes et sur d'autres sites, pour desservir les touristes. Des voyageurs de diverses parties du monde affluèrent dans ces hôtels, dont plusieurs, pour des raisons évidentes, n'étaient exploités qu'en été. Ces hôtels offraient des paysages magnifiques, mais aussi plusieurs activités de plein air, dont la randonnée, l'alpinisme, l'équitation, le golf, le ski, etc.

L'arrivée de l'automobile et particulièrement la construction de la route Transcanadienne, qui longe



provided not only magnificent sceneries, but also such activities as hiking, mountaineering, trail riding on horseback, golfing, skiing and many other outdoor activities.

à bien des endroits la voie du CP, réduisirent la clientèle du train pour la traversée des montagnes. Aujourd'hui, les trains de VIA Rail n'utilisent plus la voie du CP : les voyageurs transcontinentaux n'ont



Pamphlet promoting CPR's Banff Springs Hotel and its activities. CRHA Archives

*Brochure faisant la promotion de l'hôtel Banff Springs du CP et de ses activités. Archives de l'ACHF*

Built in the beautiful Bow River Valley at Banff, British Columbia, the Banff Springs Hotel was opened in 1888. It still welcomes guests from all over the world under the Fairmont corporate banner. CRHA Archives, CPR GN 84

*Construit dans la magnifique vallée de la rivière Bow, à Banff, C.-B., l'hôtel Banff Springs fut ouvert en 1888. Il accueille toujours des invités du monde entier, aujourd'hui sous la bannière Fairmont. Archives de l'ACHF, CPR GN 84*



Chateau Lake Louise was opened in 1890, this view shows the swimming pool with a view. Canadian Pacific's hotels in the Rockies (and elsewhere) had an enviable reputation for luxury and were patronized by well heeled guests for over a century. Chateau Lake Louise is still in operation under the Fairmont banner. CRHA Archives, CPR GN 97

*L'hôtel Chateau Lake Louise fut inauguré en 1890 ; on en voit ici la piscine avec ses perspectives. Les hôtels du CP dans les Rocheuses (et ailleurs) avaient une réputation de luxe enviable et, pendant un siècle, furent fréquentés par des invités fortunés. L'hôtel Chateau Lake Louise est aujourd'hui exploité sous la bannière Fairmont. Archives de l'ACHF, CPR GN 97*

The advent of the automobile and particularly the construction of the trans-Canada highway which closely follows the CPR line in places, served to reduce train travel throughout the mountains to the point where passenger trains now operated by VIA Rail Canada Inc. no longer run over the CPR line through the Rockies thus depriving transcontinental tourists of the joys of viewing the mountains by rail.

Much of the scenery enjoyed by tourists was directly associated with the railway in that they were named after railway personalities. Examples are Mount Stephen, Mount Ogden, the Van Horne range and Rogers Pass.

### CNR through the Rockies – by Lorne Perry

plus le plaisir de contempler les Rocheuses depuis le train.

La toponymie de plusieurs de ces paysages était associée à des personnalités du chemin de fer : le mont Stephen, le mont Ogden, la chaîne Van Horne, le col Rogers.

### Le CN à travers les montagnes Rocheuses par Lorne Perry



Canada's west is beautiful at any time of the year. Here we see CN's Super Continental westbound in Alberta heading for British Columbia circa 1972. Lorne Perry

*L'ouest du Canada est magnifique tout au long de l'année ; ici, le train Super Continental se dirigeant de l'Alberta vers la Colombie-Britannique, vers 1972. Lorne Perry*

Perhaps the best part of CNR's route west was the section from Entrance, Alberta, to Blue River, B.C., a distance of 178 miles (286 km.). It starts off with the view across the wide Athabasca Valley with snow clad mountain peaks across the way. The valley gradually narrows, until around Jasper, the line is threading gentle passes. The mountain observation car included in the consist of the

La partie la plus intéressante de la ligne du CN vers l'ouest était probablement la section qui va d'Entrance, Alberta à Blue River, Colombie-Britannique, une distance de 286 km (178 mi).

Cette section offre d'abord au voyageur une perspective de la large vallée Athabasca et de quelques pics enneigés. La vallée se rétrécit progressivement et, vers Jasper, elle se faufile à



Continental Limited from Edmonton in the 1940's and 50's was a great vantage point for pictures. This was not a high speed train in mountain territory and the breeze was manageable outdoors. Then starts a climb to the highest point on the CNR of 3,717 feet (1,071 m.). The CNR route through Yellowhead Pass performed this climb gradually, permitting a single locomotive to comfortably handle a long train. To get to CPR's mile-high crossing, there were stiff grades and long tunnels, calling for helper locomotives.

One of the features on the CNR route was a short stop within view of Mount Robson, highest peak in the Canadian Rockies, where many passengers disembarked to take photos. But to be realistic, it was a rare day when Robson stood out in all its majesty under a clear sky. Most often its peak was enshrouded in cloud. The porter might be inclined to say, "You should have been on the last trip. The top was in the clear".

Once the high point was reached, evening shadows started to fall, and the balance of the CNR scenery was enshrouded in darkness. By the dawn's early light the train was in the Fraser Canyon, which it shared with Canadian Pacific. CPR was there first so they had the pick of which bank was easiest upon which to construct a rail line. They crossed over the river and back according to need, and that left somewhat later a CNR predecessor to cope with the other bank.

This is really an area of spectacular mountain railroading. The lines wind along the banks, clinging to a shelf, with almost vertical cliffs high above and a steep drop to the river. There are numerous short tunnels and several long snow sheds, to carry avalanches clear of the right of way. Even so, locomotive crews had to keep a sharp eye out for fallen rocks, aided at night in the steam days by a swiveling headlight that peered around corners. The diesels on this route were the first to have so-called 'ditch lights'. At first they were on a bracket that was attached on the front of the lead unit before entering canyon country, with two lights positioned to illuminate each side of the right of way. Later on they became standard equipment.

Speed was generally a leisurely 30 or so m.p.h. (48 km/h), which made observation from an open Dutch door attractive. From that vantage point, the squealing of wheels on tight curves and the numerous waterfalls thundering down from above and overshooting the rails provided a symphony of sound.

CPR included dome cars in its transcontinental train consists from 1955 onward. In

travers un col évasé. La voiture observatoire qui faisait partie du train Continental Limited au départ d'Edmonton dans les années 40 et 50 constituait une excellente plateforme pour la prise de photos. Dans les montagnes, ce train ne roulait pas vite et à l'extérieur, la brise était supportable. La route commence ensuite son ascension jusqu'au point le plus élevé de la ligne, à 1 071 m. Le tracé du CN à travers le col Yellowhead montait de façon graduelle, de sorte qu'une locomotive seule pouvait sans problème tracter un long train. Pour se rendre à l'intersection avec la voie du CP (à 1 600 m), il faut franchir des pentes abruptes et de longs tunnels : il fallait faire appel à une ou des locomotives d'appoint.

Une des particularités de la route du CN était un bref arrêt pour observer le mont Robson, le sommet le plus élevé des Rocheuses canadiennes ; plusieurs passagers y descendaient pour prendre des photos. En fait, il était assez rare qu'on puisse contempler le mont Robson dans toute sa splendeur : son sommet était le plus souvent caché par les nuages. Selon l'agent de bord, « Vous auriez dû faire partie du dernier voyage : le sommet était bien visible ! »

Une fois atteint ce point majeur, la nuit commençait à tomber et, pour la suite du parcours, la noirceur voilait le paysage. Au point du jour, le train avait atteint le canyon du Fraser, qu'il partageait avec la route du CP. S'étant implanté en premier, le CP avait choisi la rive sur laquelle il était plus facile de construire une voie ferrée ; son tracé passait d'une rive à l'autre selon la topographie : venu plus tard, le CN dut s'accommoder de l'autre rive, inoccupée, pour construire sa propre voie.

Cette partie du tracé offre des vues vraiment spectaculaires des montagnes. Les voies ferrées suivent les rives sinueuses du Fraser, se cramponnant à des paliers dans des falaises qui, tant en haut du palier qu'en bas jusqu'au fleuve, sont pratiquement verticales. Cette partie de la ligne compte de nombreux tunnels courts, quelques longs abris à neige qui protègent la voie des avalanches. De plus, les équipages de la locomotive doivent garder l'œil bien ouvert pour apercevoir les roches tombées sur la voie. Au temps de la vapeur, un phare pivotant servait à éclairer de côté dans les virages ; c'est sur cette route que les locomotives diesel furent d'abord équipées de phares à fossés. Au début, ces phares étaient installés sur la locomotive de tête quand elle entrait dans le canyon, montés sur des fixations, de façon à éclairer les deux côtés de l'emprise ; par la suite, ces phares furent installés de série.

En général, la vitesse était limitée, de l'ordre de 50 km/h, ce qui rendait agréable l'observation des

the 1960's CNR acquired used full length dome cars from the Milwaukee road and added them to their train between Edmonton and Vancouver, phasing out the older mountain observation cars.



An ex-Milwaukee full-length dome car helps make up CNR's Super Continental at Jasper, Alberta in June, 1964. Lorne Perry

*Une voiture à dôme pleine longueur, autrefois du chemin de fer Milwaukee, fait partie du train Super Continental à Jasper, Alberta en juin 1964. Lorne Perry*

If I may be permitted to compare the CNR route with that of CPR, I would say that CNR went through the mountains, whereas CPR went over them. But there was no doubt that the sense of the railway being dwarfed by the rugged terrain and lofty peaks was much more dramatic on the CPR route. I loved them both.

montagnes à partir des portes hollandaises des voitures. De ce point d'observation privilégié, on entendait les grincements des roues dans les courbes, le bruit des chutes d'eau qui, venant du haut de la falaise, traversaient la voie avant de se jeter dans le fleuve : une symphonie de sons.

À compter de 1955, le CP incorpora des voitures à dôme à ses trains transcontinentaux. Dans les années 60, le CN fit l'acquisition, du chemin de fer Milwaukee Road, de voitures à dôme pleine longueur et les incorpora à ses trains entre Edmonton et Vancouver, retirant ses vieilles voitures observatoires.

Si on me permettait de comparer le tracé du CN à celui du CP, je dirais que celui du CN passait à travers les montagnes tandis que celui du CP passait par-dessus. Mais il n'y a pas de doute que la sensation de voyager dans un train écrasé par un terrain accidenté et de très hautes montagnes était beaucoup plus dramatique sur le tracé du CP. Quant à moi, j'aimais ces deux tracés.

But ridership declined in the 1960s with increasing travel competition from taxpayer-funded highways and airports. By the late 1970s, the Canadian federal government created VIA Rail Canada to remove the passenger-train burden from CP and CN, and operate all passenger rail services including the Canadian and Super Continental trains.

But VIA suffered from an impossible mandate. It had to serve multiple types of customers – transportation for local communities, long-distance travellers, and tourists within limited and ever-shrinking budgets set by the government. When cuts were required, VIA was always defenceless and among the first on the

Au cours des années 60, le trafic voyageurs diminua à cause de la concurrence accrue des transports routier et aérien, des modes subventionnés. Vers la fin des années 70, le gouvernement fédéral créa VIA Rail Canada pour exploiter les services ferroviaires voyageurs, dont les trains Canadian et Super Continental, délestant ainsi le CP et le CN du fardeau du transport de voyageurs.

Mais VIA était confrontée à un mandat impossible. Elle devait desservir de multiples clientèles : des voyageurs interurbains faisant des trajets de courte, moyenne ou longue distance entre des villes situées sur la ligne, des touristes, etc., tout cela avec des budgets limités par le gouvernement et diminuant d'année en année.

chopping block. Sometimes that chopping block was not far removed from the killing floor.

Being hampered by the mixed mandate, VIA train services were less-than ideal for tourism. Transcontinental train schedules were established to serve the major on-line communities across the country at reasonable hours and the distance and track conditions from Vancouver to Calgary and Edmonton prohibited a day schedule between these latter points. Travel was slow over mostly single-track routes, and was subject to delays that prioritized freight traffic. As a result, the trains passed through much of the most spectacular mountain scenery overnight, and passengers slept through most of it. The only way to partially compensate was to travel in late spring or early summer when the daylight hours are longer.

Despite this serious limitation, the trains were often packed full with tourists during the British Columbia leg of the trip, only to empty out substantially in Banff, Jasper, or Calgary, before the voyage resumed across the Prairies. The mountain scenery, even if only partly seen, was such a strong draw.

Seeing the commercial opportunities of daytime tours through the mountains, and to compete with similar offerings from bus tour companies, VIA established a two day tourist-train from Vancouver in June of 1988 with their Rockies by Daylight excursion.

Quand le gouvernement faisait des coupes, VIA Rail, toujours sans défense, était parmi les premières victimes sur la liste et, trop souvent, une des plus charcutées.

Gênée par son mandat mixte, VIA ne pouvait offrir que des services qui étaient loin d'être l'idéal pour le tourisme. Les horaires du service transcontinental durent être établis en fonction de la desserte commode et économique des villes situées le long de la ligne. La grande distance et la vitesse limitée par l'état des voies entre Vancouver et Edmonton, et entre Vancouver et Calgary, rendaient impossible un trajet de jour entre ces villes. La circulation était lente et principalement sur voie simple ; la priorité dévolue aux trains marchandises causait de nombreux retards. En conséquence, les trains traversaient les zones montagneuses les plus spectaculaires en pleine nuit quand les passagers dormaient. On pouvait pallier partiellement cet inconvénient en prenant le train tard au printemps ou tôt l'été, quand la période de clarté est plus longue.

Malgré ces limitations sérieuses, les trains partis de l'ouest étaient souvent bondés de touristes pour leur trajet en Colombie-Britannique, mais se vidaient en grande partie à Banff, Jasper ou Calgary, avant la traversée des Prairies. Les paysages montagneux, même si on ne les voyait qu'en partie, constituaient pour eux l'attraction principale.

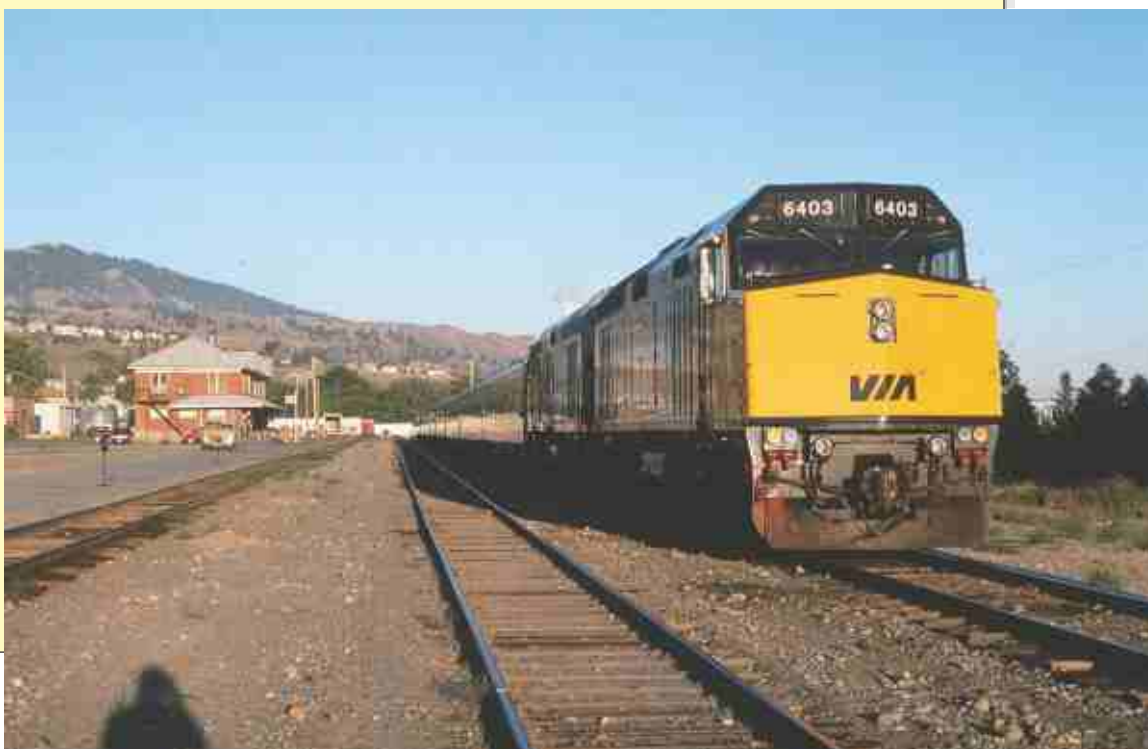
Consciente du potentiel commercial de la traversée des montagnes durant le jour, et pour concurrencer les services touristiques par autocar, VIA fit, en juin 1988, l'expérience d'un service touristique de deux jours à partir de Vancouver, avec son train d'excursion Rockies by Daylight.

### Rockies by Daylight - Philip Mason

VIA Rail Canada's first Rockies by Daylight scheduled train 101 at Revelstoke, British Columbia in the summer of 1988. Philip Mason

*Le premier train Rockies by Daylight de VIA Rail Canada, numéroté 101, à Revelstoke, C.-B., à l'été 1988. Philip Mason*

### Les Rocheuses de jour, par Philip Mason





In the summer of 1988, VIA Rail introduced its Rockies by Daylight excursion train. Train 101 operated from Banff to Vancouver with an overnight stop in Kamloops. VIA added watering and other facilities in Kamloops to service the overnight train. Later that summer VIA started a similar service (Train 103) between Jasper and Vancouver. Eastbound trains 102 to Banff and 104 to Jasper, reversed the procedure. The VIA operation had a dedicated group of on board service people, based out of Vancouver.



When the Great Canadian Railtour Company (GCRC) took over the operation, these staffers moved over to the new employer, along with their union wage rates and work rules. In reality, the GCRC reinstated tourist trains operating over the former VIA Rockies by Daylight routes.

Then early in 1990, the blade came down sharper than ever. The federal government drastically cut subsidies to VIA Rail.

Gutted, VIA discontinued many regional services plus the jewel in their crown, the original, southern route of The Canadian. Counter intuitively the government ordered VIA to keep the northern route, the route of the Super Continental, and reduced the service from daily to three times a week. VIA re-branded this route as The Canadian, but no one was fooled by the new name.

