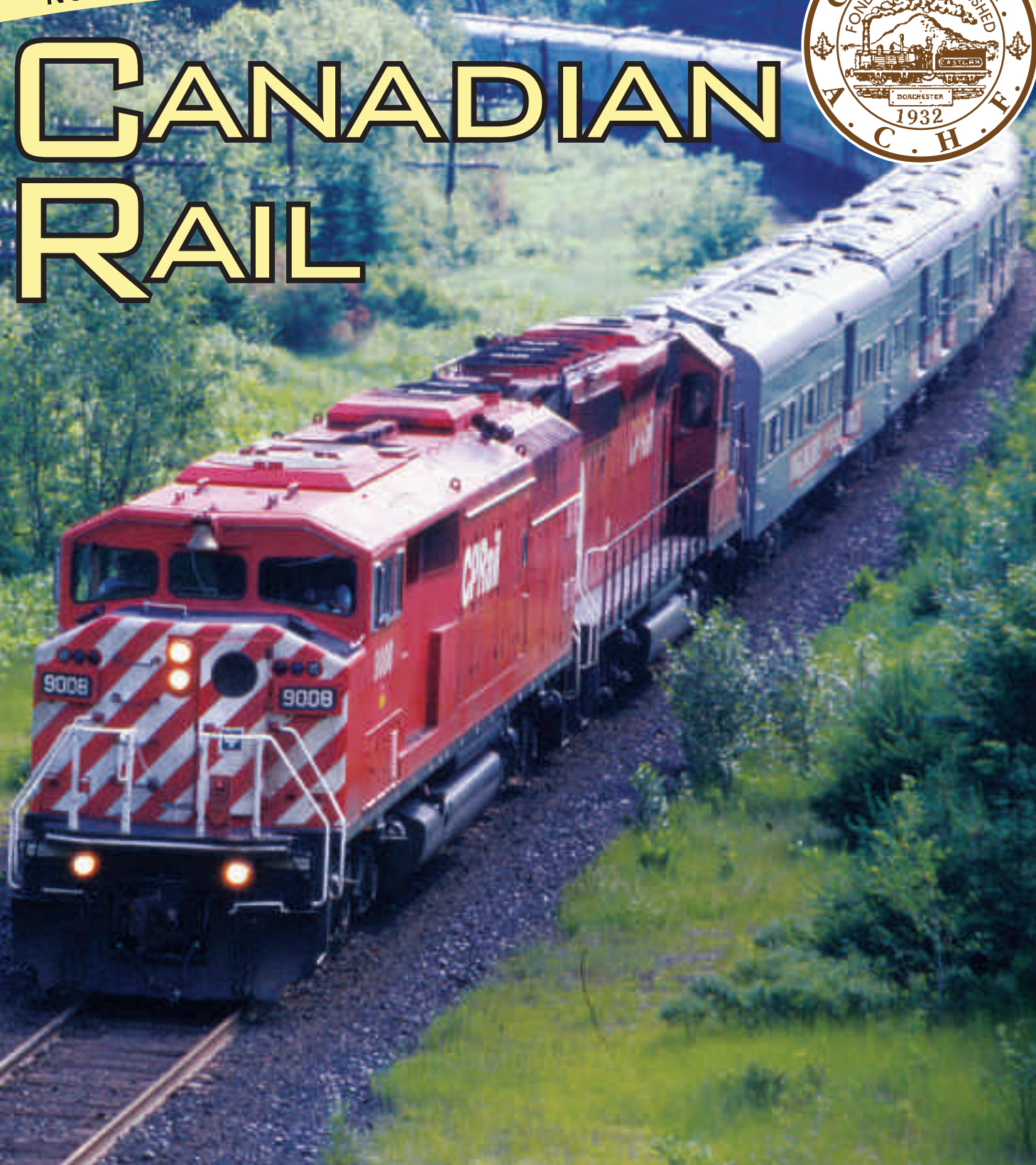


- Salute to the Travelling Shows
- Stan's Photo Gallery
- Book Reviews
- Heritage Business Car

- Un hommage aux foires ambulantes
- Les photos de Stan
- Critique de livres
- Le patrimoine ferroviaire

No. 578 • MAY/MAI - JUNE/JUIN • 2017

# CANADIAN RAIL





# 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/Prix de détail suggéré : \$9.75

ISSN 0008-4875

Postal permit no./permis postal no : 40066621

## TABLE OF CONTENTS – TABLE DES MATIÈRES

Salute to the Travelling Shows / <i>Un hommage aux foires ambulantes</i> , by / par Douglas N W Smith . . . . .	123
Stan's Photo Gallery / <i>Les photos de Stan</i> , by / par Stan Smaill . . . . .	144
Book Reviews / <i>Critique de livres</i> . . . . .	153
Heritage Business Car / <i>Le patrimoine ferroviaire</i> . . . . .	163

*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) 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 bénévoles, 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) 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 2017:  
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. 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 Loïselle, 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:** On June 28, 1999, the Ringling Bros and Barnum & Bailey circus train rolled through the bush at Deux Rivières, Ontario behind one of CP's small fleet of 25 SD40-2Fs. Note the fixtures running the length of the passengers that were added to carry the HEP lines. - Gerry Gaugl

**PAGE COUVERTURE:** En ce 28 juin 1999, le train du cirque du Ringling Bros. and Barnum & Bailey roule au travers les buissons de Two Rivers, en Ontario, derrière l'une des quelques 25 locomotives SD40-2 du CP. À noter : les installations le long des voitures-passagers ajoutées pour la ligne HEP (alimentation électrique par la locomotive). Gerry Gaugl

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

## Salute to the Travelling Shows

by Douglas N W Smith

Translation: Denis Vallières

## Un hommage aux foires ambulantes

Par Douglas N W Smith

Traduction de Denis Vallières



Douglas N. W. Smith collection

### CIRCUS TRAINS

#### The Biggest of Them All

In January 2017, the owners of the Ringling Bros. and Barnum & Bailey Circus released the shocking news that “The Greatest Show on Earth” would close in May 2017, the last show in fact was presented on May 21 in Uniondale, New York.

### TRAINS DE CIRQUES

#### Le plus grand de tous

En janvier 2017, les propriétaires du cirque Ringling Bros. and Barnum & Bailey annoncent une nouvelle percutante : « The Greatest Show on Earth » (le plus grand spectacle sur terre) fermera au mois de mai suivant. L'ultime spectacle aura lieu en fait le 21 mai à Uniondale, New-York.

#### A Message from Kenneth Feld

On Sunday, May 21, Ringling Bros. and Barnum & Bailey® said its final farewell to a sold-out crowd of incredibly enthusiastic fans. The response

#### Un message de Kenneth Feld

En effet, ce dimanche 21 mai 2017, le Ringling Bros. and Barnum & Bailey fait ses adieux à guichet fermé devant une foule incroyablement

they gave to everyone who made the show possible – performers, staff and crew – was heart warming. Though it was difficult to say goodbye, my family and I were heartened to send off The Greatest Show On Earth® in the celebratory and positive fashion that this American treasure deserves.

We want to thank all of our fans for supporting Ringling Bros. over the years. In the fifty years that my family has been producing Ringling Bros., more than one quarter of a billion people have come to see the show, and we've been privileged to have been able to share the joy of Ringling Bros. with you.

Sincerely / Sincèrement,



Kenneth Feld

enthousiaste. L'appréciation du public envers ceux qui ont contribué à la réussite du spectacle : les artistes, les dirigeants et le personnel a été des plus chaleureuse. Quoiqu'il soit difficile pour nous de dire adieu, ma famille et moi nous vous faisons parvenir avec cœur The Greatest Show On Earth, en témoignage et d'une manière positive pour le mérite de ce trésor américain.

Nous désirons vous remercier, vous tous qui avez supporté le Ringling Bros. durant toutes ces années. Plus d'un quart de milliard de personnes sont venues voir les spectacles produits durant cinquante ans par ma famille. Nous avons eu le privilège de partager cette joie du Ringling Bros. avec vous.



The last circus train. On May 23, 2017 the Barnum & Bailey's Red Train consisting of 79 cars lettered RBBX (59 passenger cars and 20 flat cars) operated from Garden City, Long Island (Long Island Railroad) to Conrail's Oak Island Yard in New Jersey. There the train was broken up, many of the passenger cars had been sold, the remaining cars were directed to B&B's Florida headquarters for sale or scrapping. Truly the end of an era. Joseph Calisi, Railway Age

*Le dernier train de cirque. Le 23 mai 2017, le train Rouge du Barnum & Bailey comprenant 79 unités lettrées RBBX (59 voitures-passagers et 20 wagons plats) se déplaça, sur le réseau du Long Island Railroad, de Garden City, Long Island, au triage Oak Island de Conrail, dans le New Jersey. Plusieurs des voitures-passagers ayant été vendues, le train y fut désassemblé et ce qu'il en resta fut envoyé au quartier-général de la compagnie, en Floride, pour y être vendu ou mis à la ferraille. Ce fut vraiment la fin d'une époque. Joseph Calisi, Railway Age*

This closure marks the end of yet another rail tradition. Circuses have travelled by rail since at least 1854 when the Den Stone Circus began moving by rail between shows. It was in April 1872 that P T Barnum decided to load his canvas “Big Top” tent, animal menagerie and performers onto a train. Much of the paraphernalia was packed into wagons, which were loaded onto flat cars ‘piggyback’ style on the Pennsylvania Railroad. Rented sleeping cars housed the performers and roustabouts. This special, solid circus train could be viewed as the first unit train. Virtually all future trains would follow this model for over 140 years with the wagons containing equipment and tents on flat cars, the animals in special cars and the staff in passenger cars.

Soon numerous circuses and carnivals were outfitting their own private trains for circuits that would span thousands of miles during the performance season.

Cette nouvelle marque la fin d'une autre tradition ferroviaire. Les cirques voyagent par rail depuis au moins 1854, au moment où celui de Den Stone commence à se déplacer par train entre les représentations. En avril 1872, P. T. Barnum décide de charger son chapiteau « Big Top », sa ménagerie et ses artistes sur un convoi. La majorité de son attirail est empaqueté dans des chariots qui sont montés sur des wagons plats en mode « piggyback » (sur le dos) du chemin de fer Pennsylvania Railroad. Des voitures-lits sont nolisées pour les artistes et les ouvriers. Ce train spécial peut être considéré comme le premier convoi unitaire. Virtuellement, tous les futurs trains de cirques adopteront cette configuration de wagons plats transportant des chariots d'équipements et de tentes, de wagons spéciaux pour les animaux et des voitures de passagers pour le personnel, et ce durant 140 ans.



Postcard showing the Bridgeport, Connecticut headquarters of the Ringling Brothers Circus sometime prior to 1919 when Ringling Brothers merged with Barnum & Bailey. Note the stable of railroad cars and shop facilities in the background. Wikipedia

*Une carte-postale montrant le quartier-général du cirque des Ringling Brothers, à Bridgeport, Connecticut, quelque temps avant 1919, année où il s'associa avec celui de Barney & Bailey. Notez la flotte de wagons et les ateliers à l'arrière-plan. Wikipedia*

By 1911, there were 32 shows touring the US and Canada by rail.

The P T Barnum Circus was one of the first to run over Canadian rails, making a trip to New Brunswick as early as 1876. The merger with a competitor created the Barnum & Bailey Bros Circus (B&BBC) in 1881.

Service quality was a problem from the early days. In July 1883, the Brockville Recorder reported that the proprietors of B&BBC were suing the Canadian Pacific Railway for damages in failing to get their circus trains to the town in accordance with their contract.

The biggest competitor to B&BBC was the Ringling Bros Circus. The B&BBC stockholders voted to sell out to Ringlings in 1907, but the two shows only merged in 1919 becoming the Ringling Bros and Barnum & Bailey Circus. Except for one hiatus, the circus remained on the rails until 2017.

In 1901 the Ringling circus train was just 180 feet short of being one mile long, housed 1,038 persons, 350 horses, and carried more than one half the elephants in the United States. Such a big train operated in multiple sections. The 1912 edition was split into five sections. The first carried the commissary department. It left town every night after supper, so that there would be no delay in getting breakfast to the crew responsible for setting up the tent and attractions the following morning. A corps of 90 cooks, waiters and kitchen helpers and 150 work horses travelled on it.

The second section held 1,000 animals, both big (elephants) and small (snakes). The third train moved the vast equipment of a new spectacle, 'Joan of Arc', On the fourth section were 14 acres of canvas for tents, the hundreds of ring properties, rigging, poles, seats, shops and the parade vehicles. The last train brought along the 375 performers, the business personnel and the elephants and camels. The trains were a complete traveling city, which even had its own dynamo plant to furnish power to 6,000 electric globes, arc lights and beacons. Woodsmiths could make and painters finish wagons, blacksmiths shod

Bientôt, d'autres cirques et troupes foraines auront leurs convois privés pour parcourir des milliers de kilomètres durant la saison des représentations. En 1911, il y aura 32 troupes de spectacles qui utiliseront le rail pour voyager à travers les États-Unis et le Canada.

Le cirque P.T. Barnum est un des premiers à visiter le Canada par rail, en se rendant au Nouveau-Brunswick dès 1876. La fusion en 1881 avec un compétiteur créera le Barnum & Bailey Bros. Circus (B&BBC).

Au début, la qualité du service est décevante. En juillet 1883, un journaliste de Brockville rapporte que les propriétaires du B&BBC poursuivent le Canadien Pacifique en raison de dommages subis suite à l'incapacité du chemin de fer d'amener les trains du cirque à la ville en accord avec leur contrat.

Le principal compétiteur du B&BBC est le Ringling Bros. Circus. En 1907, les détenteurs de parts du B&BBC votent la vente de l'entreprise au bénéfice du Ringling, mais les deux cirques ne seront fusionnés qu'en 1909 sous le nom du Ringling Bros. and Barnum & Bailey Circus. À l'exception d'une seule interruption, le cirque voyagera sur rail jusqu'en 2017.

En 1901, il ne manque que 180 pieds (54,9 mètres) au train pour mesurer un mille de long (1,6 km). Le convoi loge 1,038 personnes, 350 chevaux et transporte la moitié de la population d'éléphants des États-Unis. Ce grand train doit alors rouler en plusieurs sections. L'édition du cirque de 1912 est étalée sur cinq convois, le premier emmenant le département d'intendance. Ce dernier doit quitter le soir après souper afin qu'il n'y ait pas de délai pour servir le déjeuner à l'équipe responsable de l'érection du chapiteau et des autres installations qui doit se faire le matin suivant. Ce convoi transporte donc une équipe de 90 cuisiniers, aide-cuisiniers, serveurs et 150 chevaux de trait.