À l'été de 1988, VIA Rail inaugura le service d'excursion Plein jour sur les Rocheuses. Ce train, nommé Montagnard des Rocheuses et numéroté 101, reliait Banff à Vancouver avec un arrêt de nuit à Kamloops. VIA installa des équipements de prise d'eau et autres à Kamloops pour la petite révision des trains au cours de la nuit. Plus tard le même été, VIA inaugura un service analogue (le train 103) entre Jasper et Vancouver. Les trains vers l'est, le 102 vers Banff et le 104 vers Jasper, offraient le même service dans le sens inverse. VIA employait un groupe d'agents de bord voués à ces services, basé à Vancouver.

VIA 6410 heads up a short Rockies by Daylight Jasper to Vancouver train 103 as it crosses the South Thompson River just west of Kamloops, B.C. in the late summer of 1988. Philip Mason

*La locomotive VIA 6410 tracte le court train 103 Rockies by Daylight de Jasper à Vancouver à la traversée de la rivière South Thompson, juste à l'ouest de Kamloops, C.-B., tard dans l'été 1988. Philip Mason*

Quand la Great Canadian Railtour Company (GCRC) prit la relève de ce service, ces agents de bord passèrent au service de ce nouvel employeur, de même que leurs conditions salariales syndiquées et normes de travail. De fait, la GCRC reprenait un service de trains touristiques sur les routes de l'ancien train Montagnard des Rocheuses de VIA !

Au début de 1990, le couperet tomba plus fort que jamais : le gouvernement fédéral procéda à des coupes draconiennes dans ses subventions à VIA Rail.

Éviscérée, VIA dut mettre fin à plusieurs services régionaux, ainsi qu'au diamant de sa couronne, le service Canadian d'origine, sur la route plus au sud via Calgary. Contrairement à ce qu'on aurait pensé intuitivement, le gouvernement demanda à VIA de maintenir le service sur la route du nord, la route du Super Continental, mais la fréquence de ce service fut réduite de sept à trois fois par semaine. VIA renomma ce service Canadian, mais personne ne fut dupe de ce nouveau nom.



The early days. Great Canadian Railtour Company 7488, 7498 (both General Electric units) and train were photographed at Drynoch (Shaw Springs) B.C., MP 79.3 on CP's Thompson Subdivision on September 5, 1994. John Lemming

*Les premiers temps. Les locomotives 7488 et 7498 (toutes deux de General Electric) et le train de la Great Canadian Railtour Company sont photographiés à Drynoch (Shaw Springs) C.-B., au PM 79.3 sur la subdivision Thompson du CP, le 5 septembre, 1994. John Lemming*



Decades later, the route changes remain controversial because the northern route is longer and less scenic, aside from the passage through British Columbia; that is, unless you enjoy day-long views of endless muskeg and don't-miss hotspots such as Longlac, Hornpayne, and Capreol.

### The Rise of the Rocky Mountaineer

Peter Armstrong, a partner in a Vancouver bus tour company, along with a group of former railroad executives and tourism experts, recognized the opportunity offered by these cutbacks and founded the Great Canadian Railtour Company (GCRC) to create and operate the Rocky Mountaineer. GCRC negotiated agreements with CP, CN, and the labour unions; and purchased passenger coaches from VIA Rail and locomotives from the Santa Fe (ATSF) Railroad; then began tours:

- *First Passage to the West*: the southern route from Calgary by way of Banff
- *Journey through the Clouds*: the northern route to Jasper

Both tours were 2-day, all-daylight tours of the mountains, and ran from May to mid-October. The trains were all-coach, since passengers disembarked in Kamloops for an overnight stay at a hotel before they resumed the tour on the second day.

The first trip on May 27, 1990, proved that the

Quelques décennies plus tard, ce choix de trajet demeure controversé parce que la route du nord est plus longue et moins pittoresque, sauf à travers la Colombie-Britannique ; à moins, bien sûr, qu'on prenne plaisir à voir, pendant des heures, des étendues sans fin de muskeg ou qu'on veuille visiter des villes aussi mémorables que Longlac, Hornpayne ou Capreol, en Ontario.

### L'ascension du Rocky Mountaineer

Peter Armstrong, un des partenaires de l'entreprise d'autocars touristiques Gray Line, avec un groupe d'anciens dirigeants de chemins de fer et des experts en tourisme, prirent conscience de l'occasion d'affaires créée par ces coupures de service et fondèrent la Great Canadian Railtour Company (GCRC) en vue de mettre sur pied et d'exploiter le Rocky Mountaineer. GCRC négocia des ententes avec le CP, le CN et les syndicats de cheminots, fit l'acquisition de voitures voyageurs de VIA Rail et de locomotives du chemin de fer Atchison, Topeka, and Santa Fe (ATSF) ; GCRC offrit comme premières excursions :

- *le First Passage to the West*, la route du sud via Banff ;
- *le Journey through the Clouds*, la route du nord via Jasper.

Ces deux services, des excursions de deux jours, traversant les montagnes de clarté, étaient offerts de mai à la mi-octobre. Les trains ne comportaient que des voitures coach, vu que les voyageurs passaient la nuit à







Re-branded as Rocky Mountaineer, GMD 8012 and train 609 pose at Birch Island, British Columbia on May 11, 2008. John Lemming

*Sous la marque Rocky Mountaineer, la locomotive GMD 8012 et le train 609 posent à Birch Island, C.-B., le 11 mai 2008. John Lemming*

Rocky Mountaineer was a viable business model, although the beginnings were indeed modest – Mr. Armstrong's family and friends rented tuxedos and served as the new company's first onboard attendants.

Initial ridership fell short of expectations during the early years of operation, so GCRC was renamed to Rocky Mountaineer Railtours. They painted the equipment to reflect this branding and, most-importantly, actively solicited feedback from their customers.

In 1995, the company invested in custom-built, panoramic dome coaches and started to offer different levels of service:

- *Gold Leaf*: Luxury; bi-level, glass-domed coaches; gourmet meals
- *Silver Leaf*: Single-level, glass-domed coaches
- *Red Leaf*: Economical; single-level coaches – This level used the original coaches that were bought from VIA and was phased out in 2016.

In 1997, Rocky Mountaineer Railtours expanded their season by offering the Rocky Mountaineer Christmas Express to showcase the mountains during the winter. The festive atmosphere

l'hôtel à Kamloops avant de reprendre le train le lendemain.

La première excursion, le 27 mai 1990, démontra que le Rocky Mountaineer était basé sur un modèle d'affaires viable, quoique ses débuts furent modestes : M. Armstrong, sa famille et ses amis louèrent des smokings et agirent comme agents de bord du nouveau service.

Les premières années d'exploitation, les volumes de clientèle furent inférieurs aux attentes ; l'entreprise GCRC changea son nom pour celui de Rocky Mountaineer Railtours. Le matériel roulant fut repeint à cette nouvelle identité et, surtout, on sollicita activement des commentaires de la part des clients.

En 1995, l'entreprise investit dans de voitures sur commande, à dôme panoramique, et commença à offrir différents niveaux de service :

- *le service GoldLeaf*, des voitures de luxe à deux niveaux et à dôme de verre et des repas gastronomiques ;
- *le service SilverLeaf*, des voitures de luxe à un niveau et à dôme de verre ;
- *le service RedLeaf*, des voitures à un niveau (les voitures acquises de VIA Rail) ; ce service plus économique fut aboli en 2016.

En 1997, la Rocky Mountaineer Railtours prolongea sa saison d'exploitation en offrant l'excursion Rocky Mountaineer Christmas Express visant à mettre en valeur des paysages de montagnes enneigées ; on promettait une atmosphère festive grâce à l'apparition du Père Noël.

En 2005, la Rocky Mountaineer Railtours changea encore son nom pour celui de Rocky Mountaineer Vacations. Les trains font maintenant partie d'une offre touristique élargie : l'entreprise offre, toute l'année, des excursions ferroviaires et routières comportant des correspondances commodes avec des croisières maritimes ou des services de VIA Rail dans l'est du Canada. De plus, l'entreprise fit l'acquisition des franchises de la Gray Line dans l'ouest canadien : un retour à ses racines pour Peter Armstrong.



promises an appearance by Santa Claus.

In 2005, Rocky Mountaineer Railtours again changed names, this time to Rocky Mountaineer Vacations. The trains are now a component of a wider set of offerings. The company offers year-round rail and land itineraries throughout Canada with convenient links to cruise ships or VIA services to eastern Canada. As well, they acquired the Western Canadian Gray Line franchises – this made a return-to-his-roots circle for the founder, Peter Armstrong.

In 2006, two more routes were introduced:

Whistler Sea to Sky Climb or the Whistler Mountaineer: A one-day excursion along the former BC Rail route from North Vancouver to the ski resort of Whistler. However, 2015 was the last year of operation for this route which was combined with Rainforest to Gold Rush to create a three day route.

En 2006, deux autres trajets furent offerts : les services Whistler Sea to Sky Climb et Whistler Mountaineer, des excursions d'une journée le long de l'ancienne voie de BC Rail, de North Vancouver au centre de ski de Whistler. En 2015, ces excursions furent combinées au service Rainforest to Gold Rush, une excursion de trois jours.



In 2010 the Alberta Government sponsored Rocky Mountaineer VIP trains for the 2010 Vancouver Olympics. Several of the 'Ultra domes' were vinyl wrapped for the occasion. This photo was taken at Savona, British Columbia on March 3, 2010. John Lemming

En 2010 le gouvernement de l'Alberta parraina des trains VIP Rocky Mountaineer pour les Jeux Olympiques. Plusieurs des voitures Ultra Dome furent emballées de vinyle pour l'occasion ; photo prise à Savona, C.-B., le 30 mars 2010. John Lemming

The Whistler Sea to Sky Climb lead by EMDs 8019 and 8018 at North Vancouver Station on the CN's Squamish Subdivision on June 10, 2010. Andy Cassisy

Le train Whistler Sea to Sky Climb, tracté par les locomotives EMD 8019 et 8018, à la gare de North Vancouver, sur la subdivision de Squamish du CN, le 10 juin 2010. Andy Cassisy



**Open Observation Car Henry Pickering -  
Don Evans**

**La voiture observatoire découverte Henry  
Pickering, par Don Evans**



Lettered Whistler Mountaineer the Henry Pickering was photographed at Squamish, British Columbia on August 27, 2006. The car was leased to the Rocky Mountaineer and was in service on the Whistler Sea to Sky Climb tour train. Philip Mason

*Marquée Whistler Mountaineer, la voiture Henry Pickering fut photographiée à Squamish, C.-B., le 27 août 2006. La voiture était louée au groupe Rocky Mountaineer et était en service sur le train touristique Whistler Sea to Sky Climb. Philip Mason*



Simply identified as Henry Pickering the observation car is part of a Gold Leaf dome train on the Whistler Sea to Sky Climb. The location is the Cheakamus River Canyon just south of Garibaldi siding. West Coast Railway Association

*Identifiée simplement comme la Henry Pickering, la voiture observatoire fait partie d'un train-dôme Gold Leaf desservant le trajet Whistler Sea to Sky Climb ; photo prise dans le canyon de la rivière Cheakamus, juste au sud de la voie d'évitement Garibaldi. West Coast Railway Association*

The CPR had 15 Mountain Observation Cars in use on trains through the Rockies between 1922 and 1955. They had replaced 8 that had been in use 1917-1922, all were in the 7900 series.

With delivery of the Budd Dome observation cars in 1954 for use on the rear of CP's trans-continental passenger trains the wooden open mountain observation cars were all retired in 1955.

A review was made to purchase dome cars for use on the summer only Mountaineer but the expense could not be justified for this service that only operated three months of the year and that was during the peak summer season. As a result three steel colonist sleeping cars that were built in 1914 at Angus shops in Montreal were converted to open Mountain Observation cars. They utilized seats and a few parts from the retired wood cars.

During the summers 1961 to 1964 the Dominion would sometimes run in two and sometimes three sections. As there was an insufficient number of 'Park' series cars for all the sections the Mountain Observation cars 597-598-599 would be used on those extra sections, probably only a dozen times or so each season. The Dominion was to be discontinued at the end of the 1965 season, but the CTC ordered it to continue until January 1966. The three cars were considered surplus at the end of the 1964 season and put up for sale. The Henry Pickering was one of these cars.

The West Coast Railway Association bought all three with plans to sell two to other museums to pay for the one they would keep. Cars 597 and 599 were sold and continue to operate today in California. Car 598 became part of the WCRA's collection, and was leased to a tourist rail operation in Oregon for a time.

In 1974 the BC Government was putting together the Royal Hudson Steam Train to operate on the British Columbia Railway between North Vancouver and Squamish. Seeking an observation car they approached the West Coast Railway Association and a lease was signed that would see the car join the consist of the train. The car was restored and named the Mount Garibaldi after the famous mountain that stands guard over the Squamish valley. Many thousands of people have enjoyed the spectacular scenery of Howe Sound from the seats on the Mount Garibaldi.

In the early 1980s, during a time of fiscal restraint, the lease was terminated and the car was returned to the collection of the West Coast Railway Association.

In the late 1990s BC Rail took over the operations of the Royal Hudson from the BC Government and once again approached the West Coast Railway Association with a proposal to operate

Entre 1922 et 1955, 15 voitures observatoires furent exploitées par le Mountaineer ; elles avaient remplacé les 8 qui furent exploitées de 1917 à 1922 ; ces voitures étaient toutes de la série 7900.

Suite à la livraison, en 1954, des voitures observatoires à dôme de marque Budd, pour exploitation à l'arrière des trains transcontinentaux du CP, les voitures observatoires en bois furent toutes retirées en 1955.

On se demanda si on devait acheter des voitures à dôme pour l'usage exclusif du train Mountaineer en été ; on jugea que cette dépense ne pouvait se justifier pour un service qui n'était exploité qu'en période de pointe, durant les trois mois d'été. Conséquemment, trois wagons-lits en acier, construits en 1914 aux usines Angus pour le transport des colons, furent converties en voitures observatoires découvertes ; ces dernières utilisaient les sièges et quelques pièces des voitures en bois retirées.

Au cours de l'été, de 1961 à 1964, le train Dominion circulait parfois en deux ou en trois sections. Comme il n'y avait pas assez de voitures de type Park, les voitures observatoires 597, 598 et 599 étaient parfois utilisées sur les sections supplémentaires : peut-être une douzaine de fois chaque saison. Le train Dominion devait être abandonné à la fin de la saison 1965, mais la CTC exigea qu'on le continue jusqu'en janvier 1966. Ces trois voitures furent considérées excédentaires à la fin de la saison 1964 et mises en vente. La voiture Henry Pickering était l'une d'elles.

La West Coast Railway Association (WCRA) acheta les trois voitures dans l'espoir d'en vendre deux à d'autres musées pour payer la troisième, qu'elle garderait. Les voitures 597 et 599 furent donc vendues et sont toujours exploitées en Californie. La voiture 598 fut intégrée à la collection de la WCRA et fut louée un certain temps à une opération de train touristique en Oregon.

En 1974, le gouvernement de la Colombie-Britannique décida de subventionner l'exploitation, par BC Rail, du train à vapeur Royal Hudson entre North Vancouver et Squamish. Cherchant une voiture observatoire, le gouvernement entreprit des démarches auprès de la WCRA et loua la voiture 598 pour l'incorporer au train Royal Hudson ; on la nomma Mount Garibaldi, en l'honneur de la fameuse montagne qui garde la vallée du fleuve Squamish. Des milliers de personnes ont pu ainsi contempler les paysages spectaculaires du détroit de Howe depuis leur siège à bord de la voiture Mount Garibaldi.

Au début des années 80, en période de restrictions fiscales, le bail fut résilié et la voiture fut retournée à la WCRA. À la fin des années 90, BC Rail



the Mount Garibaldi on the Royal Hudson train. The car operated on the train until the final season of the Royal Hudson in 2001.

By this time, the car was in need of some extensive restoration work. A major upgrade was undertaken so that the car could operate for many more years. This work included replacing parts of the old frame and replacing the trucks and brake system. Other updates included a new floor, roof and paint. A generous donor came forward to help see the project through and the car was named “Henry Pickering” after the donor's grandfather, who worked for Canadian National and at one time in his career was station agent at Chilliwack.

When complete, the 598 went back to work, this time leased to Rocky Mountaineer. It operated on a special Prince Rupert excursion train in 2004 and 2005, then joined the Whistler train service in 2006 - a service that it operated on until 2015. Most recently, the car operated on Vancouver Island with the Island Explorer cruise ship train in April 2016 to demonstrate what a tourist train based at Nanaimo, BC could look like.

In 2014 the car turned 100 years old and has travelled many hundreds of thousands of miles. It continues to delight and carry many happy travelers.

reprit l'exploitation du Royal Hudson du gouvernement et contracta encore avec la WCRA pour louer la voiture Mount Garibaldi ; la voiture servit jusqu'à la dernière saison du train Royal Hudson, en 2001.

À ce moment, la voiture nécessitait une restauration approfondie. Une mise à niveau importante fut entreprise pour permettre d'exploiter la voiture encore plusieurs années : on remplaça des parties du châssis, les bogies et le système de freinage. D'autres mises à jour concernèrent le remplacement du plancher, de la toiture et de la peinture. Un généreux donateur aida à compléter le projet et la voiture fut nommée Henry Pickering, du nom du parrain du donateur, qui avait travaillé pour le CN, notamment comme agent de gare à Chilliwack.

Une fois ces restaurations complétées, la voiture 598 fut remise en service et louée au Rocky Mountaineer. Elle fit partie d'un train spécial d'excursion vers Prince Rupert en 2004 et en 2005, puis intégrée au train de Whistler en 2006 ; ce service fut exploité jusqu'en 2015. Plus récemment, cette voiture fut exploitée sur l'île de Vancouver : elle fit partie du train de croisière Island Explorer en avril 2016. Ce train avait pour objectif de démontrer l'intérêt d'un éventuel train touristique au départ de Nanaimo, C.-B..

En 2014, cette voiture est devenue centenaire ; elle a parcouru plusieurs centaines de milliers de kilomètres. Elle continue à rendre heureux ses nombreux passagers.

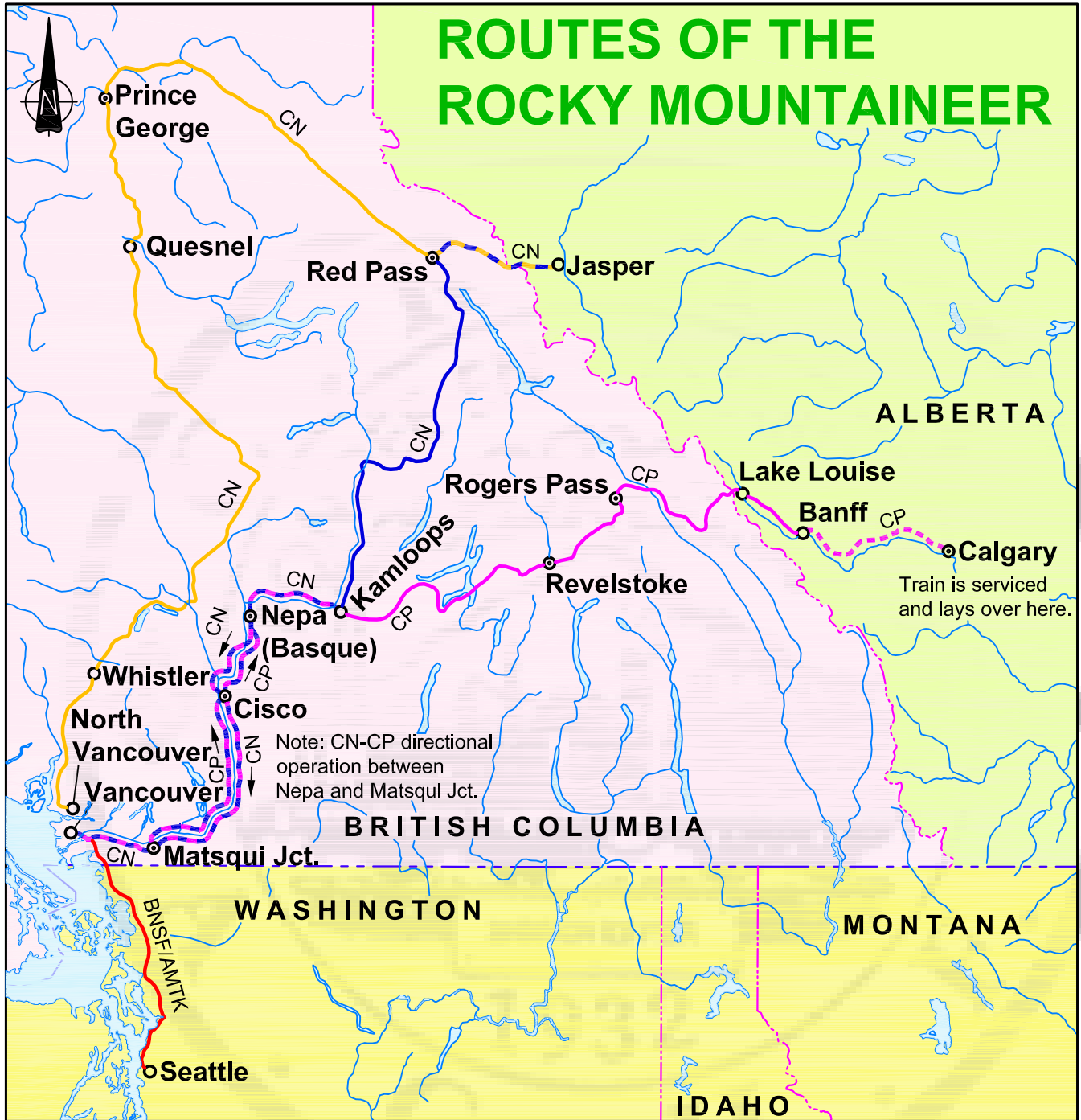
- *Rainforest to Goldrush Route or Fraser Discovery Route:* Continues the BC Rail route beyond Whistler, through the Caribou Region to an overnight stay in Quesnel, then on to Prince George and along the CN and VIA Skeena route to Jasper. With the end of the Whistler Sea to Sky Climb in 2015, this route now originates in North Vancouver.
- Les excursions Rainforest to Goldrush Route et Fraser Discovery Route sont offertes sur la voie de BC Rail au-delà de Whistler ; ces trains traversent successivement la région de Cariboo (nuitée à Quesnel) pour aller ensuite à Prince George et, de là, à Jasper sur des voies du CN et du CP. En 2015, ces trains prennent le départ de North Vancouver.



End of the line for the Whistler Sea to Sky Climb at Whistler, British Columbia. This photo was taken on August 27, 2006, at that time Rocky Mountaineer was leasing WCRA ex CPR FP7a 4069, it was the second unit on this train. Philip Mason

*Fin du trajet pour le train Whistler Sea to Sky Climb à Whistler, C.-B.. Photo prise le 27 août 2006. À cette époque, le groupe Rocky Mountaineer louait, de la WCRA, la locomotive ex-CPR FP7a 4069 ; elle était la deuxième unité de ce train. Philip Mason*

# ROUTES OF THE ROCKY MOUNTAINEER



Note: CN-CP directional operation between Nepa and Matsqui Jct.

Train is serviced and lays over here.

## LEGEND

- First Passage to the West
- Journey Through the Clouds
- Rainforest to Gold Rush
- Coastal Passage
- Rocky Mountaineer stops
- ⊙ Junctions, points of interest

## Railroads:

- AMTK Amtrak
- BNSF Burlington Northern Santa Fe Railway
- CN Canadian National
- CP Canadian Pacific

©2016 C.R.H.A. Canadian Rail. Map illustration by James Taylor. Not all rail lines are shown, only those referred to in the text. Not an official map.

In 2013, Rocky Mountaineer Vacations extended rail service from Vancouver to Seattle.

En 2013, la Rocky Mountaineer Vacations prolongea son service ferroviaire de Vancouver à Seattle.



Costal Passage route between Vancouver and Seattle, this photograph was taken at Mud Bay, British Columbia. Rocky Mountaineer

*La route du Coastal Passage entre Vancouver et Seattle ; photographie prise à Mud Bay, C.-B.. Rocky Mountaineer*



It's all about having satisfied customers. Passengers board the Rocky Mountaineer in Jasper, Alberta on July 12, 2015. Note VIA Rail's Skeena in the background. Raymond Farand

*Ce qui est primordial, c'est de satisfaire le client. Les voyageurs montent à bord du Rocky Mountaineer à Jasper, Alberta le 12 juillet 2015. Notez le train Skeena de VIA Rail en arrière-plan. Raymond Farand*



**Focus on Service**

But a train trip alone, even in such spectacular mountain scenery, is never going to be enough to build a viable, growing, and long-term business.

Rocky Mountaineer uses their customer feedback to enhance and extend their offerings. Solely focused on the high-margin tourism market, the tours are all-inclusive, 'soft-adventure', cruise-style packages. None of the offerings is cheap in price or quality. The food is excellent, the windows are kept as clean and spotless as possible, and customers can order souvenirs that are delivered to their seats the next day.

Onboard attendants are trained to provide commentary about the scenery, history, and wildlife as the trains follow their routes. Lively interaction with customers helps to compensate when the outside weather is less-than-ideal for sightseeing.

**L'accent sur le service**

Mais un service d'excursion en train, à lui seul, malgré des paysages spectaculaires, ne suffit pas à construire une entreprise viable, croissante et durable.

L'entreprise Rocky Mountaineer se base sur les commentaires de ses clients pour améliorer et élargir son offre de services. Elle se concentre sur le lucratif marché touristique ; les excursions offertes sont des forfaits tout-inclus, offrant une aventure sans risque, de style croisière. Ces forfaits respectent les plus hautes normes de qualité de service mais ils ne sont pas bon marché : la nourriture est excellente, les fenêtres des voitures sont toujours propres, même impeccables et les voyageurs peuvent commander des souvenirs qui leur sont livrés à leur place le lendemain.

Les agents de service à bord sont formés à commenter les paysages, l'histoire et la faune des secteurs traversés. Leur interaction avec la clientèle offre une certaine compensation aux voyageurs quand la météo n'est pas favorable.



The interior of British Columbia presents a long spectacle of overwhelming beauty and immensity. The mountains are sheer; the risk of landslides is real; large, wild animals graze nearby and give the roar of the passing train hardly a glance. On the windward side of a mountain range are temperate rainforests of immense coniferous trees, but round a curve to the leeward side, and suddenly you are surrounded by high desert. Glacier-fed lakes are turquoise in colour. Rivers run fast and sometimes ferociously through tight canyons such as Hell's Gate. Here are four views along the routes:

Seton Lake, B.C., Rainforest to Gold Rush Route, Rocky Mountaineer

*Le train de la route Rainforest to Gold Rush Route à Seton Lake, C.-B.. Rocky Mountaineer*

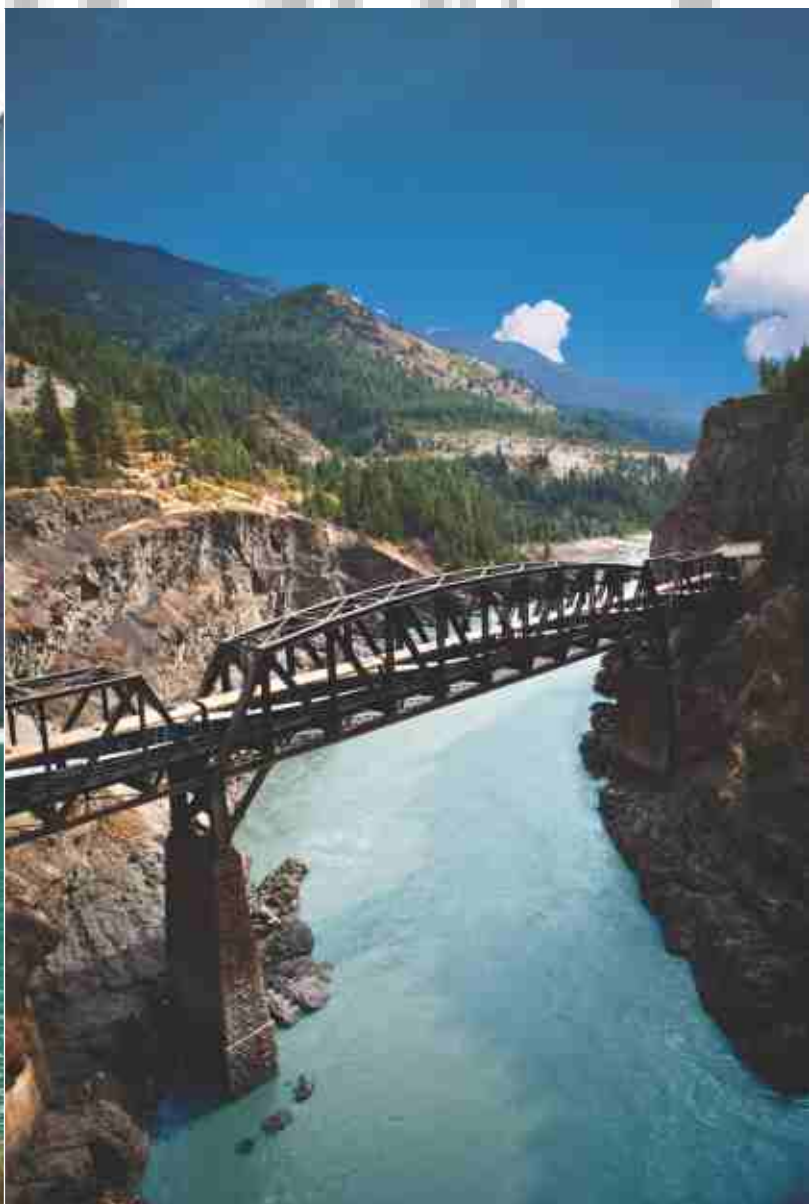
De récentes améliorations aux voitures à deux niveaux et à dôme offrent le chauffage individuel des sièges ; leur éclairage ajustable change d'intensité et de couleur selon l'heure du jour et le temps extérieur.

Toutes les voitures offrent une expérience de plein air à leurs passagers : au moyen de portes hollandaises pour les voitures à un niveau et de plateformes ouvertes au niveau inférieur pour les voitures à deux niveaux. Ainsi, les voyageurs peuvent entendre, ressentir et humer le paysage et non seulement le voir à travers leur fenêtre.

Très tôt, Rocky Mountaineer Railtours a commencé à offrir des divertissements lors des arrêts pour la nuit à Kamloops, dont la Two River Junction Dinner and Musical Review depuis 1996 et le Great Canadian Lumberjack Show depuis 2006.

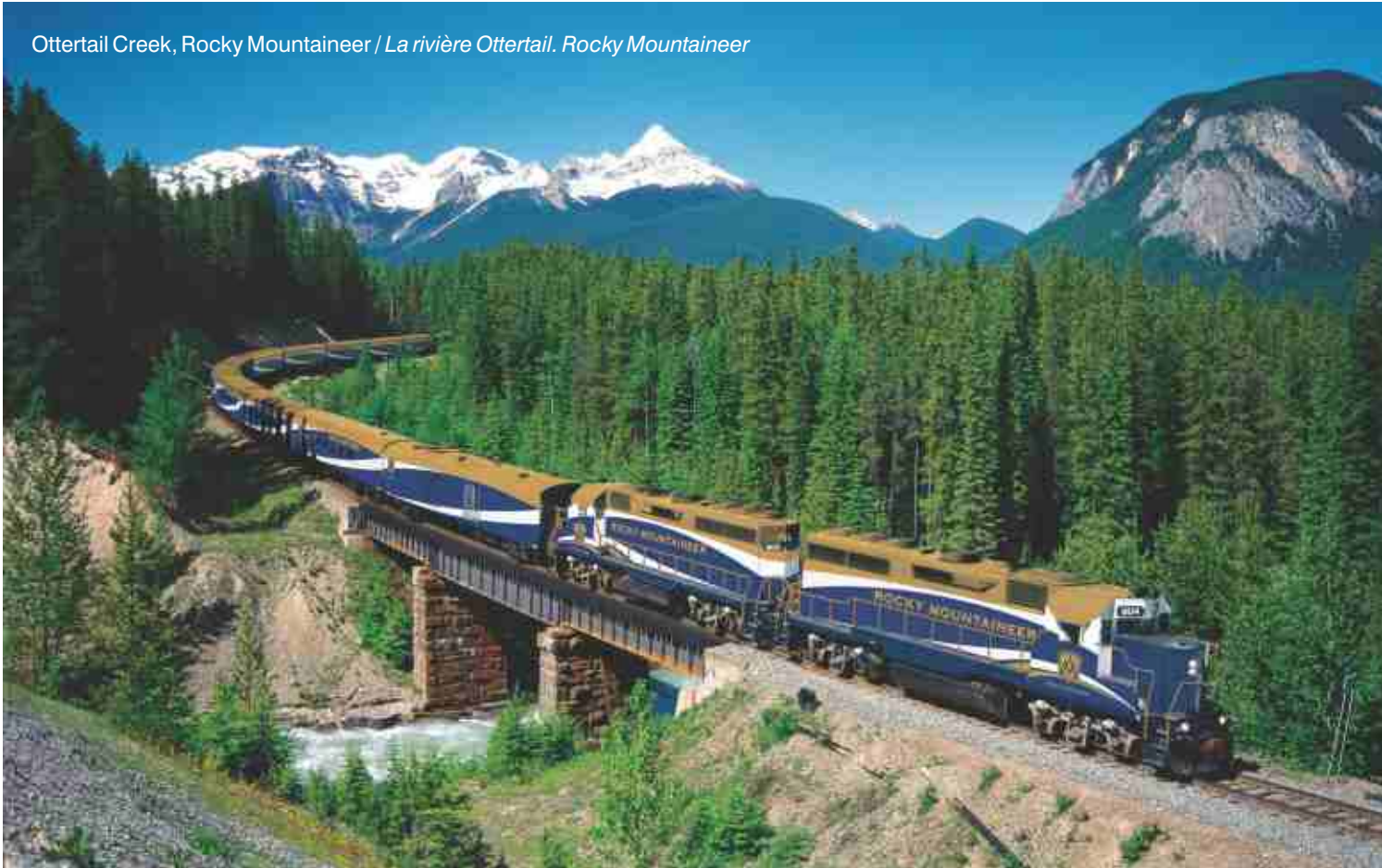
Cisco Bridge, B.C. all three First Passage to the West route. Rocky Mountaineer

*Cette photo et les deux suivantes prises sur la route First Passage to the West. Sur celle-ci, le pont à Cisco, C.-B.. Rocky Mountaineer*





Ottertail Creek, Rocky Mountaineer / *La rivière Ottertail. Rocky Mountaineer*



Bow River at Eldon, B.C. Raymond Farand / *La rivière Bow à Eldon, C.-B.. Raymond Farand*



Recent upgrades to the bi-level dome coaches offer individually controlled heated seats and adjustable lighting that changes colour and intensity according to the time of day and weather conditions. The passenger cars offer an open-air experience either from half-open “Dutch doors” on the single-level coaches, or from open platforms on the lower level of the bi-level cars. Thus, passengers can step outside to hear, feel, and smell the scenery as well as see it from their windows.

Early on, Rocky Mountaineer Railtours started to offer entertainment during the overnight stay in Kamloops: the Two River Junction Dinner and Musical Review started in 1996, and the Great Canadian Lumberjack Show in 2006.

Rocky Mountaineer proves that you can make money with passenger rail if you focus tightly on the right market niche and provide more than just a ride.

### Awards

Rocky Mountaineer Vacations has won numerous awards, from the 2005 World Travel Award to being among Canada's Best Managed Companies in 2014.

### Challenges

However, success sometimes brings conflict and challenges. From 2011 to 2012, a labor dispute with the onboard staff over wage and scheduling issues resulted in a strike.

Also like other cruise operators, Rocky Mountaineer Vacations has had to contend with Norwalk virus outbreaks, along with rail-only issues such as derailments.

And, similar to other passenger rail operations throughout North America, Rocky Mountaineer travels on the same tracks as higher priority freight rail, which can cause the occasional delay. To counter these delays, in 2015 the company appointed a Train Performance Manager to oversee and coordinate operations with CP, CN, and Burlington Northern Santa Fe (BNSF) dispatchers and rail traffic controllers. This person's goal is to ensure that timekeeping is as good as it can be and has proven successful in the past few seasons.

### Equipment and Maintenance

Rocky Mountaineer draws on multiple pieces of equipment and rolling stock that are based and efficiently serviced in the company's Kamloops maintenance yard. In addition, maintenance personnel and contractors are available in Quesnel, Vancouver, Jasper, and Calgary.

During the off season from mid-October to April, the Kamloops maintenance yard completely overhauls all of the equipment. Scratched glass is replaced, squeaks and squawks are eliminated, and necessary repairs are completed from the extensive inventory of replacement parts that is kept on-hand.

Le Rocky Mountaineer démontre qu'on peut faire des profits avec le transport ferroviaire de voyageurs si on se concentre sur la bonne niche de marché et si on offre plus qu'un simple service de transport.