Le deuxième convoi emmène mille animaux, des grands, comme les éléphants, et de plus petits, comme les serpents. Le troisième apporte une grande quantité

### Fredericton Remembers

Al. G. Barnes, "the world's greatest animal trainer," and his three-ring circus arrived at Union Station on July 18th, 1930. It was an early hour, but the crowds were waiting to watch the detrainment of the animals . . . Twenty years later, the circus trains were still pulling into Union Station. On June 28th, 1950, it was The Dailey Brothers with their advertised largest tent on earth holding five rings. Transported on 26 double-length railway cars, it was a spectacle for young and old, who had formed up around the Station at 7 a.m. - Fredericton Heritage Trust

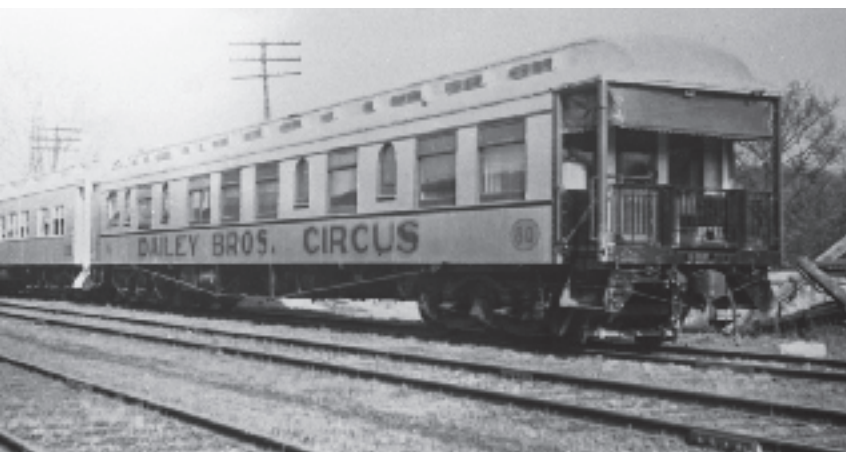
### On se souvient à Frédéricton

En ce 18 juillet 1930, Al. G. Barnes, « le plus grand dresseur d'animaux au monde » et son cirque à trois pistes arrivent à la gare Union. Malgré qu'il soit tôt le matin, une foule attend pour observer la sortie des animaux du convoi. Vingt ans plus tard, un train semblable entre à la même gare. En effet, le 28 juillet 1950 à sept heures, c'est le Dailey Brothers avec son grand chapiteau abritant cinq pistes qui arrive. C'est tout un spectacle qui s'offre aux curieux, jeunes et vieux, venus observer l'arrivée de ces 26 wagons doubles-longueurs. Fredericton Heritage Trust.



The Robbins Bros Circus visited Fredericton in 1938. These images at the York Street station show the tightly packed wagons on the flat cars a favorite scene for young and old – the unloading of the elephants. Archives of New Brunswick P702-4 and P703-6

*En 1938, le cirque Robbins Bros. visite Fredericton. Ces images nous montrent des chariots entassés sur des wagons plats et aussi une des scènes favorites des jeunes et vieux, la descente du train des éléphants à la gare de la rue York. Archives du Nouveau-Brunswick P702-4 et P703-6.*



The Dailey Bros Circus, an American show that toured Canada, converted from a road to rail in 1944. It closed at the end of the 1950 season. The manager generally travelled in his private car at the end of the train. Douglas N W Smith collection

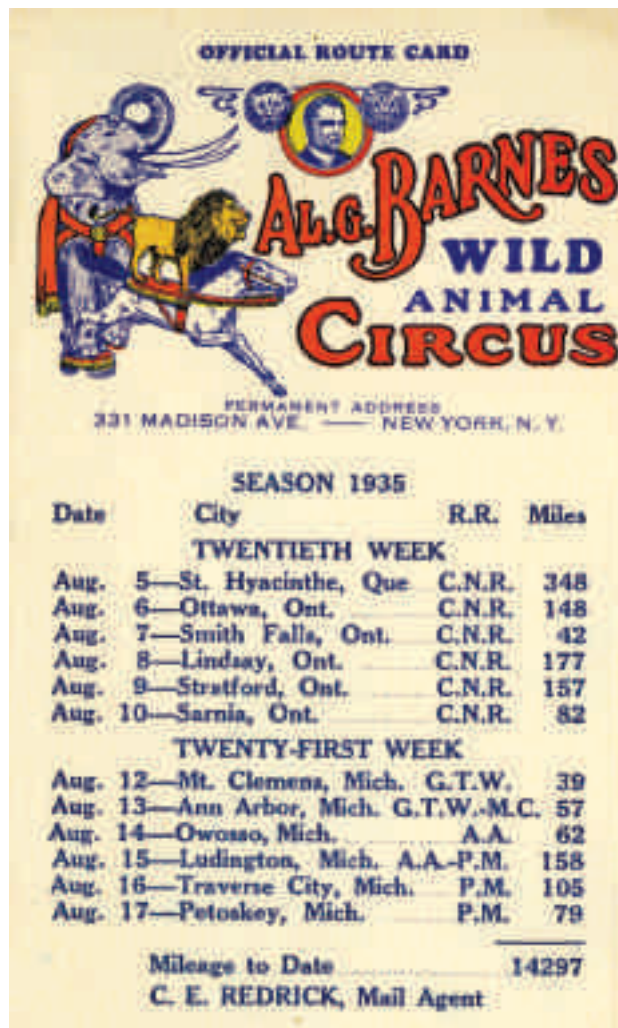
*En 1944, le cirque américain Dailey Bros. Circus qui fait une tournée au Canada se convertit du transport routier au rail. Son gérant a l'habitude de voyager dans sa voiture privée qui ferme le convoi. Le cirque ferme définitivement ses portes après la saison de 1950. Collection Douglas N W Smith*

**TABLE 1**  
**AL G BARNES CIRCUS OFFICIAL ROUTE FOR 1934\***

Date	City	Railway
July		
9	Sault Ste Marie	CPR
11	North Bay	CPR
12	Haileybury	T&NO
13	Kirkland Lake	T&NO
14	Timmins	T&NO
16	Ottawa	T&NO-CPR
17	Joliette	CNR
18	Quebec	CNR
19	St Hyacinthe	CNR
20-21	Montreal	CPR
23	Campbellton	CNR
24	Moncton	CNR
25	New Glasgow	CNR
26	Truro	CNR
27	Kentville	DAR
28	Halifax	DAR-CNR
29	Charlottetown	CNR
31	Amherst	CNR
August		
1	Saint John	CNR
2	Woodstock	CNR
3	Edmundston	CNR
4	Riviere du Loup	CNR
6	Cornwall	CNR
7	Kingston	CNR
8	Peterborough	CNR
9	Oshawa	CNR
10	Hamilton	CNR
11	Kitchener	CNR
13	Windsor	CNR
14	Brantford	CNR
15	London	CNR
16	Back to USA	CNR-GTW

Note: \* Many circuses issued a tour guide for their full season, as well as promotional cards for advertising use along the way.

By the early 1930s the Barnes Circus was not regularly making extended tours of the Dominion. Its only Canadian stop in 1933, 1936 or 1937 was Vancouver. A ten day tour in 1938 ran from Vancouver to Medicine Hat with stops at Kamloops, Vernon, Revelstoke, Edmonton, Calgary and Lethbridge. It then returned to the US. Ringling Bros took the Barnes Circus over at the end of that season.



All circuses issued booklets outlining their full season's circuit as well as route cards for portions of the season. This card from Al G Barnes Wild Animal Circus 1935 season shows the schedule for Quebec and Ontario. Archives of New Brunswick MC2114-MS2-X1

*Tous les cirques publient des dépliants, soulignant leurs circuits saisonniers, ainsi que des cartons illustrant une partie de ceux-ci. Celui-ci de l'Al G. Barnes Wild Animal Circus (Cirque d'animaux sauvages) de la saison 1935 illustre l'itinéraire de la tournée au Québec et en Ontario. Archives du Nouveau-Brunswick MC2114-MS2-X1*

Note: \* Plusieurs cirques publient un guide de tournée pour l'entière saison ainsi que des cartes promotionnelles pour la publicité le long du parcours.

Au début des années 1930, le Cirque Barnes ne fait pas systématiquement de tournée au Canada. La seule ville visitée au pays dans les années 1933, 1936 et 1937 est Vancouver. Cependant, une tournée de 10 jours est réalisée, en 1938, de Vancouver à Medicine Hat avec arrêts à Kamloops, Vernon, Revelstoke, Edmonton, Calgary et Lethbridge, puis c'est le retour aux États-Unis. Le Ringling Bros. acquiert le cirque Barnes à la fin de la saison.

horses, barbers shaved beards, dentists pulled teeth, doctors treated illness, shoemakers resoled footwear, and tailors run up and repaired costumes. Relaxation facilities included a Turkish bath and a library.

For many years the Ringling train either ended or began its run of Ontario and Quebec stops at Cecile Junction, Quebec (near Valleyfield) where they switched between the Grand Trunk and the New York Central (NYC).

At the end of the 1956 season, the circus retired its big tent as a cost reduction measure and began performing in civic complexes. With the reduction in staff and materials to be transported, the circus opted to move between engagements by road. The switch was partly caused by the increase in railroad charges, which had increased from \$155,000 in 1942 to \$606,000 in 1956. The change was short-lived as the circus returned to the rails in 1960.

The Clyde Beatty Circus, the only other one still moving by rail in the mid 1950s, also switched to trucks in 1957. Thus the Ringling Bros and Barnum & Bailey became the last circus to ride the rails. As best as could be determined at the time of writing, the last time one of their pair of trains came to Canada was in 1999 when it played at Ottawa and Toronto.

In 2017, the circus operated two trains: the Red and Blue sets covered different itineraries in the eastern United States. The Red unit was comprised of 55 cars measuring 4,877 feet and the Blue unit is 56 cars measuring 4,959 feet. Each unit operated an average of more than 16,200 miles each season over the last six years. With the end of the big top in 1956 and the retirement of the elephants in 2015, the trains carried many fewer people than in the past, averaging of 326 personnel (performers, staff and maintenance crew) per train. There were 33 conventional passenger cars for circus personnel and their families, 4 custom-designed animal

d'équipements pour le nouveau spectacle « Jeanne d'Arc ». Le quatrième convoi contient 14 acres (5,7 hectares) de canevas pour la centaine de chapiteaux, leurs fixations, les mâts, les sièges, les ateliers et les véhicules de parade. Enfin, le dernier convoi emmène les 375 artistes, le personnel d'affaires, les éléphants et les chameaux. Le train est en soi une cité ambulante complète ayant même sa propre centrale d'électricité pour les 6 000 ampoules, lampes à arc et fanaux. Des menuisiers construisent des chariots et des peintres en font la finition, des forgerons ferrent les chevaux, des barbiers rasent des barbes, des dentistes arrachent des dents, des médecins traitent des maladies, des cordonniers fabriquent des chaussures et des tailleurs confectionnent et reprisent des costumes. Les installations pour la détente incluent un bain turc et une bibliothèque.

Durant plusieurs années, le train Ringling débute ou termine sa tournée de l'Ontario et du Québec à la jonction Cécile au Québec, près de Valleyfield, où se situe l'aiguillage de la voie qui relie le Grand Trunk au New York Central (NYC).

À la fin de la saison 1956, le cirque se défait, par mesure d'économie, du grand chapiteau et dorénavant produit ses spectacles dans les arènes des villes. Suite à la réduction du personnel et du matériel à transporter, le cirque choisit de se déplacer dorénavant par route. Cette dernière décision fait suite à une augmentation substantielle des coûts imposés par le chemin de fer qui passent de 155 000 \$, en 1942, à 606 000 \$, en 1956. Cependant, le cirque reviendra au transport par rail dès 1960.

Le Clyde Beatty Circus, l'unique autre cirque qui se déplace par chemin de fer au milieu des années 1950, se convertit lui aussi au transport par route. Ainsi, le Ringling Bros. and Barnum & Bailey devient le seul à voyager par rail. Autant que je sache et au moment d'écrire cet article, les deux derniers trains à venir au Canada le font en 1999 pour des spectacles à Ottawa et à Toronto.



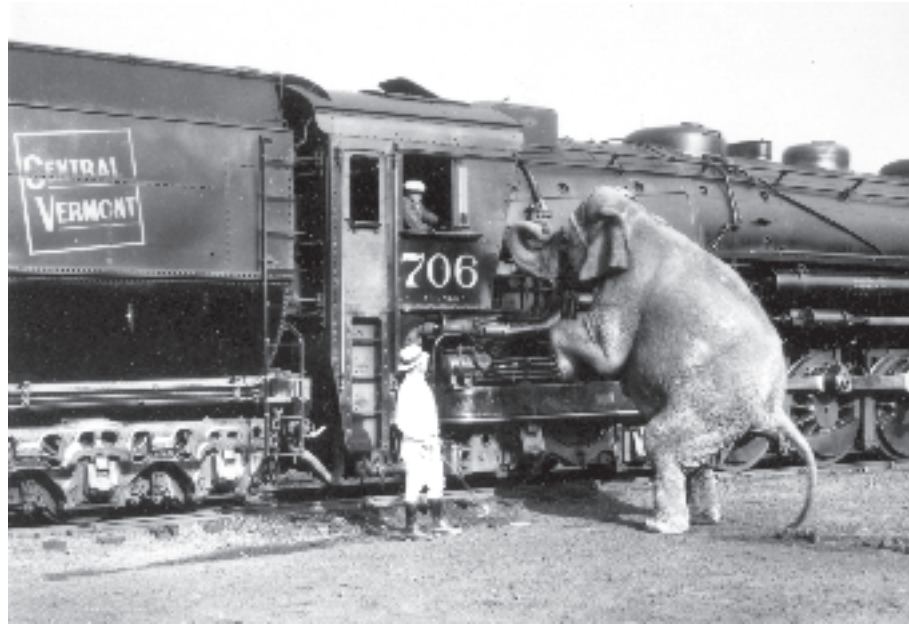
*Bearing the stirring legend "Ringling Bros and Barnum & Bailey Combined Circus" Advertising Car No. 1 was meant to catch the eye. – Douglas N W Smith collection*

*Wagon-publicitaire no 1 arborant les couleurs du « Ringling Bros. and Barnum & Bailey Combined Circus » et conçu pour attirer le regard. Collection Douglas N W Smith*



The most powerful steam locomotive in New England – Central Vermont 2-10-4 706 – is inspected at St Alban's, Vermont by an elephant from a traveling circus. CN Photo, Canada Science and Technology Museum CN005344

*La plus puissante locomotive en Nouvelle-Angleterre, la 2-10-4 no 706 du Central Vermont, est scrutée à St-Alban's, Vermont, par un éléphant du cirque ambulant. Photo CN, Musée des sciences et de la technologie du Canada CN005344*



While 'the show must go on', so does daily life on the circus cars. Ray Farand

*Tandis que le spectacle va de l'avant, ainsi se passe le quotidien sur les convois du cirque. Ray Farand*



Two world famous institutions in one. A former 20th Century Limited observation car graced the rear of the Ringling Brothers and Barnum & Bailey 23 car train at the CN Vancouver station on Sept 23, 1971. The circus acquired the famous car after the famous New York-Chicago train was discontinued in 1967. Dave Davies, Northern BC Archives and Special Collections Item 2013.6.36.1.060.02

*C'est le 23 septembre 1971. Les deux plus célèbres cirques du monde ont fusionné en un. L'ancienne voiture-observatoire du train 20th Century Limited termine le convoi du Ringling Brothers and Barnum & Bailey de 23 wagons à la gare de Vancouver du CN. Le cirque acquit cette voiture après le retrait de ce fameux train New York-Chicago en 1967. Dave Davies, Archives et collections spéciales du Nord de la Colombie-Britannique Item 2013.6.36.1.060.02*



stock cars, 2 container flats for concession storage, 17 piggyback flats which carry equipment, props and vehicles. It took an average of six hours to unload the trains.

### Circus Train Accidents

Most circus and carnival trains came in for their share of horrific wrecks. The worse occurred in Hammond Indiana on June 22, 1918 on the Michigan Central Railroad when an empty troop train plowed into a stopped section of the Hagenbeck-Wallace Circus train, killing 104.

The worst wreck to involve a Canadian railway occurred on the Grand Trunk on August 7, 1903 at Durand, Michigan. The Ogdensburg (NY) Journal gave the following account:

*An air brake on the second section of Wallace Bros.' circus train refused to work in the Grand Trunk railway yards here, causing a collision between the two sections in which 21 people were killed and over a dozen injured. The circus travels in two trains of about 35 cars each. After the night exhibition at Charlotte the two trains left for Lapeer over the Grand Trunk road, the second section leaving a half hour after the first. When the first section pulled into the west end of the Grand Trunk yards here a red light was hung on the rear car to stop the second section. Engineer Propst of Battle Creek, who was running the engine of the rear train, says he saw this light and applied the air brake. To his horror it refused to work. He reversed his engine, but the momentum of the heavy train behind was too great, and with a crash that aroused all of the town near the yards the two trains met.*

*Three cars of the stationary first section were telescoped and the engine and five cars were demolished. The rear car of the first section was a caboose in which the trainmen were sleeping, and the next two were filled with sleeping circus employees. The greatest loss of life was in the caboose.*

### Canada's Worst Circus Train Wreck

The worst circus wreck in Canada happened in 1930 during the Al G. Barnes Circus tour of eastern Canada. After the teardown at Newcastle, NB, the train departed at 4:25 am on Sunday, July 20th on the run to Charlottetown. Because of the sweltering warm day several of the roustabouts decided to sleep on the flat cars.