### Prix

Rocky Mountaineer Vacations a gagné plusieurs prix, dont un World Travel Award en 2005, en plus d'être nommée comme une des entreprises canadiennes les mieux gérées en 2014.

### Défis

Le succès amène parfois des conflits et des défis. De 2011 à 2012, un conflit de travail avec les agents de bord sur des enjeux salariaux et d'horaires de travail a résulté en une grève.

Aussi, comme les autres opérateurs de croisières, la Rocky Mountaineer Vacations a dû faire face à des éclosions du virus de Norwalk et à des problèmes typiquement ferroviaires comme des déraillements.

De plus, comme tous les services ferroviaires voyageurs en Amérique du Nord, les trains de Rocky Mountaineer circulent sur les mêmes voies que les trains marchandises, qui sont prioritaires, ce qui cause des retards occasionnellement. Pour réduire ces délais et mitiger leurs effets, l'entreprise a nommé en 2015 un Directeur de la performance des trains, qui supervise l'opération des trains et voit à la coordination avec les répartiteurs et contrôleurs de trafic des partenaires que sont le CP, le CN et le Burlington Northern Santa Fe (BNSF). Ce directeur s'assure que les horaires publiés sont respectés dans la mesure du possible et ses interventions se sont avérées efficaces au cours des dernières saisons.

### Matériel roulant et maintenance

Le Rocky Mountaineer utilise plusieurs unités de matériel roulant et des équipements de maintenance ; les véhicules sont basés et maintenus au garage-atelier de Kamloops. Du personnel de maintenance et des entrepreneurs spécialisés sont disponibles aussi à Quesnel, Vancouver, Jasper et Calgary.

Durant la saison morte, de mi-octobre à avril, au garage-atelier de Kamloops, on fait une révision complète de tout le matériel. Les fenêtres égratignées sont remplacées ; on élimine les grincements et les couinements. Les réparations nécessaires sont faites à partir d'un de l'important inventaire de pièces de rechange qu'on maintient.

Maintenir du vieux matériel et commander du matériel neuf représente un défi constant, particulièrement quand les fournisseurs se sont retirés des affaires.

- Locomotives actuelles : EMD GP40-2, construites

The constant challenge is to maintain older equipment and order new equipment, particularly when suppliers go out of business.

- Current locomotives: EMD GP40-2, built by General Motors, re-manufactured by Alstom, former CN; purchased in 2001
- Original locomotives: GE B36-7, 3600hp, former ATSF
- Bi-level, dome coaches: Introduced in 1995, built by Colorado Railcar Manufacturing which closed in 2008; refurbished by Canarail and Alstom starting in 2015 with head-end power and electrical upgrades
- Single-level, dome coaches: Built by Rader Railcar
- Single-level coaches: 5700 and 3200-series, built by Canadian Car & Foundry in 1954 as Daynighter coaches for CN; refurbished
- Baggage-dormitory cars

par General Motors et ré-usinées par Alstom, achetées du CN en 2001 ;

- Locomotives d'origine : GE B36-7, 3600hp, autrefois du chemin de fer ATSF ;
- Voitures à deux niveaux et à dôme, mises en service en 1995, construites par la Colorado Railcar Manufacturing (qui a fermé en 2008); réaménagées par Canarail et Alstom à compter de 2015 (améliorations électriques et génératrice d'alimentation de services);
- Voitures à un niveau et à dôme construites par Rader Railcar ;
- Voitures à un niveau des séries 5700 et 3200, construites par la Canadian Car & Foundry en 1954 sous le nom de voitures Daynighter pour le CN et réaménagées ;
- Voitures à bagages et dortoirs.

### Roster as of 2016

LOCOMOTIVES							
Road Number	Builder	Serial	Date	Model	Original Owner	Date Acquired	Comments
8011	GMD	A3230	May-75	GP40-2L(W)	CN 9595	2001	Rebuilt 2013
8012	GMD	A3197	Mar-75	GP40-2L(W)	CN 9562	2001	Rebuilt 2013
8013	GMD	A3256	Sep-75	GP40-2L(W)	CN 9621	2001	Rebuilt 2013
8014	GMD	A3428	Mar-76	GP40-2(W)	CN 9633	2001	Rebuilt 2013
8015	GMD	A3430	Mar-76	GP40-2(W)	CN 9635	2001	Rebuilt 2013
8016	EMD	34293	Aug-68	GP40-2	PC 3116	2006	Rebuilt 2014
8017	EMD	34291	Aug-68	GP40-3	PC 3114	2006	Rebuilt 2014
8018	EMD	34310	Sep-68	GP40-4	PC 3133	2006	Rebuilt 2014
8019	EMD	34329	Sep-68	GP40-5	PC 3152	2006	Rebuilt 2014
PASSENGER CARS							
Road Number	Type	Builder	Date Built	Original Owner	Date Acquired	Comments	
2001	Coach	CC&F	1954	CN 5503	2006	Single level dome cars	
2002	Coach	CC&F	1954	CN5518	2006	Single level dome cars	
2003	Coach	CC&F	1954	CN 5523	1990	Single level dome cars	
2004	Coach	CC&F	1954	CN 5521	1990	Single level dome cars	
2005	Coach	CC&F	1954	CN 5599	1996	Single level dome cars	
2006	Coach	CC&F	1954	CN 5630	1996	Single level dome cars	
2007	Coach	CC&F	1954	CN 5508	1995	Single level dome cars	
2008	Coach	CC&F	1954	CN 5629	1996	Single level dome cars	
2009	Coach	CC&F	1954	CN 5634	1996	Single level dome cars	
2010	Coach	CC&F	1954	CN 5620	1995	Single level dome cars	
3030	Coach-Lounge	CC&F	1954	CN 5609	1996	Single level coach	
3039	Coach-Lounge	CC&F	1954	CN 5607	1996	Single level coach	
3200	Coach	CC&F	1954	CN 5588	1996	Single level coach	
3202	Coach	CC&F	1954	CN 5530	1996	Single level coach	
3203	Coach	CC&F	1954	CN 5602	1996	Single level coach	
3204	Coach	CC&F	1954	CN 5632	1995	Single level coach	
3212	Coach	CC&F	1954	CN 5505	1995	Single level coach	
3217	Coach	CC&F	1954	CN 5492	1996	Single level coach	
3219	Coach	CC&F	1954	CN 5637	1996	Single level coach	
3222	Coach	CC&F	1954	CN 5598	1996	Single level coach	
3224	Coach	CC&F	1954	CN 5566	1996	Single level coach	
3237	Coach	CC&F	1954	CN 5641	1996	Single level coach	

<i>Road Number</i>	<i>Type</i>	<i>Builder</i>	<i>Date Built</i>	<i>Original Owner</i>	<i>Date Acquired</i>	<i>Comments</i>
3246	Coach	CC&F	1954	CN 5631	1996	Single level coach
3251	Coach	CC&F	1954	CN 5626	1996	Single level coach
5440	Coach	CC&F	1954	CN 5440	2001	Single level coach
5446	Coach	CC&F	1954	CN 5446	2001	Single level coach
5449	Coach	CC&F	1954	CN 5449	1996	Single level coach
5487	Coach	CC&F	1954	CN 5487	2001	Single level coach
5532	Coach	CC&F	1954	CN 5532	2001	Single level coach
5558	Coach	CC&F	1954	CN 5558	1996	Single level coach
5701	Coach	CC&F	1954	CN 5520	1990	Single level coach
5702	Coach	CC&F	1954	CN 5510	1991	Single level coach
5703	Coach	CC&F	1954	CN 5524	1991	Single level coach
5704	Coach	CC&F	1954	CN 5462	1991	Single level coach
5706	Coach	CC&F	1954	CN 5526	1990	Single level coach
5707	Coach	CC&F	1954	CN 5528	1991	Single level coach
5709	Coach	CC&F	1954	CN 5445	1990	Single level coach
5713	Coach	CC&F	1954	CN 5515	1990	Single level coach
5715	Coach	CC&F	1954	CN 5507	1990	Single level coach
5716	Coach	CC&F	1954	CN 5457	1990	Single level coach
5718	Coach	CC&F	1954	CN 5466	1990	Single level coach
5720	Coach	CC&F	1954	CN 5477	1990	Single level coach
5721	Coach	CC&F	1954	CN 5496	1990	Single level coach
5724	Coach	CC&F	1954	CN 5493	1991	Single level coach
5725	Coach	CC&F	1954	CN 5479	1991	Single level coach
5726	Coach	CC&F	1950	CN 2018	1991	Single level coach
5749	Crew car	PS	1947	CN 1451	1990	ex CN sleeping car
9270	Generator car	NSC	1957	CN 9270	1996	ex CN baggage car
9271	Generator car	NSC	1955	CN 9234	1996	ex CN baggage car
9272	Generator car	NSC	1957	CN 9272	1996	ex CN baggage car
9487	Generator car	PS	1948	NYC 10434	1990	ex NYC sleeping car
9488	Generator car	PS	1948	NYC 10411	1990	ex NYC sleeping car
9489	Generator car	NSC	1955	CN 9423	2005	ex CN baggage car
9490	Generator car	NSC	1954	CN 9230	2005	ex CN baggage car
9501	Coach - Obs.	Rader	1995	New	1995	Bi-Level dome cars
9502	Coach	Rader	1997	New	1997	Bi-Level dome cars
9503	Coach	Rader	1997	New	1997	Bi-Level dome cars
9504	Coach	Rader	1997	New	1997	Bi-Level dome cars
9505	Coach - Obs.	Col. Rail Car	1999	New	1999	Bi-Level dome cars
9506	Coach	Col. Rail Car	2001	New	2001	Bi-Level dome cars
9507	Coach - Obs.	Col. Rail Car	1999	New	1999	Bi-Level dome cars
9508	Coach	Col. Rail Car	2001	New	2001	Bi-Level dome cars
9509	Coach - Obs.	Col. Rail Car	2000	New	2000	Bi-Level dome cars
9511	Coach - Obs.	Col. Rail Car	2000	New	2000	Bi-Level dome cars
9521	Coach - Obs.	Col. Rail Car	2003	New	2003	Bi-Level dome cars
9523	Coach - Obs.	Col. Rail Car	2004	New	2004	Bi-Level dome cars
9525	Coach - Galley	Col. Rail Car	2006	New	2006	Bi-Level dome cars
9527	Coach - Galley	Col. Rail Car	2006	New	2006	Bi-Level dome cars
9529	Coach - Galley	Col. Rail Car	2006	New	2006	Bi-Level dome cars
9531	Coach - Galley	Col. Rail Car	2007	New	2007	Bi-Level dome cars
9632	Generator car	NSC	1955	CN 9251	1995	ex CN baggage car

Builders abbreviations

Source: Canadian Tracksides Guide, 2016

CC&amp;F - Canadian Car &amp; Foundry Limited, Montreal

EMD - Electro Motive Division, General Motors Corporation, La Grange, Illinois

GMD - General Motors Diesel Division, London, Ontario

NSC - National Steel Car, Hamilton, Ontario

PS - Pullman Standard, Pullman, Illinois



Rocky Mountaineer has partnered with Stadler to add to its fleet of custom made Gold Leaf railcars. The project will see 10 brand new cars arriving in Canada beginning in 2018. These new cars will be completely re-engineered with efficiency and guest comfort in mind leveraging Stadler's renowned expertise at facilities in Switzerland and Germany. Representing the largest capital investment in Rocky Mountaineer's 26 year history, these are the first cars to be added to its fleet since 2007.

### Sources

- Business is Anything but Rocky for Rocky Mountaineer Vacations, Ken Lancaster, Interchange, Fall 2007
- Panels in the Rocky Mountaineer station, Armstrong Hospitality Group Ltd. (AHG), Vancouver, 2007.
- Rocky Mountaineer Update, Jason Brolund, Canadian Railway Modeller, November-December 1995
- Rocky Mountaineer Wins Top Honour at 2005 World Travel Awards, WCRA News, January 2006
- Spectaculaire Histoire : Colombie-Britannique / Rocky Mountaineer, Hugo de Grandpré, La Presse, samedi le 17 septembre 2011
- Last Year for Rocky Mountaineer's 'Sea to Sky Climb', Philip Mason, 2016
- It Takes More than Scenery, Bob Johnston, Trains magazine, February 2016
- Canada's Tousled Silver Lady, Fred W. Frailey, Trains magazine, January 2014
- Rocky Mountaineer Launches Seattle Service, Trains News Wire, August 27, 2013, <http://trn.trains.com/news/news-wire/2013/08/rocky-mountaineer-launches-seattle-service>
- <http://www.facebook.com/notes/rocky-mountain-train-lockout/a-overview-of-negotiations-between-rocky-mountaineer-and-the-union-representing/162843473801422>
- Related headlines and articles: Trains magazine News Wire, <http://trn.trains.com/search?q=rocky+mountaineer>
- Tentative Labor Agreement Reached Between Rocky Mountaineer Unionized Workers, September 7, 2012, <http://trn.trains.com/news/news-wire/2012/09/tentative-labor-agreement-reached-between-rocky-mountaineer-unionized-workers>
- Canadian National Railway, Tom Murray, MBI Publishing Co., 2004
- Canadian Trackside Guide, Bytown Railway Association 2015 [http://www.rockymountaineer.com/en\\_CA/](http://www.rockymountaineer.com/en_CA/)

Le Rocky Mountaineer a conclu un partenariat avec la firme suisse Stadler-Bussnang AG en vue d'ajouter à son parc de matériel des voitures GoldLeaf conçues sur devis : dix voitures de ce type doivent être livrées en 2018. De conception entièrement revue pour améliorer le confort des voyageurs et l'efficacité, ces nouvelles voitures bénéficieront de l'expertise reconnue de Stadler à ses usines suisses et allemandes. Il s'agit du plus important investissement dans les 26 ans d'histoire du Rocky Mountaineer et de la première addition à son parc de voitures depuis 2007.

### Sources

- Business is Anything but Rocky for Rocky Mountaineer Vacations, Ken Lancaster, Interchange, Automne 2007
- Panels in the Rocky Mountaineer station, Armstrong Hospitality Group Ltd. (AHG), Vancouver, 2007.
- Rocky Mountaineer Update, Jason Brolund, Canadian Railway Modeller, Novembre-Décembre 1995
- Rocky Mountaineer Wins Top Honour at 2005 World Travel Awards, WCRA News, Janvier 2006
- Spectaculaire Histoire : Colombie-Britannique / Rocky Mountaineer, Hugo de Grandpré, La Presse, samedi le 17 septembre 2011
- Last Year for Rocky Mountaineer's 'Sea to Sky Climb', Philip Mason, 2016
- It Takes More than Scenery, Bob Johnston, magazine Trains, Février 2016
- Canada's Tousled Silver Lady, Fred W. Frailey, magazine Trains, Janvier 2014
- Rocky Mountaineer Launches Seattle Service, fil de presse de Trains, 27 août 2013, <http://trn.trains.com/news/news-wire/2013/08/rocky-mountaineer-launches-seattle-service>
- <http://www.facebook.com/notes/rocky-mountain-train-lockout/a-overview-of-negotiations-between-rocky-mountaineer-and-the-union-representing/162843473801422>
- Manchettes et articles divers, fil de presse du magazine Trains <http://trn.trains.com/search?q=rocky+mountaineer>
- Tentative Labor Agreement Reached Between Rocky Mountaineer Unionized Workers, fil de presse du magazine Trains, 7 Septembre 2012, <http://trn.trains.com/news/news-wire/2012/09/tentative-labor-agreement-reached-between-rocky-mountaineer-unionized-workers>
- The Canadian National Railway, Tom Murray, MBI Publishing Co., 2004
- Pour toute information sur les vacances Rocky Mountaineer, visitez: [http://www.rockymountaineer.com/en\\_CA/](http://www.rockymountaineer.com/en_CA/)

## Stan's Photo Gallery

July - August 2016

By Stan Smail

Translation: Gilles Lazure

Twenty-five years and counting indeed! It hardly seems possible but since the severe and incisive VIA Rail Canada service cuts of 1990, the Rocky Mountaineer tour train business model has morphed into a Canadian enterprise we can all be proud of.

This Photo Gallery features photos of Rocky Mountaineer operations in recent years with contributions from Phil Mason, John Leeming, Kevin Dunk, Ray Farand and others.

Back in 2007, your Photo Editor celebrated forty years service with Canadian Pacific. To mark the occasion, special permission was granted to ride the engine of the Rocky Mountaineer between Kamloops and Calgary, the original stretch of the CPR I first worked on back in 1967. Quite the sentimental journey it was too, seeing all the engineering changes that had come to Van Horne's road over those 40 forty years. Once again I must thank Don Herron of CP and the Peter Armstrong group at RMRX for arranging this memorable trip.

This Photo Gallery is dedicated to Peter Armstrong and all the Rocky Mountaineer people that have made British Columbia train travel a delightful 'daylight' experience. All Aboard for the Canadian intermountain west!

## Les photos de Stan

Juillet - Août 2016

Par Stan Smail

Traduction : Gilles Lazure

Vingt-cinq ans, et ce n'est pas fini! Cela ne semble guère possible, mais depuis les coupures sérieuses et profondes des services de VIA Rail Canada en 1990, le modèle de plan d'affaires du service d'excursion de la compagnie Rocky Mountaineer l'a fait évoluer en une entreprise canadienne dont nous pouvons tous être fiers.

Cette galerie de photographies met en vedette les opérations de Rocky Mountaineer au cours de ces dernières années, grâce à des contributions de Phil Mason, John Leeming, Kevin Durk, Raymond Farand et d'autres.

En 2007, votre éditeur photo a célébré ses quarante ans de service au Canadien Pacifique. Pour marquer l'occasion, une permission spéciale fut obtenue pour qu'il voyage à bord de la cabine de la locomotive du Rocky Mountaineer entre Kamloops et Calgary, le premier tronçon du CPR sur lequel il avait travaillé en 1967. Ce fut pour sûr un trajet qui lui rappela bien des souvenirs, à la vue de toutes les améliorations techniques qui avaient été apportées à la voie de Van Horne au cours de 40 ans. Je dois remercier une fois de plus Don Herron, du CP, et le groupe de Peter Armstrong, du RMRX, pour avoir planifié ce voyage mémorable.

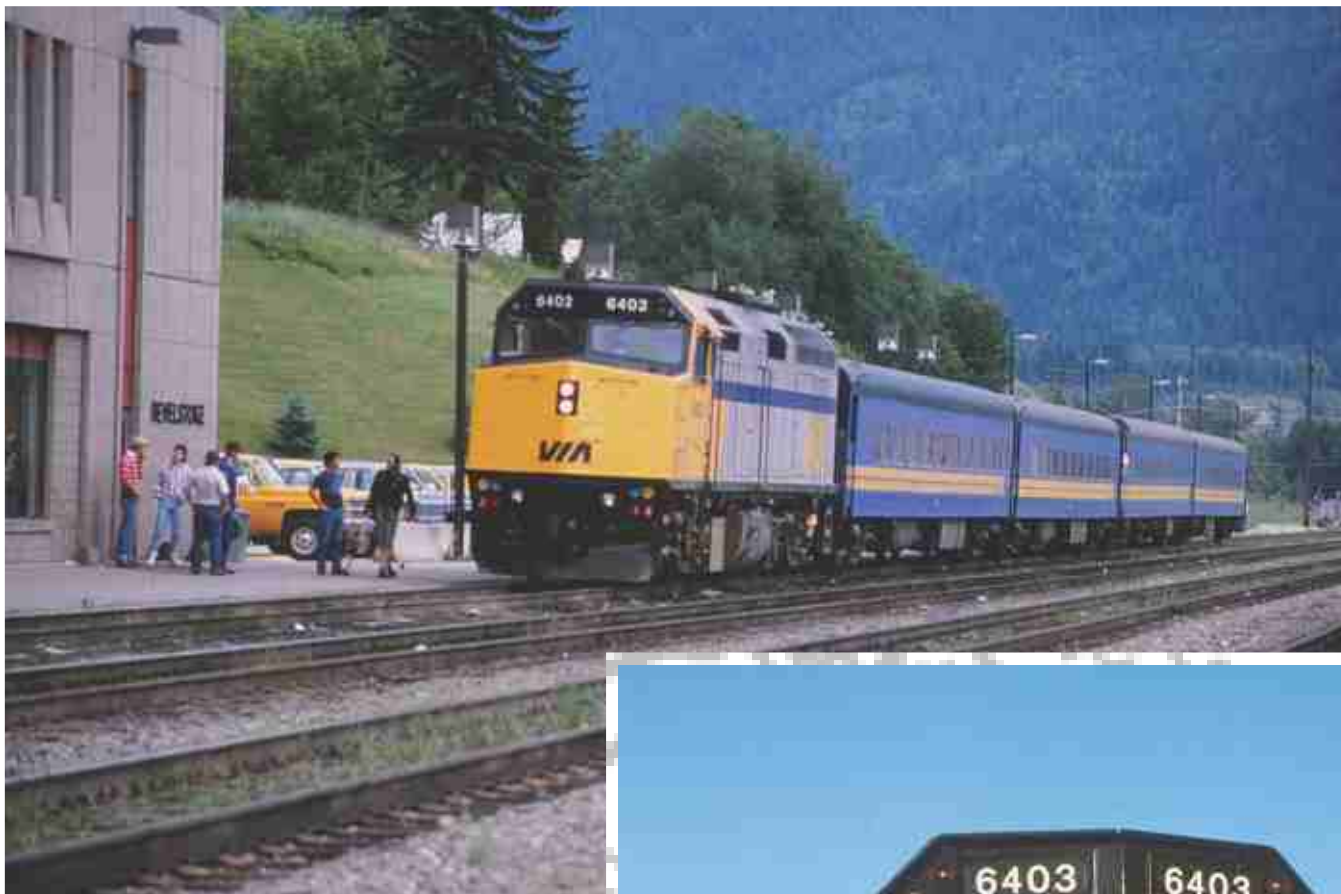
Cette galerie de photos est dédiée à Peter Armstrong et à tout le personnel de Rocky Mountaineer qui ont transformé le voyage en train à travers la Colombie-Britannique en une expérience « diurne » des plus agréables. Tous à bord pour les montagnes de l'Ouest canadien!



It is April 23, 2008 and ex CN GP-40-2 (W) 8014 and mate 8013 have the Jasper section of the Rocky Mountaineer eastbound at Canoe River, B.C. on the CN Albreda Subdivision. Canoe River was the site of a deadly head-on collision between two CNR trains back in the 1950s due to train order errors. Former Canadian Prime Minister John Diefenbaker, when a young lawyer represented the operator implicated in the collision and won! A memorial cairn marks the spot. John Leeming

*Nous sommes le 23 avril 2008 et la 8014, une GP40-2(W) ex-CN, et sa compagne, la 8013, tractent la section Jasper du Rocky Mountaineer vers l'est, à Canoe River, C.-B., sur la subdivision Albreda du CN. Au cours des années 1950, Canoe River fut le site d'une collision frontale mortelle entre deux trains du CNR qui fut imputée à une erreur dans les ordres de train. John Diefenbaker, alors un jeune avocat et plus tard premier ministre du Canada, représenta le contrôleur impliqué dans la collision et gagna sa cause! Un cairn commémore l'endroit. John Leeming*



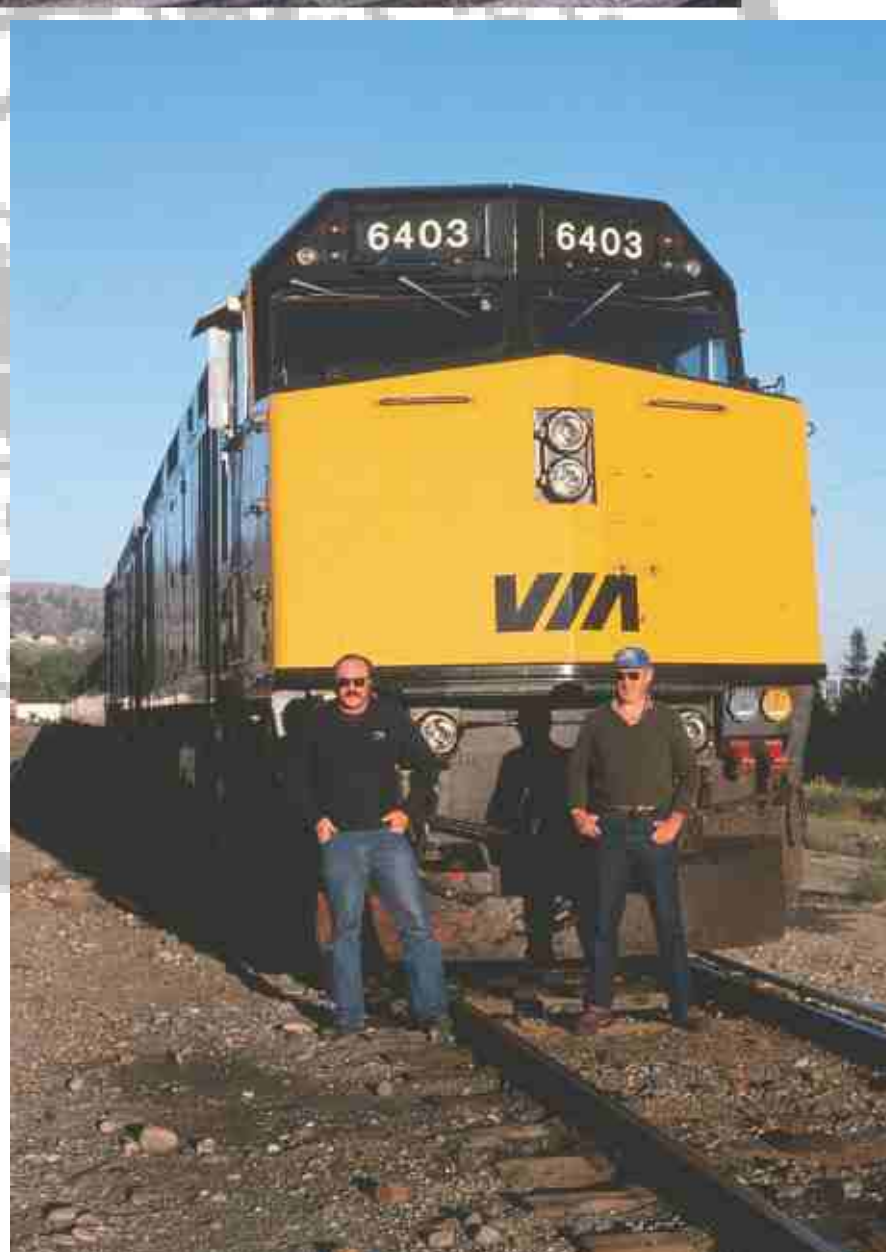


Humble beginnings. VIA F40PH 6402 had four coaches in tow at the CPR station in Revelstoke, British Columbia back in 1988. This is VIA's experimental Canadian Rockies by Daylight tour train No. 101, which began operation in the summer of 1988. The Rocky Mountaineer service of today evolved out of these modest beginnings.

In the second image, CPR Revelstoke Division enginemen Bryan D'Arcy and Philip Mason pose for a photo before piloting train 102 eastward from the Lorne Street station in Kamloops to Revelstoke in August 1988. Phil Mason

*Un début sans fanfare. En 1988, la 6402, une F40PH, est à la tête de quatre voitures-coach à la gare du CPR, à Revelstoke, C.-B. C'est le train d'excursion expérimental numéro 101 « Canadian Rockies by Daylight » de VIA qui débute ses opérations au cours de l'été 1988. Le service du Rocky Mountaineer de nos jours doit ses origines à ces modestes débuts.*

*Sur la deuxième photo, le mécanicien Bryan D'Arcy, de la division de Revelstoke du CPR, et Philip Mason posent pour le photographe, en août 1988, avant de mener le train 102 vers l'est, de la gare de Kamloops, sur la rue Lorne, jusqu'à celle de Revelstoke. Phil Mason*







From the cab at Jasper. On an unusually wintry May 20, 2008, passengers are boarding the Jasper section of the westbound Rocky Mountaineer. The ex-CN-VIA heritage of the train consist of RMRX 8012 West is evident in the first five cars ahead of the bi-level observation cars. John Leeming

*Vu de la cabine à Jasper. Par un 20 mai 2008 anormalement froid, les passagers montent à bord de la section Jasper du Rocky Mountaineer en direction ouest. Les origines ex-CN-VIA du matériel roulant du convoi RMRX 8012 West sont très apparentes sur les cinq voitures précédant les voitures d'observation à deux niveaux. John Leeming*



Looking for all the world like a posed publicity shot, ex CN GP-40-2(W) 8014 is at Clemina East, B.C. with train 610, the eastbound Jasper section of the Rocky Mountaineer. Clemina East is at mile 96.5 of the CN Albreda Subdivision. John Leeming

*Semblant en toute apparence d'être sur une photo de publicité planifiée, la 8014, une GP40-2(W) ex-CN, est à Clamina East, C.-B., avec le train 610, la section Jasper du Rocky Mountaineer en direction est. Clamina East est localisé à la borne milliaire 96.5 de la subdivision Albreda du CN. John Leeming*

On June 7, 2009, BCOL Dash 8-40C 4606 is the lucky leader on train 609, the westbound Jasper section of the Rocky Mountaineer at Exlou, B.C. on the CN Clearwater Subdivision. By today's standards, Exlou is a short siding measuring 6420 feet. John Leeming

*Le 7 juin 2009, à Exlou, C.-B., la 4606 de BC Rail, une Dash 8-40C, est, par une heureuse chance, à la tête du train 609, la section Jasper du Rocky Mountaineer en direction ouest. Localisé sur la subdivision Clearwater du CN, Exlou est, relativement aux normes actuelles, une courte voie d'évitement de 10 340 m (6,420 pi)! John Leeming*







About twenty miles west of Kamloops, B.C. on the CN Ashcroft Subdivision we find intrepid photographer and ex CPR locomotive engineer John Leeming at Jaleslie, B.C. The subject is train 610, the eastbound Rocky Mountaineer, in the very distinctive high desert like scenery one finds in the upper Thompson River valley. The date is a beautiful July 19, 2009. John Leeming

*Nous trouvons ici John Leeming, photographe intrépide et ex-mécanicien de locomotive du CPR, à Jaleslie, C.-B., localisé sur la subdivision Ashcroft du CN, à environ 32 km (20 mi) à l'ouest de Kamloops. Le sujet est le train 610, le Rocky Mountaineer en direction est, dans le paysage quasi désertique que l'on trouve au nord de la vallée de la rivière Thompson. C'est par un remarquablement radieux 19 juillet 2009. John Leeming*



On the CPR Mountain Subdivision at Golden, B.C., RMRX GP-40-2(W) 8011 has been repainted in the newer Rocky Mountaineer paint scheme as it heels to the curve in command of the eastbound Banff section of the Rocky Mountaineer on June 1, 2011. Kevin Dunk.

*Le 1er juin 2011, sur la subdivision Mountain du CPR à Golden, C.-B., on aperçoit la 8011, une GP40-2(W), qui a été repeinte à la nouvelle livrée du Rocky Mountaineer, alors qu'elle négocie la courbe à la tête de la section Banff du train en direction est. Kevin Dunk*





Perhaps my favourite photo in this portfolio of RMRX images is this Ray Farand view of the eastbound Banff section of the Rocky Mountaineer approaching Stephen, B.C. on the CPR Laggan Subdivision. The date is July 26, 2014 and your Photo Editor began his railway career at this very location back in July 1967. Ray Farand.

*Cette photo de Raymond Farand de la section Banff du Rocky Mountaineer en direction est approchant Stephen, C.-B., sur la subdivision Laggan du CPR, est peut-être ma photo favorite parmi toutes celles de ce portfolio d'images du RMRX. C'est le 26 juillet 2014 et votre éditeur photo a commencé sa carrière ferroviaire à cet endroit même, en juillet 1967. Raymond Farand*

A lovely colour party shows the flag for the departing Jasper section of the westbound Rocky Mountaineer on July 12, 2015. Ex CN GP-40-2(W) 8014 leads the review today. Ray Farand.

*Un beau salut aux drapeaux pour la section Jasper du Rocky Mountaineer à son départ, en direction ouest, le 12 juillet 2015. La 8014, une GP40-2(W) ex-CN, est aussi en tête de la présente galerie! Raymond Farand*





RMRX 8011 leads the Coastal Passage North service by Cariboo Road at mile 147.5 of the CN New Westminster Subdivision on July 4, 2015. Today, this service originates at North Vancouver which operates over the former Pacific Great Eastern Railway. Andy Cassidy

*La 8011 du RMRX tracte le service « Coastal Passage North » près de Cariboo Road, au mille 147.5 de la subdivision New Westminster du CN, le 4 juillet 2015. De nos jours, ce train part de North Vancouver et roule sur le réseau du chemin de fer Pacific Great Eastern aujourd'hui disparu. Andy Cassidy*



RMRX 8014 West with train 609, the westbound Banff section of the Rocky Mountaineer is at mile 113.4 on the CPR Shuswap Subdivision on June 5, 2016. With about 15 miles to its overnight stop at Kamloops the first day of travel over the mountains – as former CNR employee Lorne Perry says of operations on the CPR route – is almost over. John Leeming

*Le 5 juin 2016, la 8014 du RMRX, en tête du train 609, la section Banff du Rocky Mountaineer en direction ouest, est à la borne milliaire 113.4 sur la subdivision Shuswap du CPR. Avec environ 24 km (15 mi) à parcourir pour atteindre l'arrêt pour la nuit à Kamloops, la première journée de voyage au-dessus des montagnes – comme Lorne Perry, un vétéran du CNR, qualifie les opérations sur la voie du CPR – est presque terminée. John Leeming*



## End of Track and the C.P. Mail Company

By H. A. Price

All covers courtesy of the author

Translation: Denis Vallières

## Le service postal du C.P.R. en bout de ligne

Par H.A. Price

Toutes les illustrations sont de l'auteur

Version française : Denis Vallières

Alex Price was a career railroader serving 33 years with the Canadian Pacific Railway. He came from a railroading family: T.E. Price (father) was an Engineer on the Western Lines with the CPR. W.M. Price (brother) was a Division Engineer on the Montreal Terminals with CPR. Alex enjoyed collecting railway memorabilia and took great pleasure in flushing out some of the more arcane stories connected with the CPR. Unfortunately Alex didn't survive to see his article in print, he passed away in January, 2015 at the age of 93. Tom is the son of Alex Price and is now retired after a 37 year career with the CPR in the Engineering Department in Track Maintenance and the head office with Track Standards.

Alex Price a fait une carrière de 33 ans au service de la compagnie Canadien Pacifique. Il fut issu d'une famille de cheminots: son père, T.E. Price, fut un mécanicien de locomotive sur le réseau de l'ouest du CPR et son frère, W.M., fut un ingénieur de division aux terminus de Montréal de la compagnie. Alex aimait collectionner des souvenirs de tout genre et prenait grand plaisir à faire connaître des anecdotes peu connues sur le CPR. Malheureusement, il n'a pas pu voir cet article publié, car il est décédé en janvier 2015, à l'âge de 93 ans. Son fils, Tom, est maintenant un retraité du CPR, après avoir travaillé 37 ans au département de génie de l'entretien des voies et au bureau-chef responsable des normes sur les voies de la compagnie.

On 15 August 1883 track laying for the Canadian Pacific Railway reached Calgary, after two years of remarkable progress over the relatively flat Canadian prairie. The work was to continue westward with the same intensity, but with one difference – the stark barrier of the Rocky Mountains was clearly visible. This feature alone meant that there would be a need for changes in the supply arrangements and construction tactics. Not the least of these was the handling of mails to and from the multitude of camps, most of which were in a constant state of leap-frogging ahead as the work required.

Track laying continued on through Calgary. By the end of September, Morley was reached, then Banff on 27 October. At the end of November 1883 track laying terminated for the year about 1 mile east of the Continental Divide, the summit of the Rockies. A supply camp was created at what was then known as The Summit, later Laggan and today as Lake Louise. Here, construction headquarters were established in a store run by Tom Holt, a brother to engineer-contractor H.S. Holt later to become wealthy as a financier and entrepreneur. Holt's store became the focus of the mail handling process for the winter of 1883-84 until such time as the work had advanced westerly to a point where relocation of this 'focus' was advantageous.

Westbound mail was now being carried as far as Calgary by regular trains, with mail cars staffed by postal clerks, although, from time to time the service might be

Le 15 août 1883, la voie ferrée du chemin de fer Canadien Pacifique atteint Calgary après deux ans de progression dans le relief relativement plat des prairies canadiennes. Le travail doit se poursuivre avec autant d'intensité en direction ouest, mais avec évidemment, comme obstacle à franchir, la barrière des Rocheuses. Le projet en tant que tel suppose un changement dans le mode d'approvisionnement du matériel et dans la logistique de la construction. L'un des aspects est la distribution du courrier entre les multiples camps, la majorité étant appelée à se déplacer au fur et à mesure de la progression des travaux.