The CNR locomotive was followed by ten cars for the animals, eleven flats and gondolas with the tents and other gear, and eight passenger cars. At 06:55, as the train was passing Canaan Station about fourteen miles northwest of Moncton, a broken arch-bar on the eighteenth car - a flat - derailed the train. In the resulting melee, several flats with their wagon loads were smashed. Several other cars left the rails, but fortunately remained

En 2017, le cirque utilise deux trains, le Rouge et le Bleu, couvrant deux itinéraires différents dans l'est des États-Unis. Le Rouge comprend 55 wagons pour une longueur totale de 4877 pieds (1486,5 m) et le Bleu, 56 wagons pour une longueur de 4959 pieds (1511,5 m). Chacun des convois parcourt une moyenne annuelle de 16 200 milles (26 071 kilomètres) durant les six dernières années. Suite au retrait du grand chapiteau en 1956 et à celui des éléphants en 2015, les trains transportent maintenant moins de personnes qu'autrefois, c'est-à-dire environ 326 passagers par convoi comprenant les artistes, le personnel et l'équipe d'entretien. La configuration type des trains est constituée de 33 voitures de passagers conventionnelles pour les membres du personnel du cirque et leurs familles, quatre wagons modifiés pour les animaux, deux wagons porte-conteneurs pour l'entreposage des produits des concessions et 17 wagons plats de type « piggyback » (sur le dos) pour l'équipement et les véhicules. On doit consacrer environ six heures pour décharger les convois.

### Accidents des trains de cirque

La majorité des trains de cirques et des troupes foraines subissent des accidents catastrophiques. Le pire est survenu à Hammond, en Indiana, le 22 juin 1918, sur le Michigan Central Railroad lorsqu'un convoi de troupes a foncé dans une section du train du cirque Hagenbeck-Wallace, tuant 104 personnes.

Le pire accident impliquant un chemin de fer canadien est survenu sur une ligne du Grand Trunk, le 7 août 1903, à Durand, au Michigan. Le journal local d'Ogdensburg, New York, raconte ce qui suit :

*« Un frein à air situé sur la seconde section du train de la Wallace Bros. Circus a fait défaut dans le triage du chemin de fer Grand Trunk, causant une collision entre deux sections, tuant 21 personnes et en blessant une douzaine. Le cirque voyageait sur deux convois d'environ 35 wagons chacun. Après la représentation en soirée à Charlotte, les deux trains quittèrent en direction de Lapeer par la voie du Grand Trunk, le deuxième convoi ayant un écart de trente minutes derrière le premier. Lorsque la première section atteignit et dut s'arrêter à l'extrémité ouest du triage du Grand Trunk, une fusée de sécurité rouge fut allumée derrière le wagon de queue pour signaler un arrêt à la seconde section. Le mécanicien Propst, de Battle Creek, aux commandes de la locomotive du second train, dit avoir vu le signal lumineux et appliqué les freins, mais constata avec horreur que ceux-ci refusèrent de fonctionner. Il mit sa machine à la renverse, mais la masse du lourd convoi ne permit pas l'arrêt du convoi à temps. Un grand fracas fut alors entendu dans la ville entourant le triage, là où entrèrent en collision les deux trains.*

*Trois wagons de la section en arrêt furent emboutis, puis la locomotive et cinq wagons de la deuxième furent entièrement démolis. Il y avait à l'extrémité du premier*



Canada's most deadly circus train wreck occurred at Canaan, New Brunswick on July 20, 1930 when the Al G Barnes Circus train came to grief. The aftermath of the wreck and its clean-up was extensively photographed. Archives of New Brunswick, MC2114-MS4B-1-21, MC2114-MS4B-1-22, and MC114-MS4B-1-47

*Le plus important accident ferroviaire d'un train de cirque en termes de décès est celui de Canaan, N.-B., survenu le 20 juillet 1930 et impliquant le convoi de l'Al G. Barnes Circus. Les conséquences de l'accident et son déblaiement sont amplement photographiés. On aperçoit la gare de Canaan sur l'une des photos. Archives du Nouveau-Brunswick, MC2114-MS4B-1-21, MC2114-MS4B-1-22 et MC114-MS4B-1-47*

upright. The four or five fatalities (newspaper accounts differ) were mostly to the men sleeping in the open air.

A relief train was dispatched from Moncton. The damaged equipment was taken to the Fair Grounds in Moncton for salvage and repair, where possible. The Charlottetown show was cancelled, but the Moncton show went on as scheduled before the repaired circus train left for its next show in Windsor, Nova Scotia at the end of the week.

### Jumbo

The most famous circus train incident in Canada was the death of Jumbo, a headliner for the B&BBC. Jumbo (Swahili for 'Chief') had been purchased for \$10,000 in 1882 from the London Zoo. Jumbo was transported from venue to venue around the US and Canada in a specially built car, accompanied by his handler, Matthew Scott.

On the night of September 15, 1885, the circus played St. Thomas, Ontario. The 29 elephants had completed their routines, and all but two had been led from the big top to their waiting railway cars. Only the smallest, named Tom Thumb, and the largest, Jumbo, remained to take a final bow at the show's conclusion. Then as Matthew Scott guided Tom Thumb and Jumbo along the tracks, a loud whistle announced an unscheduled express train coming up from behind. Unable to stop, it scooped Tom Thumb up its cowcatcher and dropped him down a steep embankment. Jumbo, who was leading Tom Thumb was caught between the embankment and circus train and had no place to flee. The train was derailed and Jumbo was crushed. (More details about this famous incident are in the November 1975 issue of Canadian Rail).

*train un fourgon de queue dans lequel dormait le personnel du train et deux voitures le précédant, remplies d'employés du cirque qui sommeillaient eux aussi. Cependant, la majorité des pertes de vies humaines se produisit dans le fourgon de queue.»*

### Le pire accident d'un train de cirque au Canada

Le pire accident à survenir à un train de cirque au Canada a lieu, en 1930, durant la tournée dans l'est du pays de l'Al G. Barnes Circus. Le train quitte Newcastle, Nouveau-Brunswick, le dimanche 20 juillet, à 16 h 25, vers Charlottetown. Subissant une chaleur suffocante cette journée-là, quelques ouvriers décident de dormir sur des wagons plats.

La locomotive du CNR est alors en tête de dix wagons d'animaux, de onze wagons plats et tombereaux transportant les tentes et autres équipements, puis de huit voitures-passagers. À 6 h 55, le train croise la gare de Canaan à environ 14 milles (22,5 km) au nord-ouest de Moncton lorsqu'un longeron d'un bogie cède sur le dix-huitième wagon, un wagon plat, causant le déraillement du convoi. Dans la mêlée, plusieurs wagons plats et leurs chargements s'écrasent. D'autres wagons quittent les rails, mais demeurent sur leurs roues. Quatre ou cinq victimes (les informations varient d'un journal à l'autre) sont pour la plupart des hommes qui étaient couchés en plein air sur des wagons plats.

Un train de secours quitte aussitôt Moncton. L'équipement endommagé est transporté sur les terrains de la foire de la ville pour y être réparé sommairement. La représentation prévue à Charlottetown est annulée, mais pas celle de Moncton. Aussitôt que le train de cirque est remis sur les rails, il prend la direction de Windsor, Nouvelle-Écosse, pour le prochain spectacle qui a lieu à la fin de la même semaine.

### Jumbo

L'accident le plus célèbre au Canada concernant un train de cirque est celui causant la mort de l'éléphant Jumbo, une vedette du B&BBC. Jumbo (signifiant chef en langue Swahili), est acquis pour la somme de 10 000 \$ du zoo de Londres, en 1882. Il voyage au travers les États-Unis et le Canada dans un wagon spécialement aménagé, en compagnie de son dresseur, Matthew Scott.

Le soir du 15 septembre 1885, le cirque donne une représentation à St. Thomas, Ontario. Les 29 éléphants ont déjà fait leur numéro puis, à l'exception de deux d'entre eux, quittent le chapiteau pour regagner



One of the most famous circus photos shows Jumbo's remains beside the GTR tracks in St Thomas, Ontario in 1885. Douglas N W Smith collection

*Une des plus célèbres photos de cirque illustre Jumbo le long d'une voie du GTR à St. Thomas, Ont., en 1885. Collection Douglas N W Smith*

P T Barnum sued the GTR for \$100,000 for the loss of Jumbo. The case was settled in April 1887. The GT paid \$5,000 cash and agreed to haul the circus over its rails free that year. Thus Barnum earned back just about his cost of the elephant as he had paid the GTR \$4,800 for similar service the year before. The agreement covered 53 cars as well as the four advance advertising cars that preceded the train, plastering the local communities with billboard posters and hand bills. In 1887 the show entered Canada at Rouses Point, New York on August 27th and left by the Suspension Bridge, (opposite Niagara Falls, Ontario) on Sept 20th.

### **An Ill-Fated Trip to Vancouver**

On August 16, 1908 the first of four sections of the B&BBC train was partly wrecked on the Great Northern Railway near Port Kells, BC (about eight miles east of New Westminster) shortly before 4 pm. A heat kink was blamed for the accident which saw four flat cars, carrying seven wagons in the middle of the 30 car train, ditched. Eight men, all part of the 75 man cooking gang, were injured. The slow speed of the train kept the casualties down – the train was only running at about 12 miles per hour at the time of the wreck. The forward portion of the train still on the rails proceeded to Vancouver behind locomotive 510, a 2-8-0 built by Brooks in 1892. The consolidation was needed to haul the train over the heavy grades on this now-abandoned GNR route from the border to New Westminster (the new line along the coast opened in 1909).

The second section was held at Port Kells until the next afternoon. This train had only gone about five miles from Port Kells when one car jumped the rails. All shows for the first day of their Vancouver schedule had to be cancelled.

### **Breakfast Was Delayed**

On June 28, 1913, the first of five sections of the B&BBC train bound from Ottawa to Montreal over the CPR ran into a stalled freight train half a mile east of Valois, Quebec. It ploughed through the caboose and another car, stopping only when the engine hit the third car loaded with stone. There were no fatalities or serious injuries, but seven horses belonging to the circus were killed.

### **Wild Animals on the Prairies**

The Norris & Rowe Shows, a western based circus that played across Western Canada as far east as Ontario, had an accident five miles north of Saskatoon on July 3, 1906. Happily no one was killed when three cars carrying wild animals and circus paraphernalia were ditched. The newswire service reported:

*The attendants of the 23-car train were put to their wits' end to corral the terrified and enraged animals, about to regain their long-denied liberty. The trick African*

leurs wagons respectifs. Seuls demeurent le plus petit, Tom Thumb, et le plus gros, Jumbo, qui participent à la finale du spectacle. Puis, alors que Matthew Scott les guide le long de la voie ferrée, un sifflet intense annonce un train express venant de l'arrière. Incapable d'arrêter, la locomotive frappe Tom Thumb avec son chasse-pierre et l'éléphant tombe dans un profond talus. Jumbo, qui précède Tom Thum se retrouve lui, coincé entre le ravin et le train de cirque, n'ayant aucun espace pour s'échapper. Le train déraile et Jumbo est écrasé. (Plus de détails sur cet événement célèbre se trouvent dans l'édition de novembre 1975 de Canadian Rail.)

P.T. Barnum poursuit le GTR pour 100 000 \$ suite à la perte de Jumbo. Le cas est réglé en avril 1887. Le GTR verse la somme de 5000 \$ comptant et accepte de déplacer gratuitement le convoi du cirque pour l'année courante. Ainsi, Barnum récupère, pour la perte de l'éléphant, le montant de 4800 \$ payé l'année précédente au GTR pour un service similaire. L'entente comprend le déplacement des 53 wagons ainsi que les quatre, chargés d'annonces, qui précèdent le train principal afin de distribuer des affiches dans les localités. En 1887, le convoi entre à Rouses Point, New York, le 22 août, et quitte Suspension Bridge, NY (opposé à Niagara Falls, Ontario) le 20 septembre.

### **Une destinée malheureuse vers Vancouver**

Le 6 août 1908, un peu avant 16 heures, la première de quatre sections du train du B&BBC est impliquée dans un accident suite à une surchauffe, sur une voie du Great Northern Railway, près de Port Kells, Colombie-Britannique, à environ huit milles (12,9 km) à l'est de New Westminster. Quatre wagons, au centre d'un convoi de trente, se retrouvent alors au fond d'un fossé. Huit des 75 hommes de l'équipe de cuisine sont blessés. Heureusement, le train ne roulait qu'à 12 milles à l'heure (19,3 km/h) au moment de l'incident, ce qui évite des pertes de vie. La partie avant, demeurée sur les rails, poursuit son chemin jusqu'à Vancouver derrière la locomotive no 510, une 2-8-0 construite par Brooks en 1892. Cette locomotive de type Consolidation est nécessaire pour tirer le convoi au-delà des pentes prononcées de cette voie du GNR, maintenant abandonnée, jusqu'à New Westminster (une nouvelle ligne le long de la côte sera inaugurée en 1909).

La seconde section est retenue à Port Kells jusqu'au lendemain après-midi. Ce convoi n'a pas franchi 5 milles (8 km) qu'un de ses wagons saute les rails. Tous les spectacles prévus la première journée à Vancouver doivent être annulés.

### **Un déjeuner retardé**

Le 28 juin 1913, la première de cinq sections du convoi du B&BBC, en provenance d'Ottawa et à destination de Montréal sur la ligne du CPR, entre en collision avec un train de marchandises en panne à un demi

*lioness' cage was bent and twisted, and Victoria made the night hideous with her savage yells. Nervy men by means of a shifting of the den got the terrified and angered beast into another cage. Flopping about on the prairie was a sea lion that was not easily herded into a suitable enclosure. The office car of H. S. Rowe, the manager, and the performing apparatus were splintered and scattered into a mixed medley of tickets, records and broken furniture. The wreck was the result of a rail spreading.*

### Running Wild

The arrival of the Sells-Floto Circus in Cranbrook on August 6, 1926 on a western Canadian swing resulted in one of the most famous train orders ever to be issued in Canada, maybe North America. While unloading, the herd of 14 elephants stampeded. A J Ironside, the local CPR Trainmaster and the man who coordinated the great elephant hunt, later wrote "Led by Myrtle, 12 of the 14 elephants started across the tracks, past the coal sheds and made for the dense woods." It took weeks to round up all the escapees.

Following the rumoured sighting of elephants at Yahk, some 42 miles from Cranbrook, CPR dispatcher Frank Guimont on August 7, 1926 tapped out the unusual order. It read:

*To all trains east - at Sirdar, B.C. Keep lookout for elephants on track. Advise if sighted from the first telegraph office giving location.*

The last missing elephant, 'Charlie Ed', eluded capture for several weeks. Once recaptured he was exhibited at the Cranbrook Fall Fair on the Conklin & Garrett Midway (see below). In recognition of the assistance of the community, he was renamed 'Cranbrook Ed'. He was shipped out in his own CPR baggage car on September 19th to San Francisco at a whopping cost of \$1,200 (equal to a 25% down payment on an average house that year) to rejoin his mates. Not forgotten, his exploit is commemorated by a statute in downtown Cranbrook.

mille (0,8 km) de Valois, au Québec. Il fonce dans le fourgon de queue et un autre wagon, ne s'arrêtant que lorsque la locomotive frappe un troisième wagon rempli de pierres. Il n'y a pas de mort ni de blessures sérieuses, mais sept chevaux appartenant au cirque doivent être achevés.