La pose des rails se poursuit à travers la ville de Calgary. Morley est atteint, dès la fin de septembre, et Banff, le 27 octobre. À la fin de novembre, la progression s'arrête à environ 1,6 km (1 mi) à l'est de la ligne de partage des eaux du continent, c'est-à-dire le sommet des Rocheuses. Un camp, nommé The Summit, est alors établi, et deviendra plus tard Laggan, puis Lake Louise. C'est à cet endroit, dans un magasin géré par Tom Holt, frère de l'ingénieur et entrepreneur H.S. Holt qui deviendra un riche financier et homme d'affaires, qu'est établi le quartier général. Le commerce de Holt devient le centre de tri postal durant l'hiver 1883-84, jusqu'à ce qu'il soit plus avantageux de le déplacer plus à l'ouest en fonction des travaux.

Le courrier vers l'ouest est transporté par le service régulier jusqu'à Calgary et traité par les employés



altered and the mail handled by baggage car. The 'CPR West of Winnipeg' hammer (cancellation) was now in use. How the mail addressed to points further west than Calgary was undertaken for the period ending early in 1884 is not clear. There certainly was no predictable train service from Calgary where postal business could be transacted or the westward movement of the mails could officially terminate. Mail did move, however, probably on the occasional construction work train if its departure from Calgary was convenient, or by casual wagon teams or sleighs as the weather dictated. Mails in the eastward direction met the same conditions.

Holt's store at The Summit became the point where westward mails terminated or were redirected, or were dispatched to the east. It is known that the CPR assigned a man to be responsible for the mail at Holt's store. The name that emerges for such a position is T.A.W. Gordon, although it is not known if he was assigned to this job right from the beginning.

West of The Summit, some work was carried out through the winter. Grading and tracklaying was impossible, but bridgework and some engineering fieldwork and surveying did continue. Mail from Holt's store to camps engaged in these labours was probably carried by couriers on horseback or sleighs, and possibly even dog teams. This practice was the beginning of what was to become one of the functions of the C.P. Mail Co. There is no doubt that the movement of the mails was handled in a haphazard manner, but, as it usually was in such times, with much care, and no losses were noted.

The first evidence of some formality to the mail situation appears in an advertisement in the Calgary Herald, then a weekly paper, of 13 February 1884, in which George A. Winton advertised to carry mail between The Summit, Silver City, and Calgary. Service was to be weekly. On 20 February a news item noted that Winton was carrying the mails and would put on a second team if warranted. On Wednesday 2 April 1884 there was a further news item stating "Mail carrier Winton went down to Calgary (from The Summit) for the first time on the train with the mail and after this will make weekly trips by rail to Holt City (The Summit). From there his pack train will carry the mail as far as there is any to be delivered.

The final news item which makes reference to Winton is dated 21 May 1884, and states "Geo. A. Winton, mail carrier, makes weekly trips from Calgary to the Columbia River (Golden City). He has eleven horses and two couriers and with this outfit he supplies mail matter to all the intervening camps."

Winton's operation does not appear to have had the official blessing of the Post Office. However, more or less concurrent with the Winton phase, the Postmaster General's reported that up to 30 June 1884, "a further 153 ½ miles of railway on which mails are carried have been

de la poste, quoique, de temps à autre, le service est pris en charge à bord des fourgons à bagages. On utilise désormais l'estampille d'annulation « CPR West of Winnipeg ». On ignore cependant comment était pris en charge le courrier à destination de l'ouest de Calgary jusqu'en 1884. Il n'y a certainement pas de service régulier à l'ouest de Calgary. Le courrier se rend en tête de chantier probablement par les convois d'approvisionnement en partance de Calgary ou par des traîneaux à chevaux en hiver. Il en est de même en direction est.

Le magasin Holt situé à The Summit devient le centre de tri du courrier, que ce soit celui à destination de l'ouest ou de l'est. Le CPR affecte un de ses employés à cette tâche, un certain T.A.W. Gordon, mais on ignore si ce dernier est là depuis le début.

Certains travaux continuent durant l'hiver à l'ouest de The Summit. Certes, il est impossible de poursuivre l'installation de la voie, mais on peut construire des ponts et faire quelques travaux d'ingénierie ainsi que des travaux de topographie. Le courrier en partance du magasin Holt est alors expédié dans les camps par des coursiers à dos de cheval, des traîneaux à chevaux et, possiblement, des traîneaux à chiens. Ce service est le début de ce qui deviendra l'une des tâches de la C.P.R. Mail Co. Sans aucun doute, ce service postal est hasardeux à cette époque, mais aucune perte n'est cependant notée.

La première manifestation d'une certaine formalité de la poste apparaît dans une publicité de l'édition du 13 février 1884 du journal hebdomadaire Calgary Herald où George A. Winton avise qu'il livrera le courrier entre The Summit, Silver City et Calgary, une fois par semaine. Le 20 février, on signale dans le journal que Winton affectera une deuxième équipe si le courrier le justifie. Le 2 avril 1884, une autre annonce mentionne que le courrier expédié par Winton se rend à Calgary pour la première fois par un train en partance de The Summit, puis qu'il fera ce trajet à chaque semaine vers Holt City (The Summit). De là, la livraison se poursuivra aussi loin que le justifiera la destination du courrier.

Le dernier article faisant référence à Winton est daté du 21 mai 1884 et indique que Geo. A. Winton fait la livraison du courrier entre Calgary et Columbia River (Golden City). Il possède onze chevaux et deux coursiers et il offre de livrer dans tous les camps situés sur son parcours.

Winton ne semble pas cependant être accrédité par la poste officielle. Étant plus ou moins en concurrence avec Winton, le Maître de poste rapporte qu'au 30 juin 1884, la livraison du courrier se fera désormais sur les 247 km (153,5 mi) de prolongation de la voie ferrée entre Calgary et l'extrémité de la ligne.

La C.P.R. Mail Co. fait alors son entrée en scène avec cet avis publié dans le Calgary Herald le 18 juin 1884 :

put in operation between Calgary and End of Track.” This put the railhead at what was to be known as Palliser, about 21 miles west of Field, B.C. No doubt this report is correct, but in all probability mails at this time moved so infrequently by train that Winton continued with his service.

The C.P. Mail Co. now appeared on the scene, in the form of this advertisement in the Calgary Herald of 18 June 1884.

#### Notice

**The C.P. Mail Co. are now prepared to receive, forward and deliver all mail for parties who will be located west of The Summit and are out of reach of regular postal service. Arrangements have also been made for the safe transmission of Moneys, Deposits and other valuables to all points throughout Canada, United States and other foreign countries. Parties who wish to avail themselves of these facilities should call at the C.P. mail Co.'s Post Office, 32 siding, Laggan, where they may register their addresses and obtain full information as to rates etc.**

#### C.P. Mail Co.

At the time of publishing this ad, track laying had reached the vicinity of Field, B.C. It is known, however, that some months earlier the CPR had made an 'in house' arrangement for moving the mails. One T.J.S. Skinner is on record as being the courier who travelled on horseback, leading a second horse which carried the mail in a pack saddle. He picked up the mail from the C.P. post office in Holt's store at The Summit and delivered it to the camps ahead. On his return trip, he gathered up the eastward mail.

None of the Provincial or Dominion Corporate registry records admit to the existence of the C.P. Mail Co. It may well be that the C.P.R. chose to describe the operation as such to give it a clear identity, so mail matters could be consolidated. To advertise so clearly that the mail company was in a position to handle moneys and other valuables indicates that this function in some way had the blessing of Post Office authorities.

After a very late start owing to abnormal depths of snow, track laying passed over the summit of the Great Divide and into British Columbia on 26 May 1884. Late in August 1884, track laying reached the bridge at the fourth crossing of the Kicking Horse River, some 33 miles west of the Great Divide. Headquarters and supplies were moved from Holt's store at The Summit to a point near this location. Here a small community quickly grew and was given the name of Palliser. This became the second location of the C.P. Mail Co. post office under T.A.W. Gordon, whose name is mentioned in the reminiscences of C.P.R. engineers.

#### « Avis:

**La C.P.R. Mail Co. est maintenant prête à recevoir, faire suivre et livrer tout courrier dont les expéditeurs et les destinataires sont situés à l'ouest de The Summit et qui sont privés du service postal régulier. Des arrangements sont aussi prévus pour l'expédition sécuritaire de monnaie, dépôts et objets de valeur pour toutes destinations au travers le Canada, les États-Unis et autres pays. Ceux qui veulent se prévaloir de ce service doivent contacter le bureau de la C.P.R. Mail Co. à la voie d'évitement no 32 à Laggan pour y inscrire leurs adresses et obtenir les tarifs et toutes autres informations, etc.**

C.P.R. Mail Co. » (Traduction libre)

Au moment de la parution de cet avis, la voie ferrée atteint la proximité de Field en Colombie-Britannique. Il est connu, néanmoins, que le CPR a créé, quelques mois auparavant, un arrangement « maison » pour la livraison du courrier. Le coursier, T.J.S. Skinner, à dos de cheval, livre le courrier contenu dans un sac et transporté sur le dos d'un second cheval. Il récupère le courrier du bureau de poste au magasin Holt de The Summit, puis le livre dans les différents chantiers. Au retour, il récupère le courrier à destination de l'est. Ni la province, ni le Dominion, ne tiennent de registres à propos de l'existence de la C.P.R. Mail Co. C'est une bonne chose que le CPR choisisse de décrire cette opération pour bien l'identifier et consolider ce service. Le fait d'aviser si clairement qu'elle peut manipuler l'argent et autres objets de valeur lui donne de la crédibilité aux yeux des autorités de la poste.

Suite à un début retardé par une accumulation anormale de neige, ce n'est que le 26 mai 1884 que la voie ferrée atteint le sommet de la ligne de partage des eaux en Colombie-Britannique. Plus tard, à la fin d'août 1884, la voie atteint le pont de la quatrième traversée de la rivière Kicking Horse, à environ 50 km (33 mi) à l'ouest de la ligne de partage. Le quartier général et l'approvisionnement déménagent du magasin Holt vers un point à proximité de l'endroit. Une petite communauté du nom de Palliser croît rapidement. Elle devient la seconde localisation de la C.P.R. Mail Co. sous la responsabilité de T.A.W. Gordon, dont le nom sera mentionné lors de la réminiscence des ingénieurs du CPR.

Plus tard dans l'année, vers la fin de décembre, la voie atteint Beavermouth à 66 km (41 mi) de Palliser. Avec l'arrivée de l'hiver, les travaux cessent à l'exception de l'érection de ponts entre cet endroit et le sommet des montagnes Selkirk. Le quartier général et la C.P.R. Mail Co. se déplacent de Palliser vers Beavermouth. James Ross, l'intendant de la construction du CPR, conserve son bureau à Donald, la première traversée de la rivière Columbia, à environ 20 km (12 mi) à l'est. Une partie du courrier arrive par train au bureau de la C.P.R. Mail Co., puis est transportée plus loin vers l'ouest par coursier. Le



Return envelope for C.P.R. Mail Company

*Enveloppe de retour pour la compagnie C.P.R. Mail*

Later in the year, towards the end of December, track laying reached Beavermouth, 41 miles west of Palliser. Winter had now closed in, and, except for bridge work between this point and the summit of the Selkirks, most activity ceased. Headquarters and the C.P. Mail Co. post office were moved to Beavermouth from Palliser. James Ross, the C.P.R. Manager of Construction, maintained his office at Donald, the first crossing of the Columbia, some twelve miles to the east. Some of the mail arrived at the C.P. Mail Co. post office by train and was taken further west by courier. The train service was irregular, to say the least. A news item in the Calgary Herald of 15 January 1885 stated that “trains from Golden to Calgary, when run, take one week. Snow ahead of them is shovelled clear as there are no ploughs.”

In these conditions it is safe to assume that the continuation of the mails between Golden and Beavermouth, and, in all probability, Laggan, was reinforced by C.P. Mail Co. courier sleighs over the tote road during the severe winter months. Evidence supporting this thought is contained in the Postmaster General's Report of 1886, for the period March through September 1885, wherein the CP Construction Company is shown as receiving a total remuneration of \$126.18 for mail transportation between “Mount Laggan” and End of Track, a distance of 99 miles. One trip a week was required and the mode of conveyance was “optional” or “vehicle”.

service de train est plutôt irrégulier. On apprend, dans l'édition du 15 janvier 1885 du Calgary Herald, que les convois entre Golden et Calgary, lorsqu'ils roulent, prennent une semaine pour accomplir le trajet. On doit pelleter la neige devant la locomotive, car il n'y a pas de chasse-neige.

Dans ces conditions, on peut présumer que la livraison du courrier entre Golden et Beavermouth et probablement aussi Laggan, est renforcée par l'utilisation de traîneaux à travers les sentiers durant les durs mois d'hiver. On mentionne d'ailleurs, dans le rapport général de 1886 du Maître de poste, pour la période de mars à septembre, que la CP Construction Company reçoit une rémunération de 126,18 \$ pour la livraison postale entre le Mont Laggan et l'extrémité de la voie, une distance de 161 km (99 mi). Une livraison par semaine est requise et le mode de transport est à la convenance du livreur.

À un certain moment en 1884, les autorités de la poste prennent la décision d'exercer plus de contrôle du courrier en tête du chantier, créant ainsi un bureau de poste gouvernemental portant le nom officiel de End of Track, C.-B. Diverses dates sont mentionnées pour le début de cette nouvelle entité, mais celle donnée dans le rapport général de 1885 du Maître de poste pour le bureau de poste de End of Track est le 2 janvier 1885.



Hand stamp directing receivers how to address return mail

*Instructions d'adressage de retour aux récipiendaires sous forme d'estampe à la main*



Sometime in 1884 the Post Office authorities made the decision to exercise more control over the mail situation to the railhead, the result being the establishment of a Government post office given the official name of End of Track, B.C. Various dates are given for the beginnings of this office but the date which appears to be correct is that given in the Postmasters General Report of 1885 where the End of Track post office is shown as January 2, 1885.

An article printed in the Calgary Herald of 29 January 1885 sheds light on the situation west of Calgary:

### ***A Mountain Trip***

#### *A Journey From The End of Track to Calgary in Winter*

*“Post Office Inspector MacLeod returned on Monday night from the mountains whither he had gone to establish a new office on the mountain section of the mail route. The office to be opened by Mr. MacLeod was a money order office at Beaver Crossing to be called End of Track office, and to move westward as the track moves. T.A.W. Gordon is the postmaster at this point, so that the mail carriage west of Calgary is now as follows:*

*“By the regular train mail to Laggan, thence by the construction company's dog team to Beaver Crossing, where the mail service stops and the C.P.R. Mail Service begins, the carriage as far as Beaver Crossing being Government business. West of End of Track, the C.P.R. Mail Co. carries the mails along the road to various camps as far as the summit of the Selkirks. Inspector MacLeod thinks that, considering the difficulties of the undertaking, the whole mountain mail service is remarkable well done.”*

Surviving examples of mail, or the envelopes to and from the railway construction camps are very scarce. Fortunately, a find of some envelopes was recently made which serves to throw some light on the difficulties associated with this process which predated the CP Mail Company or the End of Track post office. A young English lad named Leo Rogers, no relation to the Major, was employed on a CPR survey crew laying out line and grade for the construction gangs following, perhaps as much as fifty miles back. Young Rogers writes faithfully to his family in Manchester, England. His father, in turn, records in red on the face of each envelope the date written and location and assigns a number, his, for a continuity record. The cover on top of page 188 shows letter number 66 which indicates Leo wrote the letter on October 17, 1883 from the Kicking Horse Pass.



'Post office 'end of track' cancel

*Estampe d'annulation du bureau de poste de End of Track*

Cet article, publié dans le Calgary Herald du 29 janvier 1885, nous éclaire sur la situation à l'ouest de Calgary :

### ***Un voyage en montagne***

#### *Une excursion entre l'extrémité de la voie et Calgary en hiver.*

*« L'inspecteur de la poste, W.W. MacLeod, revenait mardi soir des montagnes où il a établi un nouveau bureau de poste dans la section montagneuse de la route postale. Le bureau, ouvert par MacLeod pour le traitement des mandats postaux à Beaver Crossing, sera nommé End of Track et suivra le chantier ferroviaire vers l'ouest. T.A.W. Gordon est le Maître de poste de cet endroit dont le transport du courrier à l'ouest de Calgary se fait dorénavant ainsi : d'abord par le train postal régulier vers Laggan puis par le traîneau à chiens de la compagnie vers Beaver Crossing où le service postal s'arrête et celui de la C.P.R. Mail Co. commence. Le courrier est acheminé ensuite le long des routes vers les différents camps, aussi loin que le sommet des Selkirks. L'inspecteur MacLeod pense que, « considérant les obstacles à franchir, le service de la poste à travers les montagnes est remarquablement bien exécuté. » (Traduction libre)*

Les documents postaux et leurs enveloppes à destination et en provenance des camps qui nous restent, sont rares. Heureusement, la découverte récente d'enveloppes nous procure un éclairage nouveau sur les difficultés associées à la livraison avant la création de la C.P.R. Mail Co. et le bureau postal de End of Track. Un jeune garçon anglais nommé Leo Rogers (aucun lien avec le Major), est employé par l'équipe de relevé topographique du CPR. Il écrit régulièrement à sa famille de Manchester, Angleterre. Son père inscrit à l'encre rouge sur chaque enveloppe qu'il reçoit, la date et l'endroit d'origine, puis y assigne un numéro. La figure 4 nous montre une lettre numérotée 66, ce qui indique que Leo l'a écrite, le 17 octobre 1883, à la passe du Kicking Horse.

À l'instar d'autres enveloppes, celle-ci montre des signes de manipulation rude puisqu'elle a été probablement mise en paquet avec d'autres, puis soumise à des modes de transport tels des attelages, des coursiers



Envelope 66 from Leo to his father

Enveloppe 66 de la lettre de Leo à son père

This and similar envelopes all show signs of rough handling as they probably were at the mercy of a variety of transport means such as packers, teamsters, occasional couriers and work trains and so on carrying the letter as a favour to a regular post office, in Leo's case, Winnipeg as indicated by the cancellation shown in Figure 4. In this example the letter took fourteen days to get to Winnipeg and a further seventeen days to arrive at Manchester.

As for the other direction, Leo's father writes to Leo, mailed on December 4, 1883 shown in Figure 5. At this time Leo is probably "holed up" for the winter somewhere in Western Canada. His crew may have finished for the season well down the Kicking Horse River west of the summit of the Rockies. The letter never reaches Leo. Various postal markings show that the envelope bounces from point to point including Calgary and various Dead Letter Offices and is finally returned to England and the sender after some four months of wandering looking for Leo.

et des équipes de trains de travail, avant d'être traitée par un bureau de poste régulier. Dans le cas de Leo, l'enveloppe est estampillée à Winnipeg, comme on peut le voir à la figure 4. Dans cet exemple, la lettre a pris quatorze jours pour se rendre à Winnipeg, puis 17 jours pour arriver à Manchester.

En réponse, le père de Leo lui écrit et poste sa lettre le 4 décembre 1883, comme on peut voir à la figure 5. À ce moment-là, Leo est terré quelque part dans l'ouest du Canada. Son équipe a terminé les travaux pour la saison jusqu'à la rivière Kicking Horse, à l'ouest des Rocheuses. Cette lettre ne parviendra pas à Leo. Des indications montrent qu'elle a rebondi d'un point à l'autre, incluant Calgary et d'autres bureaux de poste, pour finalement être retournée à son expéditeur en Angleterre, après avoir erré durant quatre mois à la recherche de son destinataire.



From father to his son Leo

Du père à son fils Leo

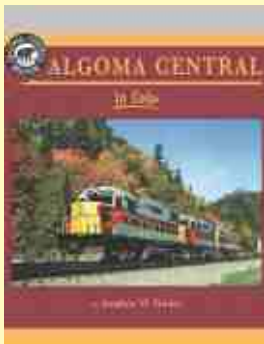
After driving the last spike at Craigellachie on November 7, 1885 the need for mail services for construction crews ceased. It is worth noting that the travelling post office known as "End of Track, BC" in operation for eleven months only, issued 2207 money orders to the total value of \$124,104.75, greater than that of Kingston, Ontario and nearly equal to the money order issues of the City of Quebec.

Après la pose du dernier crampon à Craigellachie, le 7 novembre 1885, le service postal pour les ouvriers est aboli. Il vaut la peine de noter que le bureau de poste mobile du nom de End of Track, C.-B., en opération durant onze mois, a émis 2207 mandats postaux pour une valeur totale de 124 104,75 \$, un montant supérieur à celui du bureau de Kingston, Ontario, et presque égal à celui de la ville de Québec.





# BOOK REVIEWS



**ALGOMA CENTRAL IN COLOR**

by Stephen M. Timko

*Reviewed by Lorne Perry*

We have come to expect fine color photos and super reproduction from Morning Sun books (morning sunbooks.com) and this one is no exception. Over 200 photos by a number of photographers cover the

range of all the color schemes ever displayed by AC locomotives and rolling stock, and there are many. All these excellent photos are sorted according to topics such as Locomotives, Steam and Electric generator units, Shops, three subdivisions and the various kinds of operations and rolling stock. There is a short historical sketch at the beginning and most chapters are introduced with a brief text. But the bulk of the informative text is in the captions. At various points, the subject is enlarged by the inclusion of reproductions of timetables (public and employee), ads and brochures.

The author was an employee of the Erie-Lackawanna Railroad and became intrigued by the exotic early name, “Algoma Central & Hudson Bay”, with loco colors resembling those of E-L. When he and some buddies journeyed north to ride and photograph, he was impressed with the warm welcome given by AC employees to dedicated railway enthusiasts, that often extended to cab rides.

Although AC&HB operated in the steam era, photos in those days were mostly black and white, and therefore outside of the criteria for this book. Since much of the passenger equipment pictured was steam heated, the only steam power pictured is the generator units.

If I had to pick out one star photo, it would be the spread on pages 40-41, taken from a vestibule half way back as the A-B-A F units led the Agawa Canyon Tour Train across the viaduct at Montreal Falls in 2000.

**ALGOMA CENTRAL IN COLOR**

by Stephen M. Timko

ISBN 1-58248-514-3

Published by Morning Sun Books, Scotch Plains, New Jersey  
128 pages, 8.5 x 11” vertical format, hard cover with dust jacket  
Price \$ 74.95 + GST at the Exporail Boutique; or + GST + postage by mail (Price reflects today’s \$ US exchange rate)



**CANADIAN PACIFIC - THE GOLDEN AGE OF TRAVEL**

by Barry Lane

*Reviewed by Ronald Ritchie*

This book makes an interesting addition to what would otherwise be a well worn subject. It approaches the history of the Canadian Pacific Railway from a

different aspect and provides considerable information in thumbnail form.

The content appears in twelve sections each containing some text and amply illustrated by many photographs and posters. After the preface and introductions, the story continues from the building of the line to Canadian Pacific's legacy. In between, the Pacific Steamship service, settling of western Canada, mountain tourism, round the world steamship cruises, Canadian Pacific's largest steamship “Empress of Britain” (1930), royal visits and other interesting subjects.



Barry Lane has extensive knowledge of the history of Canadian Pacific as he has delivered lectures to cruise ship and rail tour passengers sponsored by the Smithsonian Institute.

This is altogether a desirable addition to anyone's library. An added advantage to this book is its availability in both French and English.

#### CANADIAN PACIFIC - THE GOLDEN AGE OF TRAVEL

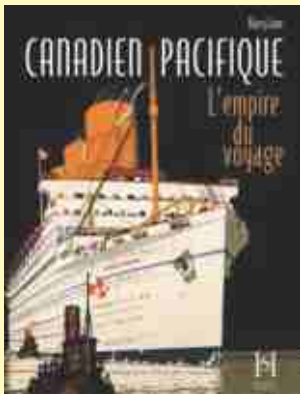
By Barry Lane

ISBN 978-0-86492

Published by Goose Leaf Editions, Fredericton, New Brunswick

200 pages, 9 X 12" vertical format, hard cover

Price \$ 44.95 + GST at the Exporail Boutique; or + GST + postage by mail



#### LE CANADIEN PACIFIQUE - L'EMPIRE DU VOYAGE

Par Barry Lane

Revu par Ronald Ritchie

Ce livre est un excellent ajout sur un sujet largement exploité. C'est une approche différente de l'histoire du Canadien Pacifique qui nous offre beaucoup d'informations sous forme de fiches.

Le contenu est réparti en douze sections, chacune contenant du texte amplement illustré par des photos et des posters. Suivant la préface, l'histoire se poursuit à partir de la construction de la ligne jusqu'au legs du Canadien Pacifique. Entre autres, on y mentionne le service de vapeurs (navires) du Canadien Pacifique,

l'établissement du tourisme de montagne dans l'Ouest canadien, les croisières autour du monde, l'Empress of Britain (1930) qui est le plus grand navire de la compagnie, les visites royales et autres sujets intéressants.

Barry Lane est un grand spécialiste de l'histoire du Canadien Pacifique et a fait des conférences sur les navires de croisière et les excursions ferroviaires, commanditées par le Smithsonian Institute.

C'est en somme un complément pour toute bibliothèque personnelle. De plus, ce livre est offert tant en français qu'en anglais.

#### LE CANADIEN PACIFIQUE-L'EMPIRE DU VOYAGE

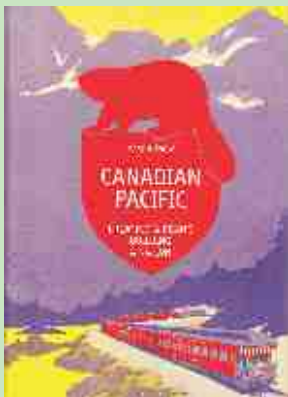
Par Barry Lane

ISBN 978-0864-9287-88

Publié par Goose Leaf Editions, Fredericton, Nouveau-Brunswick

200 pages, 9 X 12" format vertical, couverture rigide

Prix 44,95 \$ + tps à la Boutique Exporail ou tps + affranchissement par la poste.



#### CANADIAN PACIFIC - CREATING A BRAND, BUILDING A NATION

By Marc H. Choko, Edited by Matthias C. Huhne

Reviewed by Ronald Ritchie

Far from the usual recital of the facts and figures associated with the building and expansion of the Canadian Pacific Railway, this delightful book treats

the question from the perspective of advertising posters and pamphlets used by the railway over the years to generate business for the railway, its components and affiliates. Marc Choko has captured the essence of these activities from the inception of the company in 1881 to the modern era. Indeed, there appears in the book the poster advertising the departure of the first transcontinental passenger train from Montreal, June 28, 1886.

Sir William Van Horne, second President of the CPR, was a firm believer in the value of advertising as a generator of revenue for the company and his philosophy was perpetuated by subsequent occupants of that position. As a result, over the years, posters and brochures were used generously. These covered not only general travel, vacation destinations, and the like, but also specific events even of the one-day variety. They were tastefully produced and appeared generously in railway stations of all types, railway agencies, both at home and abroad, and in the form of hand-outs as brochures for the general public.

The railway was composed of many departments and the posters, as depicted, encompassed not only the railway itself, but also departments such as ships, hotels, telegraphs, airlines, and affiliates such as Cominco.

These posters and brochures were produced by or for the Company's Public Relations and Advertising Department which had an extensive graphics department. It had its own graphics artists who produced many of the items illustrated in this book.

Many of the original posters can be found in Canadian Pacific Archives, now located at Exporail, and are thus being preserved for posterity.

This book has been very well produced with excellent binding and accurate colouring. Marc Choko, Matthias Huhne and the publishers are to be congratulated.

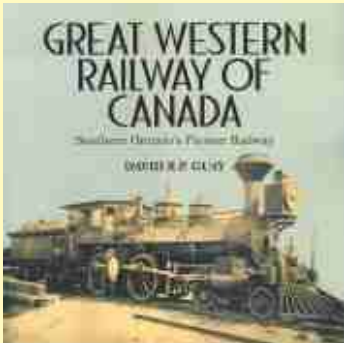
#### CANADIAN PACIFIC - CREATING A BRAND, BUILDING A NATION

By Marc H. Choko, Edited by Matthias C. Huhne  
ISBN : 978-3-9916550-4-9

Published by Callisto (Germany)

383 pages, 9 X 12" vertical format, hard cover

Price \$ 44.95 + GST at the Exporail Boutique; or + GST + postage by mail



#### GREAT WESTERN RAILWAY OF CANADA

By David R.P. Guay

*Reviewed by  
Douglas N.W. Smith*

The Great Western Railway (GWR) is largely forgotten today. It has been decades since any major historical work

has been done on what was the second largest railway in the Dominion until the coming of the Canadian Pacific Railway in 1881. With lines connecting Toronto, Hamilton, Niagara Falls, London and Windsor, the GWR connected the major industrial and population centres of southwestern Ontario and should have been a major success.

However, the story of the GWR is one of failure – largely created by the geography of the area it served. Southwestern Ontario lies between the mid Atlantic States and the American Midwest. By connecting up with the New York Central, the GWR would be part of the shortest route from New York to Detroit. So eager were the New York Central financiers to reach the Midwest, they invested heavily to see the GWR completed. Traffic arrangements with the Michigan Central Railroad at Detroit permitted the formation of a New York-Chicago route.

While this should have been a winning combination, both nature and man worked against it. The daunting barrier of the Niagara River, which separated the New York Central and GWR, was surmounted by the famous Suspension Bridge. However, the two could not interchange cars as the GWR was built to the 5 foot 6 inch Provincial gauge. This was eventually overcome with the installation of a third rail on its main line to provide the necessary 4 foot 8½ inch gauge for American freight cars.

The Detroit River presented a more challenging barrier – attempts to bridge it was frustrated by the requirements imposed by the American government to

keep the shipping channel open and the alternative of tunnelling was thwarted by the primitive engineering of the time. An expensive fleet of railway car ferries shuttled cars over the river.

More troubling was competitive factors. The GWR was to serve as the western leg of the Grand Trunk Railway when plans were announced in the early 1850s. The GTR quickly put this plan to one side deciding it had to have its own route to Detroit. The GWR and GTR spent the next two decades building branches or leasing lines into each other's territory.

Then at the beginning of the 1870s, the Canada Southern Railway (CSR) built a line running south of the GWR from Windsor to Niagara Falls via St Thomas. The GWR tried to counter this by building a parallel line from Glencoe to Fort Erie. The GWR and CSR engaged in furious rate-cutting to secure traffic, a measure which harmed the financial position of both lines. The depressed value of CSR stock made it an attractive takeover target for the New York Central-Michigan Central interests. By 1876, these lines shifted their traffic to the CSR leaving the GWR in a lurch as this traffic generated about half of its revenues. With its finances in tatters, the GWR became a takeover target for the GTR. In 1882 the deed was done.

Author Guay presents an in-depth account of how the line came to be, the trials during construction, and then during the operations. Brief histories of the subsidiary railways and lines taken over by the GWR are included. Rosters of locomotives and passenger cars are included as well as the financial and operating statistics for the company.

While the author has found some interesting photos to illustrate the work, it is unfortunate that the publisher has minimized their size in laying out the book.

The GWR built well. Today Canadian National's Toronto-Chicago freight trains operate over the GWR between Burlington and Sarnia, GO Transit's Lakeshore West Route from Toronto to Hamilton and VIA Rail Toronto-Niagara Falls and Toronto-Windsor services continue to use the lines built by the GWR in the 1850s.



This book is highly recommended for anyone interested either in the railways of this part of the province or railways in the Victorian era.

#### **GREAT WESTERN RAILWAY OF CANADA**

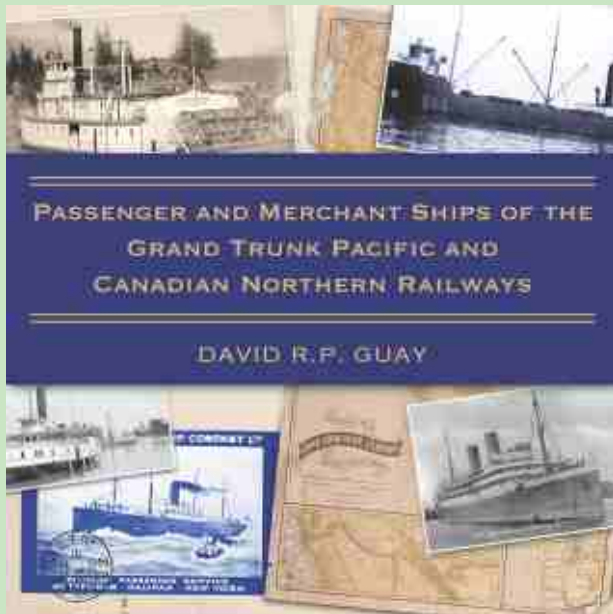
By David R.P. Guay

ISBN 9-781459-732827

Published by Dundurn Press, Toronto, Ontario

248 pages, 8 1/2 X 8 1/2", soft laminated cover, perfect bound

Price \$ 22.95 + GST at the Exporail Boutique; or + GST + postage by mail



#### **PASSENGER AND MERCHANT SHIPS OF THE GRAND TRUNK PACIFIC AND CANADIAN NORTHERN RAILWAYS**

By David R.P. Guay

*Reviewed by Douglas N.W. Smith*

From its earliest beginnings, the Canadian Pacific Railway rapidly developed a network of ocean, coastal, lake and river shipping to extend the reach of its services allowing it to rightfully adopt the moniker "The World's Greatest Transportation System". The history of the CPR shipping has been well documented in print in many books and articles.

The story of the CPR's transcontinental competitors on the water has not been well documented. With the decision of the Grand Trunk and the CNoR to develop trans-Canada railway lines, both companies adopted aggressive policies to develop marine transport links. Author Guay has produced a wonderful book that examines the shipping networks and the ships that these two railways used. The wide-ranging tome goes from steamboats operated by CNoR predecessors on Lake St John to obscure tug and barge services both railways operated on the west coast. The CNoR's forays into Great Lakes and trans-Atlantic shipping are well covered as are the GTP's west coast liner services. Full

histories are given of what appears to be every lakeboat, steamboat, tug and ocean going vessel owned by the two companies.

The CNoR's shipping operations on the Great Lakes involved a host of companies - the Canadian Ocean and Inland Navigation Company, Canadian Lake Line, Canadian Lake Transportation Company, and Merchant's Mutual Line. The tangled ownership both of the vessels and of these companies has long daunted historians. Mr Guay presents in both text and tabular form the best account of these allied lines that I have seen.

However, the book goes beyond just the establishment of these services, but puts them into context documenting the shipping services they competed with both on the Great Lakes and the west coast. Not content with this, the author provides information on the development of the harbour facilities undertaken by the two railways at such points as Port Arthur, Seattle, Vancouver and Prince Rupert. Side trips are made to discuss terminal grain elevator development in Port Arthur-Fort William, copper mining in BC (with news of a hitherto obscure electric railway in Anyox, BC), amusement parks and others. The index and bibliography are wonderfully complete and a great assistance in locating the more than 600 vessels within the book's pages (not all of these were owned by the CNoR or GTP!).

The book is copiously illustrated and therein is its greatest weakness. As Dundurn Press printed the boat on uncoated paper, the reproductions are not crisp. The trade-off is the low cost for this 294 page book.

This book is truly a wonderful addition to both Canadian railway and shipping history. I urge anyone with the faintest interest in this topic to buy it.