### Animaux sauvages dans les Prairies

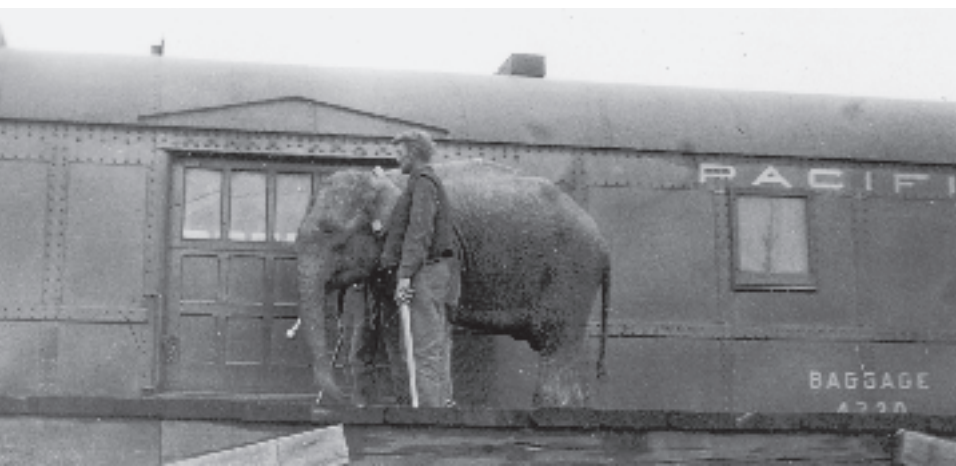
Le 3 juillet 1906, le convoi du Norris & Rowe Shows, un cirque basé dans l'Ouest qui fait des tournées au travers le Canada aussi loin dans l'est que l'Ontario, est impliqué dans un accident à cinq milles (8 km) au nord de Saskatoon. Heureusement, il n'y a pas de victime, mais trois wagons transportant des animaux sauvages et de l'attirail se retrouvent dans le fossé. Le service du journal télégraphique rapporte ceci :

*« Les occupants d'un convoi de 23 wagons usent de leur habileté pour capturer des animaux terrifiants et enragés qui espéraient recouvrer leur liberté. La cage de la lionne est pliée et tordue et « Victoria » crée une nuit cauchemardesque avec ses rugissements sauvages. Des hommes, les nerfs à vif, réussissent à diriger le fauve terrifié et en furie vers une autre cage. Gigotant dans la prairie, une otarie n'est pas facile à remettre à un endroit mieux approprié. Les voitures d'H.S. Rowe, le gérant, et des appareils des artistes volent en éclats et un mélange de tickets, registres et mobiliers brisés sont dispersés. L'accident est causé par un rail hors écartement. »*

### Course sauvage

Lors de l'arrivée du cirque Sells Floto, à Cranbrook, le 6 août 1926, pour une virée dans l'Ouest canadien, le plus célèbre des ordres ferroviaires est émis au pays, peut-être même dans toute l'Amérique du Nord. En effet, alors qu'on les décharge, un troupeau de 14 éléphants réussit à s'enfuir. A. J. Ironside, le chef de train du CPR et l'homme qui coordonne la grande capture des bêtes délinquantes écriront plus tard ceci : guidés par Myrtle, 12 des 14 éléphants traversent les voies ferrées et se dirigent vers l'entrepôt de charbon, puis s'enfuient vers la forêt dense. Cela prendra des semaines avant qu'on parvienne à les capturer tous.

Le lendemain, suite à la rumeur de la vue



'Cranbrook Ed' on the loading dock at Cranbrook, BC. He had sole occupancy of CPR baggage-express car 4320 as he journeyed to resume his circus duties in San Francisco, California. Columbia Basin Institute

*L'éléphant Cranbrook Ed sur le quai de chargement de Cranbrook, C.-B. Il est le seul occupant de la voiture bagages-express no 4320 alors qu'il vient de compléter son numéro de cirque à San Francisco, Calif. Columbia Basin Institute*

## CARNIVAL TRAINS



The Conklin & Garrett stock cars were photographed at an unidentified prairie location. Conklin History

*Les wagons à bestiaux du Conklin & Garrett sont photographiés dans un endroit non identifié des Prairies. Conklin History*

Similar to the circus trains were the carnival trains. These travelled to agricultural fairs and small towns providing amusement rides, games of chance and specialty (such as exotic dancers and freak) shows. The two most long-lived carnivals to travel by rail were Royal American Shows and James E Strates Shows. The Royal American Shows successfully competed with the longstanding Canadian firm, Conklin Shows and its partner Wallace Bros Shows, later renamed World's Finest Shows, for Canadian fair business.

#### Conklin Shows, Wallace Bros Shows and World's Finest Shows

James Conklin, born in New York, started out working in American carnivals and midways. In 1921 Conklin and his brother came to Winnipeg, but their plan to join up with the travelling Wortham Shows fell through. With a boxcar full of kewpie dolls, the Conklins were about to head back across the border when they spotted a rag-bag show playing St. Boniface. Hooking up with the International Amusement Company, they stayed with the show through its remaining Canadian dates that season. While they did not know it at the time, their future lay in Canada.

After a few seasons working tiny fairs, rodeos and vacant lots with various carnival companies, Conklin met Speed Garrett, part-owner of a small show based in Seattle. Conklin & Garrett Shows was born when Conklin bought half of this operation in 1924. From two railroad cars, the company

d'éléphants à Yahk, à 42 milles (67,6 km) de Cranbrook, le répartiteur du CPR, Frank Guimont, tape ce message inusité :

*« À tous les trains vers l'est, à Sirdar, C.-B., prenez garde aux éléphants sur la voie. Si vous en voyez, avisez le premier poste de télégraphe rencontré en spécifiant l'endroit. »*

Le dernier éléphant manquant, Charlie Ed, est capturé plusieurs semaines plus tard, puis exposé à la

Foire d'automne de Cranbrook, à l'emplacement d'attractions foraines de Conklin & Garrett (voir ci-dessous). En reconnaissance pour la collaboration de la communauté lors de la capture, l'animal est renommé Cranbrook Ed. Le 19 septembre, il est acheminé dans son propre fourgon à bagages du CPR pour le montant astronomique de 1200 \$ (équivalent à 25 % du paiement sur une maison à cette époque) afin de rejoindre ses semblables. Pour ne pas oublier l'exploit, une statue est érigée au centre-ville de Cranbrook.

#### TRAINS DE TROUPES FORAINES

Les trains de troupes foraines sont similaires à ceux des cirques. Ils font la tournée des foires agricoles et des petites villes en offrant des manèges, des jeux d'adresse et de hasard ainsi que des spectacles variés (danseurs exotiques et autres excentricités). Les deux troupes foraines se déplaçant par train et ayant persévéré le plus longtemps sont le Royal American Shows et le James E. Strates Shows. Le Royal American Shows demeure avec succès en compétition avec la



Douglas N. W. Smith collection

grew within a few years to fifteen with up to 200 personnel, more than a dozen shows, five to six rides, and scores of gaming concessions.

firme qui aura une longue vie, le Conklin Shows et son partenaire Wallace Bros. Shows, plus tard renommé World's Finest Shows, dans le créneau des foires canadiennes.

#### Conklin Shows, Wallace Bros. Shows et World's Finest Shows

James Conklin, né à New York, travaille d'abord pour des fêtes foraines américaines et sur les emplacements des attractions. En 1921, Conklin et son frère se rendent à Winnipeg, mais leur plan de rejoindre

**TABLE 2**  
**CONKLIN & GARRETT SHOWS ROUTE 1926 SEASON**

<i>Date</i>	<i>Event*</i>	<i>City/Town</i>	<i>Mileage</i>
April 26-May 1	Still	Vancouver	
May 3-8	Still	Victoria	80
May 10-15	Still	Courtenay	147
May 18-24	Still	Nanaimo	75
May 26-29	Still	Kamloops	310
May 31-June 5	Still	Medicine Hat	429
June 7-12	Still	Drumheller	200
June 14-19	Still	Saskatoon	315
June 21-26	?	Melville	191
June 30-July 2	Fair	Carman	231
July 5-7	Fair	Portage la Prairie	106
July 8-10	Fair	Dauphin	123
July 12-14	Fair	Yorkton	195
July 15-17	Fair	Melfort	208
July 19-21	Fair	Estevan	361
July 22-24	Fair	Weyburn	54
July 26-28	Fair	Assinaboia	112
July 29-31	Fair	Red Deer	531
Aug 2-4	Fair	Camrose	83
Aug 5-7	Fair	Vegreville	50
Aug 9-11	Fair	Lloydminster	97
Aug 12-14	Fair	North Battleford	85
Aug 16-19	Fair	Prince Albert	132
Aug 20-21	Fair	Vermillion, AB	257
Aug 23-28	Still	Moose Jaw	445
Aug 30-Sept 4	Still	Swift Current	111
Sept 6-11	Still	Lethbridge	219
Sept 13-18	Still	Cranbrook	201
Sept 20-25	Still	Nelson	140
Sept 27-Oct 2	Still	Trail	46
Oct 4-9	Still	Penticton	256
	-	Vancouver (Winter HQ)	254
Total Mileage Covered			6,168
Note: * Still was a stand-alone event and Fair a Class C agricultural exhibition « Still » signifie un événement isolé et « Fair » une exposition agricole de classe C.			



The relationship Conklin developed with the Elks Club helped the show to grow by opening up venues in small farming, mining and lumber communities throughout the prairie provinces and British Columbia. They worked the 'C' circuit of fairs for several years (see Table 2 for a typical early itinerary), and eventually acquired the 'B' circuit of larger fairs. In 1932 they ventured as far east as the Maritimes, losing money and skirting bankruptcy.

Conklin moved the headquarters to Hamilton in 1932 and Brantford in 1937. The show's anchor became Ontario in 1937, when Conklin captured the midway contract at the Canadian National Exhibition, the world's largest fair, from an American company. Once moved east Conklin Shows gained contracts for a string of solid Ontario fairs and all the major Quebec fairs.



Circuses were a ready market for retired passenger cars. The Conklin & Garrett truss-rodded, wooden sleeping cars are typical of the equipment used from the 1920s through the 1940s by many shows. Young Lionel Mitchell travelled with the show in 1926. Maeve Mitchell

*Les cirques sont de bons acheteurs pour les voitures-passagers désaffectées. Les voitures-lits en bois avec tiges de renfort du Conklin & Garrett font partie de l'équipement type utilisé des années 1920 aux années 1940 par les cirques. Le jeune Lionel Mitchell a voyagé avec le cirque en 1926. Maeve Mitchell*

le Wortham Shows échoue. Avec un wagon rempli de poupées « kewpies », les Conklin s'apprentent à retourner de l'autre côté de la frontière lorsqu'ils découvrent une foire de bric-à-brac à St-Boniface. Rejoignant l'International Amusement Company, ils y demeurent pour le reste de la saison. Ils ne savent pas encore que leur avenir est au Canada.

Après quelques saisons à travailler pour de petites foires et des rodéos sur des terrains vacants avec différentes compagnies de troupes foraines, Conklin rencontre Speed Garrett, copropriétaire d'une petite troupe de spectacles basée à Seattle. Ainsi naît, en 1924, le Conklin & Garrett Shows au moment où Conklin acquiert la moitié de l'entreprise. De deux wagons ferroviaires, la compagnie prend de l'expansion avec plus de quinze en quelques années seulement et un personnel atteignant 200 individus, une douzaine de numéros, cinq à

six manèges et un record de concessions de jeux.

La relation que Conklin a développée avec le Elks Club, permet à la troupe de prendre de l'expansion et ouvre les portes pour les petites communautés fermières, minières et forestières au travers les provinces des prairies et de la Colombie-Britannique. La compagnie fait la tournée de foires de catégorie C durant quelques années (voir le tableau 2 pour une tournée typique des débuts) puis acquiert éventuellement le circuit B qui inclut des foires plus importantes. En 1932, la compagnie

s'aventure à l'est du pays jusque dans les Maritimes, y perdant cependant de l'argent et risquant la faillite.

Conklin déplace le siège social vers Hamilton, en 1932, puis à Brantford, en 1937. L'avenir se trouve en Ontario alors que Conklin accapare le contrat de la Canadian National Exhibition, la plus grande foire existante pour une compagnie d'Amérique. Aussitôt installé dans l'est, Conklin Shows acquiert les foires ontariennes et la majorité de celles situées au Québec.

By 1938 Conklin was involved in Wallace Bros Shows, which was owned by Jimmy Sullivan, who had started the show in 1933. Wallace Bros Shows was based in Simcoe, Ontario. Having gained contracts for the major fairs in the east, Conklin no longer wanted to operate the Class B western fair circuit. He suggested to the western fair operators that the 1939 contract be awarded to Wallace Bros, even though Sullivan was not present. The fair operators trusted Conklin's recommendation. Conklin then loaned \$30,000 to Sullivan to expand his operation to the west. The close relations between the two men saw Wallace Bros Shows even appearing for Conklin at various fairs on the Ontario and Quebec tours after the prairie fairs were over.

After the United States entered the war at the end of 1941, US travel restrictions and special Canadian war taxes kept Royal American Shows from traveling to Canada. Conklin took over the Class A western Canada circuit of major fairs at Brandon, Regina, Calgary, Edmonton and Saskatoon. Wartime travel restrictions, however, affected his operations.

From 1943 to the end of the war, Conklin could not move its equipment in special trains, but had to travel on freight trains. Speaking of his trip to Billboard Magazine in July 1943, he said, "Our trip from Eastern to western Canada was better than we could have expected and we received the finest co-operation from the CNR... we were handled by freight trains, and it is a pleasure to report that we made just as good time as formerly made by special train." It should be remembered that circus trains were held to slow speeds on account of the elderly passenger cars and cargo being carried.

The wartime restrictions also reduced the number of show cars that could be moved. In 1943 Conklin could only use 12 cars. To fit everything into the truncated train, orders went out that two would sleep in each bed and triple bunks (the standard in the former sleeping cars) were installed in the cook or 'pie' car. In this way 200 employees, six rides and five shows were transported in the downsized consist.

The restrictions also shifted the usual ordering of two western fairs as in 1943 the Regina fair preceding the Saskatoon one for the first time. As no freight trains operated between Calgary and Saskatoon on Sundays, there was no possible way to move the show from Calgary after the Saturday night closing to Saskatoon in time for Monday morning. By shifting the dates for the two fairs, Conklin would use the regular freight running on the Calgary-Regina and Regina-Saskatoon lines, and the fair could maintain its usual six day stay in all cities.

At times even Conklin had to stand aside for world events. In 1944 Billboard reported that the Conklin Shows were delayed three hours en route to Quebec City as the CNR cleared the line for the Roosevelt-Churchill conference.

En 1938, Conklin s'implique auprès du Wallace Bros. Shows, appartenant à Jimmy Sullivan, qui a débuté en 1933. La troupe du Wallace Bros. est basée à Simcoe, Ontario. Ayant acquis les contrats des plus importantes foires de l'est du pays, Conklin ne s'intéresse guère aux foires de l'ouest de classe B. Il suggère aux dirigeants de ces foires de signer des ententes avec Wallace Bros., à l'insu de Sullivan. Les patrons des foires lui font confiance, puis Conklin prête 30 000 \$ à Sullivan pour lui permettre de prendre de l'expansion vers l'Ouest. Les relations étroites entre les deux hommes font en sorte qu'on voit apparaître le Wallace Bros. dans différentes foires de l'Ontario et du Québec alors que la saison est terminée dans les prairies.

Après l'entrée en guerre des États-Unis en 1941, les restrictions américaines et la taxe spéciale canadienne empêchent le Royal American Shows de voyager au Canada. Conklin prend alors en charge la tournée de classe A dans l'Ouest canadien pour les grandes foires de Brandon, Regina, Calgary, Edmonton et Saskatoon. Cependant, les restrictions de guerre affectent les opérations.