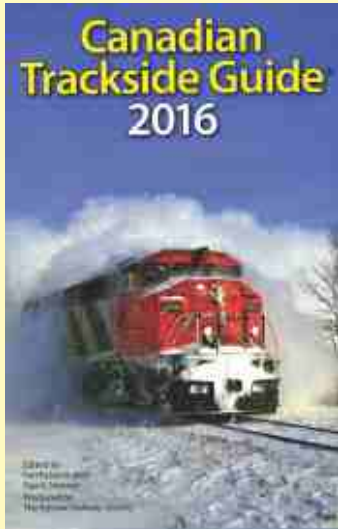
#### **PASSENGER AND MERCHANT SHIPS OF THE GRAND TRUNK PACIFIC AND CANADIAN NORTHERN RAILWAYS**

By David R.P. Guay

ISBN 9781459735552

296 pages, 8 1/2 X 8 1/2", soft laminated cover, perfect bound

Price \$ 22.95 + GST at the Exporail Boutique, or + GST + postage by mail



**CANADIAN TRACKSIDE GUIDE 2016**

*Edited by Earl W. Roberts and David P. Stremes*

This is the 34rd 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

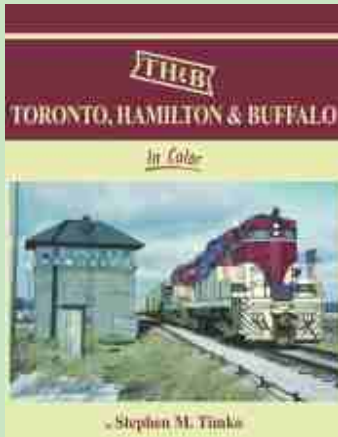
- Cabooses
- Non-revenue equipment
- radio frequencies
- Detailed divisional maps and information
- Mainline train numbers
- Railway reporting marks
- Major cities rail maps

**CANADIAN TRACKSIDE GUIDE 2016**

Published by the Bytown Railway Society, Ottawa  
ISSN 0829-3023

Approximately 700 pages, 5 1/2 X 8 1/2" size, soft cover  
Price \$ 26.95 + GST at the Exporail Boutique, or + GST + postage by mail

*Coming Soon!*

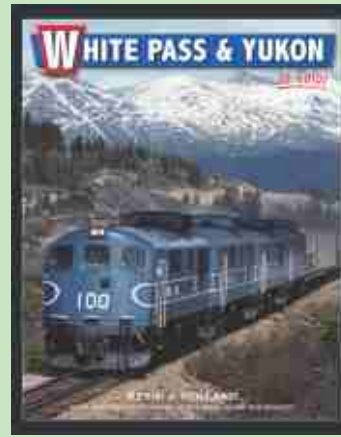


**TORONTO, HAMILTON & BUFFALO IN COLOR**

By Stephen M. Timko

This new book will be available this fall. Over 250 color photos illustrate this important link serving the Toronto and Buffalo gateways for parent New York Central and Canadian Pacific. The TH&B provided 75 MPH passenger trains, heavy

industrial switching, local service through the bucolic southern Ontario countryside, and daily time-freight service.



**WHITE PASS & YUKON**

By Kevin J. Holland

Featuring the photography of Ken DeJean and Ken Goslett.

North America's most remote railroad is examined in all its beauty and unique operation.

Now available \$ 74.95 ea.

*To order books from the Exporail Boutique, telephone or write Jessica Mouton, 450-638-1522 local 221, have your credit card ready. Do not e-mail your credit card information to Exporail.*

*Pour commander des livres de la Boutique d'Exporail, écrivez à Jessica Mouton ou contactez-la par téléphone au no 450-638-1522, poste 221, avec votre carte de crédit à la main. N'envoyez pas les données de votre carte de crédit par courriel à Exporail.*



**CRHA Awards - 2015**  
**Les prix 2015 de l'ACHF**

**Translation: Bernard-André Genest**

**Version française : Bernard-André Genest**

*The Canadian Railroad Historical Association (CRHA) Awards Committee is pleased to announce three winners for the year 2015:*

*Le Comité pour l'attribution des prix de l'Association canadienne d'histoire ferroviaire est fier d'annoncer les noms des trois récipiendaires pour l'année 2015.*

**Lifelong Achievement Award – Derek Boles**

**Prix de la réalisation d'une vie : Derek Boles**

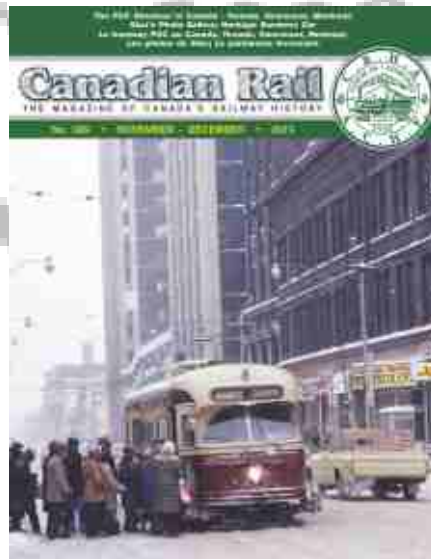
A lifelong advocacy of railway heritage, his numerous articles for Canadian Rail as well as his book on Toronto's Railway Heritage would in themselves have qualified him for the award, but it didn't end there. He was also instrumental in the establishment of the Toronto Railway Museum at the John St. Roundhouse, where he is currently the chairman.



Défenseur toute sa vie de la préservation du patrimoine ferroviaire, ses nombreux articles parus dans le Canadian Rail tout comme la publication de son livre Toronto's Railway Heritage justifient le prix à eux seuls mais cela ne s'arrête pas là. Il est aussi impliqué dans l'établissement, à la rotonde St.John, du musée ferroviaire de Toronto dont il est le président.

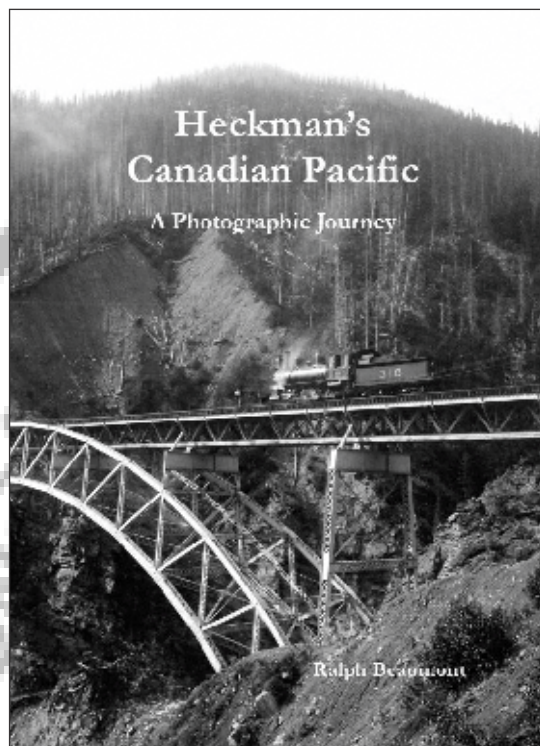
**Article published in C.R.H.A.  
 Peter Murphy & Associates**

For the The PCC Streetcar in Canada which appeared in the November - December 2015 issue of Canadian Rail No. 569. This is the definitive work on the PCC streetcar in Canada – long overdue and with superb photos. It's an important story, finally told, by those rail historians who know Canadian streetcar history better than anyone, Bravo!



**Article publié pour l'ACHF :  
 Peter Murphy et associés**

Pour l'article The PCC Streetcar in Canada paru dans l'édition de novembre/ décembre 2015 dans le Canadian Rail. C'est désormais la référence pour les tramways PCC au Canada avec de superbes photos. C'est une importante histoire, finalement racontée par les historiens qui connaissent le mieux le domaine des tramways. Bravo!

**Book Award – Ralph Beaumont****Prix pour un livre : Ralph Beaumont**

His latest work, Heckman's Canadian Pacific, is a superb compilation of 380 photographs created by civil engineer turned photographer, Joseph Heckman. From 1898 until 1915 Heckman travelled the rail lines photographing stations, hotels, ships, bridges, people and some locomotives and rolling stock. His eye for composition and inclusion of local population raises the worth of the photographs to an historical level. Ralph's choice of photographs are what makes this book stand out as an historical record as well as a photographic masterpiece.

*Congratulations to all our 2015 award winners.*

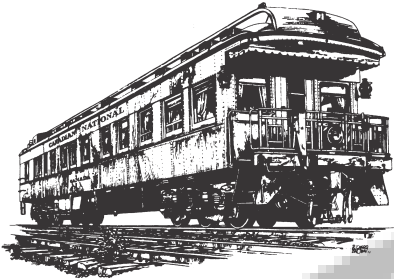
Linda Schwey  
 Chair, Exporail Awards Committee  
 Email: [Lindaschwey@exporail.org](mailto:Lindaschwey@exporail.org)

Son dernier ouvrage, Heckman's Canadian Pacific, est une superbe compilation de 380 photos créées par l'ingénieur civil, devenu photographe, Joseph Heckman. De 1898 jusqu'en 1915, Heckman a voyagé sur les lignes ferroviaires, photographiant des gares, des hôtels, des navires, des ponts, des gens, des locomotives et du matériel roulant. Sa vision dans sa composition, incluant des clichés de la population locale, a élevé ses photos à un niveau historique. Le choix des photos par Ralph fait de ce livre une précieuse collection historique tout comme un chef-d'œuvre photographique.

*Félicitations à tous les récipiendaires 2015.*

Linda Schwey  
 Présidente du Comité pour les prix Exporail  
 Courriel : [lindaschwey@exporail.org](mailto:lindaschwey@exporail.org)





## Heritage Business Car

July - August, 2016

By John Godfrey

Edited by David Gawley



### From our readers

On page 115 of our last issue (No. 572, May - June, 2016) we asked our readers if they had any information on MacKenzie Mann & Co. 0-4-OST 11.



It didn't take Don McQueen of *Canadian National Steam* fame to point out that this very photo appeared on page X-4 of Volume 2 - Rosters with a full pedigree. The locomotive was built in July 1913 by Rogers of Paterson, New Jersey, where this builders photo was taken. It was built to work on the Mount Royal Tunnel project in Montreal (outside the tunnel probably hauling spoils). It wound up at CNOR's tie plant at Foyelet, Ontario in 1917, the date it was scrapped is unknown. (Don McQueen - *Canadian National Steam*)

### Guns, Furs, and Trains

The archives of Canada's most history-rich companies maintain a physical connection to everything from the Franklin expedition to the Canadarm. Along with the ledgers and meeting minutes in a corporate archive, you'd never expect to find declarations of love. But in among the yellowing, leather-bound volumes

lining the shelves in a vault, the Bank of Montreal's records also tell of men requesting permission to marry—a fairly common policy at a time when employers believed they had a duty to ensure a young paramour could support a wife.

Such vivid snapshots of history abound in the archival collections scattered throughout corporate Canada. Their guardians are mini-museum curators, working to preserve not just company history, but also a broader link to the past. Such preservations are expensive. Documents, photos, films and artifacts all require specific temperature and humidity controls so they are not lost to time.

One of the companies with a major historical archives was Canadian Pacific Railway, some of which were perhaps not fully appreciated.

William Cornelius Van Horne, then the vice-president of Canadian Pacific Railway, arrived at the ceremony for the driving of the last spike on Nov. 7, 1885, in his own private business railway car. Seventy-three years later, the mahogany car was due to be burned when Leonard A. Seton, a member of the Canadian Railroad Historical Association, spotted it.



Jean-Paul Viaud

The car was spared, and CPR began donating other antique cars and memorabilia to the association's Exporail museum for safekeeping. In 2012, CPR began handing over its rail archive—some of it has been kept under lock and key. The records include city planning maps, which show the importance of the railway in populating towns across the West, where the station would be among the first buildings to go up.

Another car that was donated was a school car, one of several that were used to reach children in locations too small for even a one room schoolhouse. One car had the same teacher, W.A. Wright, who lived on board from 1928 to 1967. He stayed in a small apartment in the car, and at each stop would teach in a part of the car that was fully equipped with wooden desks, abacuses, attendance rolls, chalk and erasers. He would leave behind homework that would be done in the weeks between visits. The government paid to refurbish the cars and pay the teachers, and the railways agreed to run them for free. In the 1930s, the program expanded to Quebec and Newfoundland.

Exporail also has artifacts from other railways, including a gold watch that belonged to Charles Melville Hays, president of the Grand Trunk Railway, a CP competitor that was absorbed into Canadian National Railways in the early 1920s.

Hays was returning from a business trip to England when the ocean liner he was travelling on, the Titanic, sank on April 15, 1912. It was the engraving on the watch that helped identify his body. (Susan Krashinky - The Globe and Mail)



Jean-Paul Viaud

### *Trains-It – The Tatamagouche Road Train*



A Canadian railway first was established on Saturday May 28th in the charming Nova Scotia community of Tatamagouche. A Chinese-built (info@spltrain.com) road train began service on a route down Main Street and up the CNR's former Oxford Subdivision from the Train Station Inn to Nelson Park on the shore of the Northumberland Strait.

Tatamagouche Road Train Society director, David Gunn, a NMRA Master Modeller and life-long CNR fan, conceived the idea in 2013 to provide better access to Nelson Park. The diesel-powered, runner-tired, 31-foot, 28-seat passenger car was built at a cost of \$80,000. The Atlantic Canada Opportunities Agency provided \$47,000 in a non-repayable contribution. The train in its CNR inspired livery arrived in Tatamagouche on May 10th after travelling for 31 days from Shanghai aboard China Shipping Line's Oceania.

Passengers are encouraged to make a freewill donation to ride the train that will offer twice daily service to tourists visiting several tourist attractions in Tatamagouche. As well, the route touches on residential districts so residents may use the "Trains-It" system to access shopping and medical appointments. It is planned that the service will initially operate between May and October. All aboard! (David Gunn via Bill Linley)

### **Free PCC streetcar rides on Sundays this summer in Toronto**

It may be 2016, but the TTC would like to offer you a taste of 1938.

The TTC announced that it is offering free rides





in one of its vintage PCC streetcars every Sunday until Labour Day weekend.

Sunday-only boarding will be available from noon to 5 p.m. on the 509 Harbourfront streetcar route.

"PCC cars will travel from Union Station to the Fleet Loop, providing a scenic view along Queens Quay West. It makes stops at many tourist destinations on Toronto's waterfront, such as the Ferry Docks, Toronto Music Garden, HTO Park, York Quay Centre, Stage in the Round, The Power Plant and numerous other attractions," the TTC said in a statement.

The classic burgundy-and-cream-coloured streetcars were a common sight in Toronto more than 70 years ago and made their debut on the St. Clair route in 1938.

PCC stands for Presidents' Conference Committee, which was a 1930 North American transit industry committee that developed specifications for new-era streetcars.

The last PCC streetcars were retired from service in 1995. Today, the TTC has two PCC cars it uses for special occasions and charters. (CityNews - Toronto)

#### **Canadian streetcars featured at Shore Line Trolley Museum, East Haven, Connecticut**

Recently Members Day was held at the Shore Line Electric Railway, the gods of weather were sympathetic with the sun shining brightly through a blue sky for the entire afternoon.

Two Canadian streetcars were on the road during Saturday's festivities. The upper view shows Montreal Tramways Company (later Montreal Transportation Commission) 2001, which was built by Canadian Car & Foundry in 1929. The double-ender lasted until the end of streetcars in the French speaking city in 1959. I was there on the last day, and witnessed the parade of historic cars (most preserved at Exporail in St. Constant, Quebec), but that was before I began taking slides.

On the other hand Toronto, Canada's largest city, still operates a major legacy system of street railways throughout its downtown area. Peter Witt No. 2898 was built in 1923 by the Ottawa Car Co. Being a single-end unit (like all of the current Toronto Transportation streetcars), and because the Short Beach terminal is a stub end, the car has to be operated backwards in one direction; so it has to be operated very carefully. Additionally, the car had to be re-gauged from 4-feet 10 7/8 inches to standard 4 feet 8 1/2 inches in order to operate here. (Jack May)



#### **Live steam model of CNR 6060 has been built**

We don't make a habit of reporting on model railway activity in the Business Car but this item is special:

Ernie Beskowiney, who stopped by our booth at the recent 2016 Calgary Train Show has built a 7 1/2" gauge live steam model of CNR 6060 for a private collector!



Ernie owns New West Integrated Technology Ltd. which was founded in 1989. Ernie has always been labelled a perfectionist by those who critically view his work and this is clearly demonstrated by his phenomenal track record in antique automobile restoration and model building.

Ernie comes from a background as an instructor in technical education. He is an inventor with unique skills in problem solving and a passion for model engineering, with live steam at the forefront. Ernie now operates from his purpose built, 6,000 sq ft workshop in Benalto, Alberta. His model of 6060 is a testament to his capability. (VIA Bruce Chapman)

### A Dining Car Moves to the Owen Sound Waterfront.

The last train left Owen Sound Ontario in the 1990s, but a Canadian National Railway dining car came to the city last summer. The Community Waterfront Heritage Centre launched a campaign to bring the buffet-lounge car from Keswick, Ont., some 170 kilometres away, to the centre on the harbour's west side. The car built in 1953 is ex-Grand Trunk Western coach 1884 which was converted to a buffet-coach by the GTW and a buffet-lounge by CN.

"It is very exciting," said Jan Chamberlain, of both the CWHC board and its dining car committee chairwoman of the CN dining car project. "We see it as a really good way to help revitalize the harbour and make it a destination for people."

The plan is that the car converted into an educational and historic display with a community space and an ice cream parlour.

The 85-foot long dining car is to be placed on a stretch of railway tracks south of the caboose now at the heritage centre site. "We are going to move the caboose a little further north so when people drive by it will look like a train is at the station," Chamberlain said. (Sun Times, Owen Sound)

BACK COVER TOP: The earliest days of the Great Canadian Railtour Company, leased Santa Fe 7488 and 7498 with an ex-VIA Rail baggage car in view are departing Port Coquitlam, British Columbia in June 1990. Mark Forseille

HAUT DE LA PAGE COUVERTURE ARRIÈRE: En juin 1990, aux tout premiers jours de la Great Canadian Railtour Company, les locomotives 7488 et 7498, louées du Santa Fe, avec une voiture à bagages ex-VIA Rail aussi visible, quittent Port Coquitlam, C.-B. Mark Forseille

BACK COVER BOTTOM: The Rocky Mountaineer departs Calgary heading for Kamloops and Vancouver on May 25, 2014. Your Co-Editor rode the train in 2007 and by chance was seated in the last car (until Kamloops when the Jasper section was added). The trip through the Rockies and the spiral tunnels is a memory that I still cherish. Raymond Farand

BAS DE LA PAGE COUVERTURE ARRIÈRE: Le 25 mai 2014, le Rocky Mountaineer quitte Calgary en direction de Kamloops et Vancouver. En 2007, votre coéditeur fut à bord de ce train et, par chance, eut un siège dans sa dernière voiture (jusqu'à Kamloops où la section Banff fut ajoutée à celui-ci). Le voyage à travers les Rocheuses et les tunnels en spirale est un souvenir qui m'est encore très cher. Raymond Farand

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

Pour des nouvelles concernant les chemins de fer canadiens, s'il vous plaît, visitez le:  
[www.canadianrailwayobservations.com](http://www.canadianrailwayobservations.com)

CRHA / Exporail



CRO





# Canadian Rail

110, rue St-Pierre, St-Constant, Québec  
Canada J5A 1G7

Postmaster: If undelivered within 10 days,  
return to sender, postage guaranteed.