Entre 1943 et la fin de la guerre, Conklin ne peut utiliser de trains spéciaux pour déplacer son équipement; il doit plutôt se contenter des trains de marchandises régulières. Il explique ceci dans le magazine Billboard de juillet 1943 : « Notre déplacement d'est en ouest canadien s'est mieux déroulé que nous l'appréhendions, car nous avons obtenu la meilleure collaboration possible du CNR... nous étions transportés par trains de marchandises et nous sommes heureux d'affirmer que cela a été aussi plaisant qu'auparavant à bord des trains spéciaux. » Il faut se rappeler que les trains de cirque doivent rouler lentement à cause des voitures-passagers vétustes et du cargo à transporter.

Les restrictions de guerre touchent aussi le nombre de wagons à déplacer pour les spectacles. En 1943, Conklin ne peut en utiliser que 12. Pour s'adapter au nombre réduit de wagons, on doit voir à ce que tous les lits soient occupés et que des banquettes triples (le standard d'époque des voitures-lits) soient installées dans les voitures-restaurants. Ainsi, on arrive à transporter 200 employés, six manèges et cinq numéros dans un convoi réduit.

Les mêmes restrictions obligent aussi à modifier l'ordre des foires en 1943; ainsi, pour la première fois, celle de Regina précède celle de Saskatoon. Puisqu'il n'y a pas de train de marchandises le dimanche, entre Calgary et Saskatoon, on ne peut se déplacer entre ces deux villes après la représentation du samedi et s'installer, pour le lundi, à Saskatoon. En modifiant les dates pour les deux foires, Conklin peut utiliser le train de marchandises régulier entre Calgary et Régina puis celui entre Régina et Saskatoon. Ainsi, on arrive à maintenir des foires réparties sur six jours dans toutes les villes.

Following the end of the war, Conklin did not even bid for the 1946 Class A western fair circuit contract as Royal American Shows returned to Canada. Royal American Shows regained the contract. Wallace Bros Shows continued running the Class B western circuit in addition to playing many dates in Quebec and Ontario including a number for the Conklins.

Conklin doit aussi donner priorité à certains événements mondiaux. En 1944, le *Billboard* rapporte que le convoi de Conklin doit retarder de trois heures son arrivée dans la ville de Québec, car le CNR a l'obligation de libérer la ligne ferroviaire pour la célèbre conférence Roosevelt-Churchill.

À la fin de la guerre, Conklin décide de ne pas soumissionner pour le contrat de la saison 1946 du circuit de classe A des foires de l'ouest. C'est donc le Royal American Shows qui l'obtiendra. Wallace Bros. continuera le circuit de classe B dans l'ouest en plus de quelques spectacles au Québec et en Ontario, incluant quelques-uns de Conklin. (Voir la table 3.)

**TABLE 3**  
**CONKLIN AND WALLACE SHOWS ROUTE FOR 1946**

<i>Closing Date</i>	<i>Event</i>	<i>Operator</i>	<i>City</i>
June 3	Fair	Wallace	Lachute
?	Still	Wallace	Ottawa
?	?	Wallace	Noranda
June 28	Still	Conklin	Brantford
July 6	Still	Conklin	Hamilton
<i>In July and August the Wallace Shows train worked B Fair circuit in the three Prairie provinces.</i>			
Aug 23	Fair*	Wallace*	Trois Rivieres
Aug 30	Fair*	Wallace*	Sherbrooke
Sept 2	CNE	Wallace*	Toronto
Sept 8	Fair*	Wallace*	Quebec City
Sept 14	Fair*	Wallace*	Lindsay
Sept 20	Fair*	Wallace*	Leamington
Sept 23	Fair*	Wallace*	Belleville
Sept 28	Fair*	Wallace*	Kingston
?	?	Wallace	Caledonia
?	?	Wallace	Simcoe
Note: * Conklin Show contracted to Wallace * les spectacles de Conklin concédés à Wallace.			

Wallace Bros Shows had quite a year in 1946 (see Table 3). The tour began at Lachute, Quebec on June 3rd, followed by dates at Ottawa, Noranda and Winnipeg. The western Class B circuit started at Weyburn, SK on July 1st and ended at Prince Albert, SK on August 10th. The whole show then moved 2,900 miles in the record time of 79 hours to fill out the Conklin Shows regular circuit of Quebec and Ontario fairs. The usual smooth operation was upset by a wreck of three cars while the train was going into Noranda. As of the end of October

Wallace Bros. a toute une saison en 1946. Le 3 juin, la tournée commence à Lachute, Québec, puis se poursuit à Ottawa, Noranda et Winnipeg. Le circuit B de l'ouest débute à Weyburn, Saskatchewan, le premier juillet et se termine le 10 août à Prince Albert, Sask. Puis la troupe se déplace de 2900 milles (4667 km) dans un temps record de 79 heures pour la tournée des foires du Québec et de l'Ontario. Le bon déroulement est cependant gâché par la destruction de trois wagons alors que train se dirige vers Noranda. Comme c'est le cas à la



The 'World's Finest Shows' legend was applied to the Wallace Bros train in the mid 1950s. CNE Heritage

*Au milieu des années 1950, on applique le lettrage « World's Finest Shows » sur les trains des Wallace Bros. CNE Heritage*

1946, no settlement had been made as the Temiskaming & Northern Ontario Railway was claiming damages for revenue lost by the blocking of their main line from 5 am to 6 pm!

In 1954, Wallace Bros Shows operated a 47 car train consisting of 32 flat cars, 6 box cars and 9 passenger cars. The next year the Wallace Bros Shows title was dropped. Henceforth it was known as the World's Finest Shows. Jimmy Sullivan sold World's Finest Shows to Conklin in 1963. I was not able to determine when Conklin ended rail operations – perhaps a reader can help us out.

fin d'octobre 1946, aucun règlement n'est conclu quant à la réclamation de perte de revenus de la part du Temiskaming & Northern Ontario suite à l'obstruction de la voie principale entre 5 h et 18 h!

En 1954, Wallace Bros. Shows utilise un train de 47 wagons constitué de 32 wagons plats, six wagons ouverts et neuf voitures de passagers. L'année suivante, le nom de l'entreprise change. Elle est connue désormais comme le World's Finest Shows, puis Jimmy Sullivan la vend, en 1963, à Conklin. (Je ne peux déterminer le moment où Conklin cesse d'utiliser le rail, peut-être qu'un lecteur peut nous aider.)

The Conklins acquired two notable business cars in the 1970s. This photo shows the CONK II, the ex-CPR day directors car Strathconca, coupled to CONK I, the ex-ONR business car Sir James, at the CNR station in Calgary in 1978. Douglas N W Smith collection

*Conklin acquit deux voitures de fonction éminentes durant les années 1970. Cette photo illustre la CONK II, l'ex-voiture Strathconca pour les directeurs du CPR, accouplée à la CONK I, l'ex-voiture privée Sir James de l'ONR, à la gare de Calgary du CNR en 1978. Collection Douglas N W Smith*



### Royal American Shows

At its peak, the Royal American Shows (RAS) was the largest carnival company in North America. It broke into the Canadian market when it secured the contract for the A list of western Canadian fairs: the Calgary Stampede and big fairs in Brandon, Edmonton, Saskatoon, Regina and Winnipeg in 1934. Because they were all booked as a package through the Western Canada Fairs Association, this contract was a real prize. US travel restrictions during World War II allowed Conklin to take over these fairs from 1942 through 1945.

Once the war was over RAS regained the contract for the western fairs with such headliners as exotic dancers Gypsy Rose Lee and Sally Rand. By the 1960s RAS was at its pinnacle in terms of size with over 800 people, along with livestock and equipment, carried in 96 railroad cars. The company proudly boasted that it had the greatest number of flatcars ever carried by any traveling amusement organization in the world.

### Royal American Shows

À son apogée en 1934, le Royal American Shows (RAS) devient la plus grande compagnie de fêtes foraines en Amérique du Nord. Il accapare le marché canadien en concluant des contrats sur la liste A de l'ouest du pays : le Stampede de Calgary et de grandes foires à Brandon, Edmonton, Saskatoon, Regina et Winnipeg. Parce qu'il a conclu une entente avec l'Association des foires de l'ouest du Canada, son contrat a une grande valeur. Les restrictions américaines concernant les voyages durant la Deuxième Grande guerre font en sorte que Conklin prend en charge ces foires entre 1942 et 1945.

Après la guerre, le RAS reprend les contrats pour les foires de l'ouest avec des titres évocateurs pour des danseuses exotiques telles que Gypsy Rose Lee et Sally Rand. Dans les années 1960, le RAS est à son sommet en termes de grandeur avec 800 personnes, des animaux et de l'équipement remplissant 96 wagons ferroviaires. L'entreprise se vante d'utiliser le plus grand nombre de wagons plats au monde pour le transport d'un divertissement ambulante.



Lawrence Stuckey recorded these views of Canadian Pacific moving Royal American Shows trains on the Canadian prairies in the post World War II years. A double header, led by G3H 2424 with 2342 helping was needed to move a heavy Royal American Shows train. On July 1, 1948 sister Pacific 2432 powers yet another train. Lawrence Stuckey, Bruce Chapman Collection

*Lawrence Stuckey est l'auteur de ces clichés du Canadien Pacifique déplaçant le Royal American Shows dans les prairies canadiennes durant les années qui ont suivi la fin de la Deuxième Grande guerre. Une double traction avec en tête la locomotive G3h no 2424 est nécessaire pour tirer le lourd convoi. En une autre occasion, c'est la Pacific jumelle no 2432 qui tractera le train. Collection Lawrence Stuckey, collection Bruce Chapman*



Canadian National hauled its fair share of circus trains in Manitoba also. CNR 3587 with Royal American Shows circus train is at Brandon on July 1, 1951. CRHA Archives, Fonds Paterson

*Le Canadien National déplaça aussi sa part de trains de cirque à travers le Manitoba. Le 1er juillet 1951, la 3587 du CNR est à Brandon, avec le train des Royal American Shows. Archives ACHF, Fonds Paterson*



Canadian Pacific Railway's Class G3E 4-6-2 2363 (Canadian Locomotive Company , November 1938) eases a Royal American Show special into Brandon, Manitoba in 1950. Lawrence Stuckey, James Brown collection

*En 1950, la 2363 du CPR, une 4-6-2 de la classe G3e (Canadian Locomotive Company, novembre 1938), entre à Brandon, Manitoba, avec le train spécial du Royal American Show. Lawrence Stuckey, collection James Brown*

During 1975 the Royal American Shows was investigated by the RCMP and later by other Canadian authorities for tax evasion. Though the allegations could not be proven, the RAS ceased coming to Canada; Conklin Shows replaced it in 1976. While RAS continued to operate in the United States, falling attendance and higher operating costs caused it to stop using rail transport in 1982. RAS closed after its last appearance in Lubbock, Texas, in October 1997.

### Strates Shows

With the termination of the Ringling Bros and Barnum & Bailey Circus train, the Strates Shows is the last amusement show using rail travel. The company traces its origins to 1923, when James E Strates acquired New York's Southern Tier Shows. In 1932, he re-named it the James E. Strates Shows. Two years later, Strates started moving the show by rail on five flat cars. Despite the depression, expansion was rapid with 25 cars in the fleet by 1938. Three years earlier, he purchased a private car once owned by millionaire oilman Harry Sinclair.

Now called Strates Shows, its rail fleet is based in Orlando, Florida and travels up the eastern coast. It plays about two dozen dates in seven states operating as far north as Essex Junction, Vermont on the New England Central (formerly Canadian National's Central Vermont Railway) and Hamburg, NY (a Buffalo suburb). Their arrival in Hamburg in early August is still a major event. The town declares the day the train unloads "Erie County Fair Train Day". There is a big parade and crowds gather, as they did of old, to watch the train arrive and unload.

The present fleet is made up of 42 flatcars carrying rides, concessions, trucks, and equipment. The 400 employees and families who operate the rides, games and concessions no longer travel by train. In the face of the higher liability insurance costs, the passenger cars were parked about three years ago. They remain in Orlando, and are sometimes used by staff as dormitories during the winter.

Hopefully this colourful tradition will continue for years to come. According to Dan Wallace, the Strates Transportation Co-ordinator, there are no plans to change. "We continue to be committed to rail; it's still a very effective way to move our equipment."

Durant l'année 1975, la GRC, et plus tard d'autres instances gouvernementales enquêtent sur le RAS à propos d'une évasion fiscale. L'entreprise cesse alors sa tournée au Canada, mais poursuit celle aux États-Unis. Le Conklin Shows prendra la relève dès la saison 1976. En 1982, suite à un manque d'assistance et d'augmentation des coûts, le RAS cesse d'utiliser le rail comme moyen de transport, puis l'entreprise abandonne toute activité après une dernière apparition à Lubbock, au Texas, en octobre 1997.

### Le Strates Shows

Avec la disparition du train de cirque de Ringling Bros. and Barnum & Bailey, le Strates Shows demeure la dernière entreprise d'attractions à utiliser le rail. Cette compagnie débute en 1923 lorsque James E. Strates acquiert le New York Southern Tier Shows. En 1932, l'entreprise adopte le nom de James E. Strates Shows. En 1934, elle utilise un train de cinq wagons plats pour ses déplacements. En 1938, en dépit de la crise économique, l'entreprise prend rapidement de l'expansion et doit utiliser un convoi de 25 wagons. Trois années auparavant, Strates avait acquis une voiture de fonction d'un magnat du pétrole, le millionnaire Harry Sinclair.

Le parc ferroviaire de l'entreprise, qui porte dorénavant le nom de Strates Shows, est basé à Orlando, en Floride. La tournée qui se prolonge maintenant jusqu'à la côte inclut 24 arrêts dans sept états et se prolonge au nord jusqu'à Essex Junction, au Vermont, utilisant les rails du New England Central (autrefois le Central Vermont, une composante du Canadien National) et à Hamburg, New York, une banlieue de Buffalo. L'arrivée du cirque à cet endroit demeure un événement majeur. En effet, la ville de Hamburg déclare la journée où on décharge le train la « Erie County Fair Train Day » (Journée du train de la foire du comté d'Erie). Il y a alors un grand défilé et la foule s'assemble, comme autrefois, pour voir le train arriver et sa cargaison déchargée.

Le convoi actuel consiste en 42 wagons plats transportant des remorques routières, des manèges, des kiosques pour les jeux d'adresse et les concessions, des camions et de l'équipement. Les 400 employés et leurs familles ne voyagent cependant pas par train. Suite au coût exorbitant des assurances, les voitures de passagers sont retirées depuis trois ans. Celles-ci sont remises à Orlando et servent parfois de dortoir pour le personnel durant l'hiver.

Espérons que cette tradition, haute en couleur, persiste encore longtemps. Selon Dan Wallace, le coordinateur pour le transport au travers les États-Unis, il n'y a aucun changement en vu, « Nous poursuivons notre engagement envers le rail puisque cela demeure une manière efficace pour le déplacement de notre équipement » dit-il.

## Stan's Photo Gallery

May - June 2017

By Stan Smail

Translation: Gilles Lazure

### 'Farewell to the Railroad Circus'

The surprising announcement that the Ringling Brothers and Barnum and Bailey Circus would perform its last shows in May 2017 had instant ramifications for the rail enthusiast community - no more circus trains to transport this legendary performing entity.

Doug Smith's 'Salute to the Travelling Shows' in this issue of Canadian Rail shows yet another side of our talented Co-editor. Who knew! A marvellous treatise on the travelling circus and its trains, with a Canadian connection, the end of yet another colourful era in Canadian railroading is presented by Doug for all to enjoy.

My own experiences with circus trains as a working railroader and a rail enthusiast are limited, although one remembrance comes to mind. In August of 1969, I was working as a flagman and timekeeper on CPR Regional Steel Gang No. 2 on the Red Deer Subdivision north of Calgary, near Airdrie, Alberta. The noon track lineup for the maintenance of way employees showed three sections of train 987, the hotshot Calgary to Edmonton through freight. The last two sections of 987 that day were in fact Royal American Shows trains hauled by CPR passenger GP9's. Naturally, that day, my camera had stayed in the bunk car, since I had been ordered to relieve the flagman at once!

Thankfully, other cameras were at the ready and some of their results are presented in this Photo Gallery. Along with some of the usual suspects, Jim Brown, Bob Heathorn, Ray Farand, we welcome Gerry Gaugl and images from the C. Robert Craig Memorial Library in Ottawa. Our friends at the Bytown Railway Society under the direction of Bob Meldrum, Doug Wilson and Dave Stremes have done a masterful job of digitizing and cataloging this magnificent collection of Canadian railway images, for which we should all be thankful.

Further reading. Long time CRHA member Michel Belhumeur recently presented me with a copy of *The Circus Moves by Rail* by Parkinson and Fox, first published in 1978, most recently re-released by Carstens Publications in 1993 and now out of print. A 400 page profusely illustrated tome, all you ever wanted to know about the circus and its trains can be found in this book. Carstens also published a wonderful work entitled *Circus Trains and Modeling* also currently out of print. Finally, the April 2017 *Trains Magazine* includes eleven pages of photographs, diagrams, articles and remembrances of the 'railroad circus' in America.

Lastly, circus train enthusiasts are directed to the Circus World Museum in Baraboo, Wisconsin. Their annual Schlitz Beer sponsored circus train operated from 1965 to 1974 from their headquarters to Milwaukee often behind CB&Q or C&NW steam power.

Time for the opening act!

## Les photos de Stan

Mai - Juin 2017

Par Stan Smail

Traduction : Gilles Lazure

### Adieu au cirque sur chemin de fer

L'annonce inattendue que le cirque Ringling Brothers and Barnum and Bailey ferait ses dernières représentations en mai 2017 eut des répercussions immédiates dans le cercle des passionnés des trains : plus aucun train de cirque pour déplacer cette forme légendaire de spectacles.

« Un hommage aux foires ambulantes » de Doug Smith dans ce numéro de Canadian Rail présente une autre facette de notre talentueux coéditeur. Qui le savait? Un merveilleux exposé sur les foires ambulantes et leurs trains, avec leurs corollaires dans notre pays, la fin d'une autre époque spectaculaire de l'activité ferroviaire canadienne, est présenté par Doug pour le plaisir de tous.

Mes propres expériences des trains de cirques en tant qu'employé de chemin de fer et de passionné de trains sont pauvres, bien qu'un souvenir me revient. En août 1969, je travaillais en tant que signaleur et pointeur sur la « Regional Steel Gang No. 2 » de la subdivision Red Deer du CPR au nord de Calgary, près de Airdrie, Manitoba. L'indicateur pour les employés d'entretien des voies annonçait, pour l'heure de midi, le passage des trois sections du train 987, le train de marchandises prioritaire direct de Calgary à Edmonton. Ce jour-là, les deux dernières sections du train 987 étaient de fait deux trains des « Royal American Shows » tractés par des diesels GP9 pour trains de passagers du CPR. Bien sûr, mon appareil-photo était resté dans la voiture-dortoir parce que l'on m'avait signifié de remplacer le signaleur sans préavis!

Heureusement, d'autres appareils-photo étaient prêts à être utilisés et quelques-uns de leurs résultats sont présentés dans cette galerie de photos. Nous souhaitons la bienvenue à Gerry Gaugl, qui s'ajoute aux collaborateurs habituels Jim Brown, Bob Heathorn et Raymond Farand et nous accueillons les photos de la C. Robert Craig Memorial Library, d'Ottawa. Nos amis Doug Wilson et Dave Stremes, de la Bytown Railway Society, ont effectué un formidable travail de numérisation et de catalogage de cette superbe collection d'images ferroviaires canadiennes sous la direction de Bob Meldrum, une réalisation pour laquelle nous devrions tous être reconnaissants.

Lectures additionnelles. Michel Belhumeur, un membre de longue date de l'ACHEF, m'a récemment offert un exemplaire du livre *The Circus Moves by Rail* par Parkinson et Fox, originalement publié en 1978, republié plus récemment par Carstens Publications en 1993 et maintenant hors d'impression. Tout ce que vous aimeriez savoir sur les cirques et leurs trains peut être trouvé dans cet ouvrage de 400 pages abondamment illustré. Carstens a aussi publié un excellent ouvrage intitulé *Circus Trains and Modeling* couramment hors d'impression lui aussi. Finalement, le numéro d'avril 2017 de *Trains Magazine* contient onze pages de photographies, schémas, articles et souvenirs sur les trains de cirques américains.

Pour terminer, le Circus World Museum, à Baraboo, Wisconsin, est recommandé aux passionnés des trains de cirque. Son train, commandité par les brasseurs Schlitz, a circulé, chaque année de 1965 à 1974, de leur quartier général jusqu'à Milwaukee, souvent derrière des locomotives à vapeur du CB&Q ou du C&NW.

C'est le temps du premier acte!





In 1872, William Cameron Coup operated the first 'Railroad Circus' with rolling stock rented from the Pennsylvania Railroad. Soon afterward, circus publicists created posters to advertise the impending arrival of the circus. In this image, a Cole Brothers Circus poster shows a deliberately exaggerated scene of 'Three Railroad Trains of Double Length Cars Jammed With Wonders From All Parts Of The World'. Cole Brothers exited the railroad circus business in 1950. Douglas Smith collection

*En 1872, William Cameron Coup exploita le premier cirque déplacé par chemin de fer à l'aide de matériel roulant loué du Pennsylvania Railroad. Peu après, des agents de publicité du cirque créèrent des affiches pour signaler l'arrivée prochaine du cirque. L'affiche du Cole Brothers Circus illustrée ici montre une scène délibérément exagérée de « trois trains composés de voitures double-longueur pleines à craquer de merveilles provenant de partout à travers le monde ». Les frères Cole quittèrent le monde du cirque en 1950. Collection Douglas Smith*

The railroad circus in and through Canada's capital will be evident in the following images. In the first of three photos, the 'World of Mirth Shows' railway equipment is pictured at Ottawa's old Bank Street yard in the summer of 1962. Along with the aged wooden truss rodded passenger equipment belonging to 'World of Mirth in the first of these three images, sharp eyed readers will note the CNR relics now relegated to company service in the background. Along with an Enterprise GS gondola we see an outside braced 'shorty' gondola. An Enterprise GS gondola of Intercolonial Railway heritage is in the Exporail collection. John Frayne, Craig Memorial Library

*Le train de cirque dans la région de la capitale canadienne est bien en évidence sur les photos suivantes. La première de trois photos montre le matériel ferroviaire du « World of Mirth Shows » dans l'ancienne cour de triage du CNR de la rue Bank, à Ottawa, durant l'été de 1962. Aux côtés des vieilles voitures-passagers, en bois et avec tiges de garde-à-niveau, les lecteurs à qui rien n'échappe remarqueront, à l'arrière-plan, de l'équipement vétuste du CNR maintenant relégué au service de la compagnie du cirque. En plus d'un wagon-tombereau Enterprise GS, nous apercevons un wagon-tombereau raccourci à structure extérieure de paroi. Un wagon-tombereau Enterprise GS original du chemin de fer Intercolonial fait partie de la collection d'Exporail. John Frayne, Craig Memorial Library*





In the second photo, a vintage Mack L J service truck has replaced the horses that hosted the colorful circus wagons on and off the special service flat cars used by the circus and carnival industry. The term 'circus loading' for loading and unloading piggyback trailers has its origins in how circus wagons were handled by rail. John Frayne, Craig Memorial Library

*Sur la deuxième photo, un antique camion de service Mack L J a remplacé les chevaux qui tiraient (ou les en descendaient) les spectaculaires chariots de cirque sur les wagons plats spéciaux utilisés par l'industrie des cirques et des foires ambulantes. Le terme « chargement de cirque » (circus loading) des remorques en feroutage a ses origines dans la manière avec laquelle les chariots de cirque étaient manoeuvrés sur les chemins de fer. John Frayne, Craig Memorial Library*

In the last image of this sequence taken by the CNR at Ottawa's Bank Street in 1962, the 'World of Mirth Shows' train stretches as far as the eye can see. Strictly speaking, 'World of Mirth' was a carnival, not a circus but nonetheless impressive and colorful when moving by rail. John Frayne, Craig Memorial Library



*Sur la dernière photo de cette séquence prise par le CNR à sa cour de la rue Bank, le train « World of Mirth Shows » s'allonge aussi loin que l'oeil peut l'apercevoir. Strictement parlant, le « World of Mirth » n'était pas un cirque, mais un carnaval; il était néanmoins très spectaculaire et haut en couleur lorsqu'il se déplaçait par rail. John Frayne, Craig Memorial Library*



It is June 23, 1999 and St.L.&H lettered SD-40-2 5649 is passing Barrhaven, Ontario on the former CNR Smiths Falls Subdivision with the Ringling Brothers- Barnum and Bailey circus train destined for a show at Kanata, Ontario, (near Ottawa). Bob Heathorn  
*C'est le 23 juin 1999 et la 5649, une SD40-2 en livrée du St.L & H, passe à Barrhaven, Ontario, sur l'ancienne subdivision Smiths Falls du CNR avec le train du cirque Ringling Brothers-Barnum and Bailey à destination de Kanata, Ontario (près d'Ottawa), pour un spectacle. Bob Heathorn*

On June 28, 1999, the Ringling Brothers-Barnum and Bailey circus train was transferred to the Ottawa Valley Rail Link (OVR) at Pembroke, Ontario. At the former CNR freight house in Pembroke, the Ottawa Central RS-18u's that have brought the circus train from Ottawa on the former CNR Beachburg Subdivision are seen running around their train preparatory to handing it off to the OVR. Raymond Farand.

*Le 28 juin 1999, la responsabilité du train du cirque Ringling Brothers-Barnum and Bailey est transférée au Ottawa Valley Rail Link (OVR), à Pembroke, Ontario. À l'ancien dépôt de marchandises du CNR à cet endroit, on peut voir les RS-18u de l'Ottawa Central qui ont tracté le train à partir d'Ottawa, sur l'ancienne subdivision Beach, contournant leur convoi en préparation à sa remise à l'OVR. Raymond Farand*





At Ottawa, the Ottawa Central handled the yarding of the lengthy circus train. Led by ex CPR RS-18u 1824, the circus train flat cars are turned on the wye near Walkley Line Road so as to position them properly for unloading on June 23, 1999. Raymond Farand  
 À Ottawa, l'Ottawa Central remisait le long train de cirque dans la cour. Le 23 juin 1999, avec à leur tête la 1824, une RS-18u ex-CPR, les wagons plats du train sont tournés bout pour bout sur le triangle de virage près de la Walkley Line Road afin de les placer en bonne position pour leur déchargement. Raymond Farand



Ottawa rail enthusiast Gerry Gaugl was on hand to follow the RB-BB circus train up the Ottawa Valley on the former CPR Chalk River and North Bay subdivisions. On June 28, 1999, CPR 'Red Barn' SD40-2F 9008 arrives at the old railroad division point of Chalk River, Ontario with the 'railroad circus' bound for Sudbury and Toronto. Larry Leach, these two are for you! Gerry Gaugl.

*Gerry Gaugl, un passionné de trains d'Ottawa, était disponible pour suivre le train du RB-BB sur les anciennes subdivisions de Chalk River et de North Bay du CPR, le long de la vallée de la rivière des Outaouais. Le 28 juin 1999, la 9008, une SD40-2 « Red Barn » du CPR arrive à Chalk River, l'ancien point de séparation des subdivisions, avec le train de cirque à destination de Sudbury et Toronto. Larry Leach, ces deux photos sont pour vous! Gerry Gaugl*



Snaking through the reverse curves at Mattawa, Ontario, CP 9008 West continues its westward trek on June 28, 1999 past the junction with the Temiscaming Subdivision. Today, the SD40-2F is extinct from the CP roster. Some of this unusual model of motive power were sold to upstart regional Central Maine and Quebec and other roads, including the 9008 which went to J&L Leasing in 2016. Gerry Gaugl

*Le 28 juin 1999, serpentant au travers d'une courbe composée à Mattawa, Ontario, le train CP 9008 West vient de passer la jonction avec la subdivision Temiscaming, alors qu'il continue son trajet vers l'ouest. Aujourd'hui, les SD40-2F sont disparues du tableau de service du CP. Quelques-uns de ces modèles inusités de locomotives furent vendus au Central Maine and Quebec, un réseau régional, lors de sa formation, et à quelques autres, ceci incluant la 9008 qui devint partie de la J&L Leasing en 2016. Gerry Gaugl*

Farther along, CP SD40-2F 9008 passes Verner, Ontario, on the former CP Cartier subdivision with the Barnum & Bailey's Red Unit circus train consist disappearing into the distance. In 2016, the Red Unit RB-BB train consist comprised 59 cars. Gerry Gaugl

*Un peu plus loin, la 9008 SD40-2F du CP passe à Verner, Ontario, sur l'ancienne subdivision Cartier de la compagnie, avec le reste de la section Rouge du train du cirque Barnum & Bailey disparaissant au loin. En 2016, ce convoi comprenait 59 voitures et wagons. Gerry Gaugl*





Red, yellow and silver paint with billboard lettering attempt to maintain a youthful image on a classic fleet of heavyweight passenger cars owned by the Royal American Shows. Stabled for a gig at the Regina, Saskatchewan, fair grounds in August 1969. The RAS equipment is all museum worthy, as, except for commuter trains back in Montreal, the heavyweight passenger car era had all but ended on Canadian railways. F.M. Kerr, Craig Memorial Library

*De la peinture rouge, jaune et argent, un lettrage d'affiche sont autant d'efforts pour maintenir un aspect jeune à la classique flotte de voitures-passagers de type lourd appartenant au « Royal American Shows ». Remisé durant une représentation à la foire de Regina, Saskatchewan, en août 1969, l'entier matériel roulant du RAS est digne d'entrée aux musées, puisqu'à l'exception des voitures de banlieue utilisées à Montréal, l'ère des voitures de type lourd était pratiquement terminée sur les chemins de fer canadiens. F.M. Kerr, Craig Memorial Library*

Great friend, mentor and photographer Jim Brown has provided us a marvellous portfolio of the Ringling Brothers-Barnum and Bailey circus train at the infamous Desjardins Canal near Hamilton, Ontario. The date is November 7, 1994. The impressive length of the circus train is evident in the first of the three images in this grouping. James A. Brown

*Jim Brown, un grand ami, conseiller et photographe, nous a fourni un magnifique portfolio du train du cirque Ringling Brothers-Barnum and Bailey le long de l'infâme canal Desjardins près de Hamilton, Ontario. On est le 7 novembre 1994. La longueur impressionnante du train est en évidence sur cette première photo d'un groupe de trois. James A. Brown*

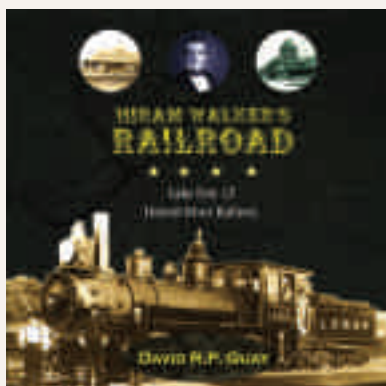




Led by CPR SD40-2 5820, the RB-BB train passes in review at the Desjardins Canal on November 7, 1994. Bridge span work for the access to GO Transit's new station in Hamilton is seen in the foreground of these views. James A. Brown

*Mené par la 5820 SD40-2 du CPR, le train du RB-BB défile au canal Desjardins, le 7 novembre 1994. Des travaux préparatoires pour un pont donnant accès à la nouvelle gare du GO Transit, à Hamilton, sont visibles à l'avant-plan de ces photos. James A. Brown*





**HIRAM WALKER'S  
RAILROAD:  
Lake Erie & Detroit  
River Railway**

By David R P Guay

*Reviewed by  
Douglas N W Smith*

Hiram Walker is justifiably famous for the liquor empire he created. An early exponent of

integrated industry, Walker started building his railroad east of Walkerville (a suburb of Windsor, Ontario) into the southern portion Essex County in 1888 to bring needed agricultural products to his distillery. By 1901 the line stretched 155 miles eastward to St Thomas.

Surprisingly, the LE&DR leased the London & Port Stanley Railway in 1893. At the time, their rails had only reached Ridgetown, leaving a 44 mile gap between the two railways. Further expansion came in 1898 with the takeover of the penurious Erie & Huron railway, extending 77 miles northward from Rondeau on Lake Erie to Sarnia via Chatham.

The Walkers emulated the Canadian Pacific Railway by building a luxury hotel to boost tourist business and by running steamboats and railway car ferries to provide links to American railways and US coal fields. A remarkable complex of buildings was erected at

Walkerville to serve as station and office headquarters. The history of the lines after the LE&DR was sold to Michigan's Pere Marquette Railroad is covered very briefly. A gradual abandonment process has claimed practically all of the LE&DR while chunks of the E&H are out of service.

The history of the Walker family, the LE&D and E&H are covered in considerable detail. There are also chapters covering locomotives and rolling stock, station construction (and present use if still extant!), mail service and marine operations. The story of the short-lived and little known Mettawas luxury hotel is recounted.

The book is heavily illustrated with photos, maps and some building plans. Photo reproduction is poor to good. The maps of the rail lines through various towns only show tracks, without streets they are difficult to follow.

The author has done a very good job documenting the life and times of two little-known railways. A glass of your favorite Walker beverage would make a good accompaniment to this excellent book.

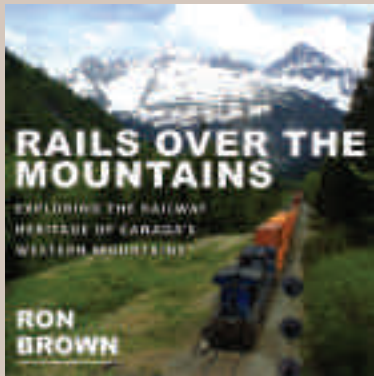
**HIRAM WALKER'S RAILROAD:  
Lake Erie & Detroit River Railway**

By David R. P. Guay

ISBN 978-1-927591-05-5

Published by

128 pages, 8.5 x 11" vertical format, hard cover with dust jacket  
Price \$ 24.95 + GST at the Exporail Boutique; or + GST + postage by mail



### RAILS OVER THE MOUNTAINS

By Ron Brown

*Reviewed by  
Douglas N W Smith*

With this volume, Author Brown has completed his cross-Canada series of travelogue books. This volume documents

locations and artifacts that have a connection to the development of the railways of British Columbia. The

brief history of the major railways in the province is followed by successive chapters dealing with tunnels and bridges, still standing stations, division point towns, railway hotels, servicing facilities, museums, trails and train rides. This would be most useful to someone planning a trip to the province for the first time or after an absence of a number of years.

### Rails Over the Mountains

By Ron Brown

ISBN 978-1-4597-3359-6

Published by Dundurn Press

128 pages, 8.5 x 11" vertical format, hard cover with dust jacket

Price \$ 29.99 + GST at the Exporail Boutique; or + GST + postage by mail



### RAILS ACROSS THE RIVER

*A History of the Rail Car Ferry Service On the St. Lawrence River Between Prescott, Ontario & Ogdensburg, New York*

By Ted Rafuse

*Reviewed by  
Paul Bown (Courtesy of  
Branchline)*

The author has done a very complete study of the rail

car ferry operations across the St. Lawrence River in eastern Ontario. While the main focus is the ferry linking Prescott and Ogdensburg, the route between Brockville, Ontario and Morristown, New York is also detailed.

The car ferries, their ownership and operations are dealt with in quite a bit of detail. The ferry links were substantial feeders to the CPR and GTR at Prescott, although through different eras. Earlier, the GTR connected to the Rutland Railroad, and then later the CPR connected to the NYC. The latter connection existed from 1908 until the termination of the service in 1970.

The story is covered in six chapters, which tend to relate to specific eras or ferries. The chapter on the CPR/NYC connection that used the car float Ogdensburg and tug Prescotont was most interesting to me, as I can remember Duncan du Fresne talking about this operation from his days as a fireman on the CPR. The book fills in much additional information on the stories he told. The car float was able to carry about 21 cars per crossing using all three tracks. In 1945, the traffic averaged about 100 cars per day, which made for a busy undertaking.

Before the depression, the ferry was an integral part of the silk trade and was included in the routing that took this high value commodity from Vancouver through to New York City. The rail transport of silk dropped off substantially during the depression, but was replaced during the war with significant military traffic. Following the war, the demand for coal made it the principal commodity carried through to the end of the 1950s. Much of this coal traffic was for the CPR's own needs.

As coal traffic basically disappeared with the end of steam locomotive use and the substitution of oil for home heating, profitability dropped off throughout the 1960s. When cash-strapped Penn Central became the carrier on the US side in 1968, they did not have much stomach for the now loss-making operation. The end came with the destruction of the ferry slip in Ogdensburg in a major fire in September 1970, which consumed the slip along with quite a few freight cars. The business carried was still on the decline and so the facilities were never rebuilt, thus ending more than 100 years of ferry traffic between Prescott and Ogdensburg.

At \$29.95 plus S&H, the book is a bit pricey, but it was a most enjoyable and informative read and if you have any interest at all in railway car ferries, I am sure you will enjoy this as much as I did. It is a good window on an infrequently covered topic.

In the 75 pages there are 55 photos / diagrams and 4 maps. It is available at the Exporail Boutique.

### Rails Across the River

By Ted Rafuse

ISBN 978-0-968547-4-34

Published by Steampower Publishing

75 pages, 8.5 x 11" vertical format, soft cover

Price \$ 29.95 + GST at the Exporail Boutique; or + GST + postage by mail



### KING'S HIGHWAYS & STEAM TRAINS

*A Ford Mainline to the Branchlines of Ontario in July, 1957 - Vol. 1*

By Ian Wilson

*Reviewed by Paul Bown  
(Courtesy of Branchline)*

Ian Wilson produced a phenomenal series of nine hardcover volumes covering the CNR lines in southern

and southwestern Ontario from 1998 through 2010. It was a shame to see this series end. He also published a couple of books of fiction aimed at young readers. This is the first in a planned series of works that follow a young couple as they time travel, in a Ford Mainline, back to 1957 to see the winding down of steam on the railway branchlines of Ontario.

The main characters were introduced in his previous young reader works. The premise is interesting and the book features photos of the operations in 1957, as well as some contemporary views of the same locations. A character, Old Eddie, who works at the local garage, has restored the 1956 Ford in which Angus Wolfe and his friend Amanda Webb are able to travel back in time. The book describes how, with Eddie's assistance, the various dates and locations can be targeted by the car.

The book consists of 52 saddle-stitched pages in 9" x 11.5" format and contains about 60 images. The photos of steam locomotives are all excellent images from renowned photographers who covered the end of steam in Canada. They include John Rehor, Don Wood, Jim Shaughnessy and James A. Brown, to name a few. The book is printed on heavy grade paper so that the photos publish well. The first volume ends as the couple is about to take their next time trip back to Stratford. Much like the serial films of the 1950s you are left hanging. I'm not quite sure of the target audience, as it reads like a volume for a younger reader, but certainly the nostalgic aspects appeal to those who may vaguely remember the time period. For example, there are a number of views of Esso and White Rose products from the 1950s. It is a relatively quick read but was interesting enough that I wanted to see what would happen next, rather than put it down.

While I really wish Ian could continue his previous, non-fiction hardcover volumes, I suspect that aspect of his writing has ended. Most of these hardcover volumes are still available at the Exporail Boutique and if you have not seen them they are well worth the money.

### KING'S HIGHWAYS & STEAM TRAINS

By Ian Wilson

ISBN 978-1-92705-006-4

Published by Canadian Branchline

52 pages, 9 x 11.5" vertical format, soft cover

Price \$ 24.95 + GST at the Exporail Boutique; or + GST + postage by mail



### WHITE PASS & YUKON

*In Color*

By Kevin J. Holland

*Reviewed by Stan Small*

In recent times, the storied White Pass and Yukon Route has risen like a phoenix from its uncertain recent past to become one of the best patronised tourist railways anywhere. Thousands of Alaska cruise ship passengers

laying over at Skagway, Alaska ride the White Pass and Yukon through some of the most spectacular mountain railroad scenery in the world.

However, not that long ago, before the cruise ship traffic blossomed, there was another WP&Y. This is the

White Pass and Yukon that the ever capable Canadian railway book-master Kevin J. Holland, assisted by photographers Ken Goslett and Ken DeJean sought to depict in this 2016 offering by Morning Sun Books.

Ken Goslett is no stranger to railway readers, modellers and photographers - his work is renowned in all of the above media. Ken DeJean is less known and it is high time that this Canadian career railroader had his photographic works exhibited.

The two Kens and others made pilgrimages to the White Pass and Yukon in the nineteen seventies and later when the entire railway was still in service between Whitehorse, Yukon Territory and Skagway, Alaska. Limited tourist trains operated between Skagway and Bennett, B.C., but Faro Mine ore trains and container business were the bread and butter of the WP&Y thirty years ago, before the White Pass highway was built and the ore traffic petered out.

The photo selections are superb and the layout of the

book is excellent; not surprising as Kevin Holland performed this task as well as compiling the book.

I never made it to the White Pass and Yukon but my great Uncle George did, back in 1898! After losing his shirt as a prospector, he went to work as a labourer building the White Pass and Yukon Route to earn money for his return trip home. The only remnant of his Yukon experience was a deck of gilt edged WP&Y playing cards which he left to me. They are now in the CRHA Archives at Exporail.

For a great look at the White Pass and Yukon Route in the middle years between the time of Uncle George and

the tourist trains of today, *White Pass and Yukon in Colour* is highly recommended. North to Alaska and enjoy!

### **White Pass & Yukon in Colour**

By Kevin J. Holland

ISBN 1-58248-532-1

Published by Morning Sun Books, Scotch Plains, New Jersey

128 Pages, 9 X 11" vertical format, hard cover with dust jacket

Price \$ \$ 69.99 + GST at the Exporail Boutique; or + GST + postage by mail (Price reflects today's \$ US exchange rate)



### **TORONTO HAMILTON & BUFFALO**

*In Color*

By Stephen M. Timko

*Reviewed by  
Kenneth Goslett*

Since the first Morning Sun railway photo book, Penn Central Power, appeared in 1986 hundreds more titles have followed, all exploiting the popular format of 200+ colour

photos reproduced on glossy paper between hard covers. For many years the books' subjects were U.S. railroads arranged thematically by company, territory or photographer. Subjects expanded from locomotives to freight and passenger trains, rolling stock and trackside infrastructure. With books announced at the rate of three different titles per month it was inevitable that Canadian railways would eventually be included. And so they were, with Canadian Pacific and Canadian National at the forefront. A book about the Ontario Northland followed and recently the Algoma Central was given its due.

The latest Canadian railway to receive the Morning Sun treatment is the Toronto Hamilton & Buffalo, an Ontario regional railway whose name pretty clearly indicates its field of operations. TH&B was opened for service in last days of 1885. (An unfortunate typographical error in the book lists the date as 1985.) Ownership was majority American, 75% belonging to Michigan Central (New York Central) and the remaining 25% in the hands of Canadian Pacific. The NYC ownership passed first to Penn Central and then

Conrail before CP became the sole owner of all TH&B Canadian trackage in 1985. Not a big railway, TH&B had only 115 miles of mainline and 100 miles of yard trackage in 1979 according to the book.

The book follows the standard Morning Sun format with the photos arranged two and sometimes three to a page with the occasional single image spread across two pages. It's important to note that this is a diesel book. While there are a couple of photos of a steam excursion in 1974 and few more of a scrap CPR steamer being moved to a new owner, otherwise diesels rule the pages of the book. The home road's units are attractive in the TH&B's maroon and cream livery as are those from parent Canadian Pacific/CP Rail which appear in both the maroon and gray and Action Red. There are also views of NYC and Penn Central black units. Even Conrail blue makes a brief appearance.

In recent years some Morning Sun books have suffered from less than perfect photo reproduction. But Toronto Hamilton & Buffalo in Color is well printed with sharp images and good colour on the TH&B locomotives. The CP Rail locomotives illustrated on the pages depict an exaggerated version of CP Rail Action Red that is typical of Morning Sun books. But that is easily overlooked.

John Eull, Bruce Mercer, Ron Tuff, Dave Stowe, and TH&B expert John Spring have all contributed excellent images. Roster views, action shots and night photos are all on offer. Passenger operations, freight and work equipment, interlocking towers, stations and yards are all well displayed on the books pages. From this collection John Eull produces a fascinating shot of CP Rail's RSD-17, the Empress of Agincourt, leading a TH&B bound freight at Bayview Junction.

Toronto Hamilton & Buffalo in Color gets the thumbs up. Its pages will delight.

**Toronto Hamilton and Buffalo**

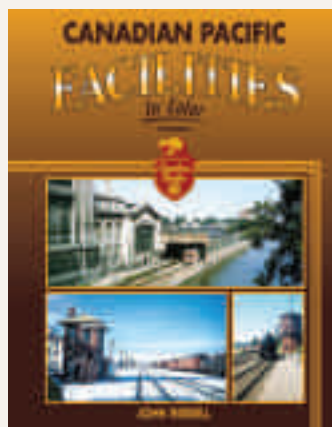
By Stephen M. Timko

ISBN 1-58248-537-2

Published by Morning Sun Books, Scotch Plains, New Jersey

128 Pages, 9 X 11" vertical format, hard cover with dust jacket

Price \$ 67.99 + GST at the Exporail Boutique; or + GST + postage by mail (Price reflects today's \$ US exchange rate)

**CANADIAN PACIFIC FACILITIES***Volume 3*

By John Riddell

*Reviewed by Stan Small*

So many memories! Kudos to Canadian Rail Co-editor Peter Murphy for assigning me the task of reviewing Canadian Pacific Facilities in Color - Volume 3, the

latest Canadian offering from Morning Sun Books.

Memories, what memories? Recently concluding a forty-five year career with Canadian Pacific and its subsidiaries which saw me work all across Canada from Vancouver Island's E&N to CPR lines in the United States, John Riddell's Canadian Pacific in Color - Volume 3 was a treat for me to read and review. This latest book is like a personal remembrance of people, places and facilities seen and experienced all along that almost half-century journey which began at Yoho, B.C. (See page 86!)

John Riddell is a Toronto area railway writer and photographer who has many publishing efforts to his credit. Keeping model railroaders in mind, many of the photos in Facilities - 3 will surely serve to inspire kit-bashing and scratch-building projects in any scale. For instance, John's treatment of the legendary CPR Slocan Lake barge operation in the Kootenay region of British Columbia is exceptional. It would not surprise me if some capable modeller replicates the barge slips at either Slocan City or Rosebery sooner than later!

CPR water tanks are well dealt with and after perusing Facilities - 3, we are reminded that not all Canadian Pacific tanks were octagonal and enclosed.

Canadian Pacific Facilities in Color - Volume 3 is loosely arranged on an east to west itinerary broken down into

Regions, Districts and Subdivisions, much the way in which a CPR operating timetable is compiled. This approach seems to work and readers may remember that Bill Linley used a similar method of organizing his Canadian Pacific Morning Sun books some years ago.

Photos are chosen from a wide variety of rail enthusiast photo collections, some quite well known and others not so much. Many of the photos have never before been published and not surprisingly, the contributions by Bob Sandusky are stellar. Two of my favourite Sandusky images in the book are shop track shots. One is a 1959 view of CPR G3g 4-6-2 2414 at Lambton roundhouse in Toronto and the other features Royal Hudson 2857 at Port McNicol of all places on March 27, 1960!

Riddell's introduction to Facilities - 3 is very informative as to the operating structure of the CPR and his treatise on Canadian Pacific station designs is excellent.

Photo reproduction is quite good and the layout of the book is quite satisfactory and not too crowded considering the number of illustrations used.

Some caption information is erroneous but as a photo editor, I sympathise with the plight we face when we work with photo caption information for subjects we are not totally familiar with.

Overall a very good effort and valuable addition to the growing library of works that preserve the CPR of yore. Thanks for the memories, John!

**Canadian Pacific Facilities, Volume 3**

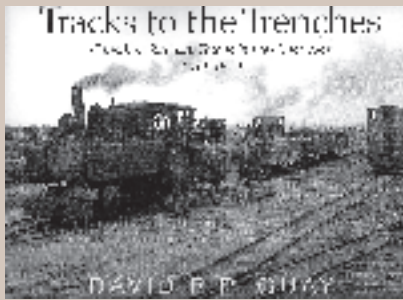
By John Riddell

ISBN 1-58248-563-1

Published by Morning Sun Books, Scotch Plains, New Jersey

128 Pages, 9 X 11" vertical format, hard cover with dust jacket

Price \$ 63.95 + GST at the Exporail Boutique; or + GST + postage by mail (Price reflects today's \$ US exchange rate)



**TRACKS TO THE TRENCHES**  
*Canadian Railway Troops in the Great War (1914 - 1919)*  
 By David R. P. Guay  
 Reviewed by Peter Murphy

The Canadian Railway Troops' (CRT) story, long obscure, except for the occasional article in various magazines including Canadian Rail, finally has its story told in a 226 page book written by research author David R. P. Guay and published by Railfare books. As Guay's Prologue states "Even in Henniker's 1937 official history of transportation along the British Western Front from 1914 to 1918, the CRT was virtually invisible."

This was a massive effort, its web of standard and narrow gauge railways fanned out for hundreds of kilometres through France. Over 650 steam locomotives (from both Britain and America), plus petroleum locomotives were assigned as well as a varied fleet of thousands of cars.

Years in the making, at first glance one can immediately appreciate the research that went into the location of rare photographs and details of this remarkable transportation system. Canadians were instrumental in providing the system to move troops and materiel along the Western Front in the inhumane Great War. No less than twelve museum and archive sources (on both sides of the Atlantic) are listed as having provided photographs or information for this volume.

There are 140 black and white photographs, most are excellent reproductions. Some as can be expected are of poorer grainy quality, but considering the time, subject

matter and conditions, we are lucky to have photographs at all. Photograph subjects range from building the lines, locomotives and trains, troop and materiel movements, war damage to lines and equipment, the 'line up' at war's end. There are 5 maps and numerous graphs, flow charts, tables, rosters, etc. to tell the story in minute detail. Period ads from Simplex War, Hunslet Engine Company, Baldwin Locomotive Works and others who provided equipment dress up many pages.

The author goes into such detail as to provide organizational flowcharts, samples of forms and waybills, dispatching documents, operating company personnel, a complete roster of locomotives (both steam and petroleum). There is a chapter on the African Canadians in the CRT, many more would have enlisted but were turned away.

There is a chapter on Collecting Railway Memorabilia, images of 37 cap and shoulder badges are reproduced as are numerous shoulder insignia, uniform buttons and the like. Examples of many of these badges and insignia reside in the CRHA collection.

This the complete guide to the Canadian Railway Troops' operation in the Great War, it is a tribute to all who served and especially those members of the CRW who made the ultimate sacrifice. Anyone who is interested in military, railway or Canadian history should have this book in their library.

**Tracks to the Trenches**

By David R. P. Guay  
 ISBN 978-1-92708-336-9

Published by Railfare Books/Fitzhenry and Whiteside  
 226 Pages, 9 X 11" landscape format, soft cover with dust jacket

Price \$ 44.99 + GST at the Exporail Boutique; or + GST + postage by mail



**A WOMAN'S TOUCH**  
*Kate Reed and Canada's Grand Hotels*  
 By Kate Armour Reed  
 Reviewed by Paul Bown

While not directly a railway work this interesting volume takes a look at one aspect of the CPR's business that has rarely been covered. This is a biography of Kate

Reed, who was basically the interior decorator for the CPR's Hotels from 1900 thru 1925, written by her granddaughter drawing much of the information from the subject's personal papers.

Kate Reed lived in the second half of the 19th Century through the first quarter of the 20th Century. Born in Cobourg, she mingled in the upper echelons of New York City and Canadian Society. Her first husband, who she met on a trip to New York, was a well-respected lawyer. He was Thomas Edison's lawyer plus one of his backers and through him she met Edison, The couple, while living in New York City, were the friends of many of the most renowned names of that era including the

Astor's, the Vanderbilt's and others.

Kate was intelligent and was happy to discuss issues of the day with both men and women which set her apart for that time. She was never reluctant to voice her opinion. While she may have done so earlier it was during this period that she started taking note of how homes and hotels were decorated. She liked to peruse antique store to pick up items of interest and she became a collector of unusual and special items throughout her life.

Her first husband died suddenly and she returned to Canada, finally settling in Ottawa where she reconnected with a former fiancé, Hayter Reed, who, at that time was a senior civil servant. The family, while no longer rich, still circulated in the top levels of Canadian Society and she was on a friendly basis with the Governors General and their wives. As a result of her friendship with Lady Aberdeen she became one of the founding governors of the Victorian order of Nurses. Her decorating skills became known amongst those in Ottawa.

With a change in government, her husband, Hayter, found himself without a job and the family moved to Montreal where Hayter managed the St James club. It was in Montreal that Kate became acquainted with Sir William Van Horne and Sir Thomas Shaughnessy. Sir Thomas was impressed with Hayter and hired him to manage the Chateau Frontenac.

During this period Kate's decorating skill attracted the attention of both Van Horne and Shaughnessy and she

ended up decorating the Chateau Frontenac. As Hayter moved up through the ranks to eventually manage all of the CPR's hotels Kate was always part of the team. While never having a contract with the CPR it was assumed that she would be the decorator for the hotels.

The family lived in the Chateau Frontenac, Place Viger and at St. Andrews NB, where the couple eventually retired. The book discusses in detail the work that Kate did in many of the CPR hotels and there are quite a few photos of the decorated rooms and public spaces showing off her skills. The book also touches on her trips to Europe where she searched for items to use in the hotels and to get acquainted with the latest decorating styles.

It is really a most interesting book of an exceptional woman that played quite a hand in the success of the CPR's hotels. Since it is really only on the periphery of railroad history I was quite surprised on the insight it gave on this facet of the CPR Empire. Truly a most enjoyable read that I found difficult to put down.

#### **A Woman's Touch**

Kate Reed and Canada's Grand Hotels

By Kate Armour Reed

ISBN 978-0-9953341-0-6

Published by John Aylen Books

317 Pages, 7" X 9" vertical format, soft cover with flap

Price \$ 39.95 + GST at the Exporail Boutique; or + GST + postage by mail



#### **HISTOIRES DE TRAIN :**

*Rivière-du-Loup,  
carrefour ferroviaire de  
l'est du pays*

Par Pierre Landry  
(directeur de rédaction),  
Lynda Dionne, Georges  
Pelletier, Julie Martin,  
Michel-Louis Pelletier,  
Mathieu Perron et John  
Willis

*Compte rendu par  
Mylène Bélanger*

Histoires de train :  
Rivière-du-Loup,

carrefour ferroviaire de l'est du pays met à contribution différents historiens et ethnologues chapeautés par un directeur de rédaction, Pierre Landry, bien connu pour son implication dans le domaine muséal au Québec. Ce livre dépeint l'histoire ferroviaire de Rivière-du-Loup,

agglomération du Bas-Saint-Laurent, de 1850 – alors que les villages et les villes s'urbanisent – jusqu'à nos jours.

Ce livre couvre différentes compagnies, soit le Grand Trunk Railway, l'Intercolonial, le Temiscouata Railway et le Transcontinental. De même, un large éventail de thématiques y est abordé : l'industrie ferroviaire et le développement social et économique de la région, l'empreinte du chemin de fer sur son paysage, la vie quotidienne des cheminots, l'imaginaire du chemin de fer, l'immigration anglophone qui prit place au 19<sup>e</sup> siècle et le tourisme l'entourant.

Ce livre s'adresse tout autant aux passionnés du domaine ferroviaire qu'aux néophytes. Ces derniers pourront facilement s'y retrouver, notamment grâce à l'avant-propos contenant des repères et jalons ainsi qu'une brève synthèse historique du chemin de fer. De même, un des textes présente une liste des sigles et abréviations et un glossaire, deux outils très précieux pour la bonne compréhension du livre.

Plusieurs photographies d'époques, ainsi que quelques cartes et documents d'archives illustrent le livre. Il faut souligner que dans de nombreux cas ce sont des images inédites provenant de différentes institutions et de collections privées.

Les curieux pourront également approfondir le sujet par l'entremise de l'exposition virtuelle Rivière-du-Loup à fond de train du Musée du Bas-Saint-Laurent.

### HISTOIRES DE TRAIN

Rivière-du-Loup, carrefour ferroviaire de l'est du pays  
Par Pierre Landry (directeur de rédaction), Lynda Dionne, Georges Pelletier, Julie Martin, Michel-Louis Pelletier, Mathieu Perron et John Willis  
ISBN 978-2-89583-324-6  
Publié par les Éditions Trois-Pistoles et Mus'Art, 2016  
253 pages, 7 x 9.5" format vertical, couverture souple  
Prix 49.95\$ + TPS à la boutique d'Exporail; ou + TPS + frais d'envoi postal



### CANADIAN TRACKSIDE GUIDE 2017

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

This is the 35rd. 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 2017

Published by the Bytown Railway Society, Ottawa  
ISSN 0829-3023  
Approximately 700 pages, 5 1/2 X 8 1/2" size, vertical format, soft cover  
Price \$ 26.95 + GST at the Exporail Boutique, or + GST + postage by mail



### Chateau Laurier – A Splendid Century

*The Life and Times of Ottawa's Grand Railway Hotel*

*By Kevin J. Holland.*

*Reviewed by Ken Goslett*

The history of Canada since Confederation is intertwined with the history of its railways. The railways defined the patterns of settlement on the Canadian prairies, took agricultural produce to market, moved mineral resources from wilderness to industrial centres and carried passengers from coast to coast while providing them with hotels in which to stay.

Railway hotels remain legendary in this country. The most famous, such as the Banff Springs and the Chateau Lake Louise, belonged to the Canadian Pacific Railway

and introduced tourists to the scenic wonders of the Rocky Mountains. Canadian National Railways, through constituents Grand Trunk, Grand Trunk Pacific and Canadian Northern, entered the hotel business as well. CNR's Jasper Park Lodge in the Alberta Rockies set out to rival CPR's western offerings.

In addition to the mountain and forest lodges there were also elaborate and impressive urban hotels and nor were these restricted to the CPR. In 1912 the Grand Trunk Railway opened its flagship hotel, the Chateau Laurier, in Ottawa. To mark this property's one-hundredth birthday in 2012 author Kevin Holland produced two journal articles on Ottawa's grand railway hotel. These planted the seeds for a more complete volume on the subject which has now arrived as an 8.5 x 11" landscape format book with 160 pages brimming with carefully researched text and beautifully reproduced black and white and colour images.

Built in the chateau style with turrets, dormers and a copper roof supported by a steel frame clad in stone the hotel could not have been better located. It sat along



the east side of the Rideau Canal locks and along the north side of Rideau Street with its west-facing rooms looking out over Parliament Hill and its south and east windows overlooking the then new Ottawa Union Central railway station. Of course, like all matters railway related in Canada, there was political intrigue and interference in the choice of the hotel's site. Author Holland has carefully researched the conflict between the Grand Trunk's president Hays and the country's prime minister Sir Wilfrid Laurier over this matter. Laurier wanted the hotel north of its current site and on the shore of the Ottawa River at Nepean Point. Further, Laurier did not want the hotel named in his honour. But the stubborn Hays prevailed in both his choice of site and hotel name.

Photos in chapter 1 illustrate the hotel's construction and are supplemented by plan views and reproductions of original blueprints. Chapter 2 concerns the construction and evolution of the Ottawa Union Central Station that was built to accompany the hotel. Therein are photos of locomotives and trains in both black and white and colour from the station's earliest days until the 1960's.

As the book's chapters progress the reader follows the initial expansion of the hotel, its passage into the hands of Canadian National and further expansions and renovations. Through beautifully reproduced archival images we see the interiors of the grand ballrooms, restaurants, meeting rooms and athletic facilities. The latter offered some bizarre spa treatments that included electro-therapy, fulgaration, auto-condensation with high frequency currents and diathermy. Following the visit to the athletic torture chambers we tour the kitchens and wine cellar before retiring to our bedroom.

In a chapter entitled 'A Cultural Beacon' the reader discovers that the Canadian Broadcasting Corporation (our beloved CBC) had its Ottawa studios in the hotel and kept a presence there until 2004. Equally fascinating is the story of the famous portrait photographer Yousuf Karsh whose studio was located in the hotel and who ultimately made the hotel his home until 1997. Today his rooms can be rented as the Karsh Suite although the nightly rate might frighten the casual visitor.

As the book moves into its seventh chapter the reader sees the post-World War II 'modern' renovations that may have seemed stylish at the time but look comical to today's eyes. This is followed by the book's closing chapter with its beautiful full page colour plates show us the current appearance of the hotel's Adam Room, the Quebec Suite and the Ballroom following its restoration to its 1929 opulence. The Chateau Laurier has never looked finer.

Chateau Laurier – a Splendid Century is an enchanting look into one of Canada's grandest railway hotels. Author Holland's meticulous archival research, inspired photographic selections and carefully crafted text lift the volume above mere history. This delightful book is highly recommended.

### **Chateau Laurier – A Splendid Century**

The Life and Times of Ottawa's Grand Railway Hotel

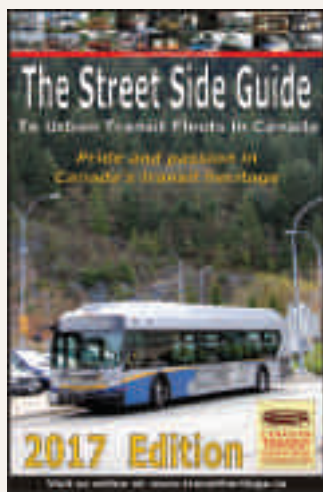
By Kevin J. Holland

ISBN 978-0-9684235-3-0

Published by the Canadian National Railways  
Historical Association

160 Pages, 240 photographs, 8 1/2" X 11" landscape  
format, hard cover

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



### **The Street Side Guide 2017**

*To Urban Transit Fleets in  
Canada*

*Published by the Canadian  
Transit Heritage  
Foundation*

The 2017 Street Side Guide is the tenth edition of this popular guide to Canadian transit fleets published since 1993. It is published by the Canadian Transit

Heritage Foundation, a non-profit group based in Toronto.

The guide includes detailed fleet listings for the vast majority of Canada's urban transit systems from coast to coast. Data includes quantity, vehicle manufacturer, model, date built, date acquired, and system fleet numbers. Also recorder is average fleet age and summary information including high/low floor data, fuel type and age summaries.

The current edition of the guide includes a 30 page colour photo section, information on manufacturers and lists of preserved Canadian transit vehicles in Canada and the United States.

Information is included on bus, light rail, heavy rail, commuter rail, trolley coach, and historical fleets.

**The Street Side Guide 2017**

For Urban Transit Fleets in Canada

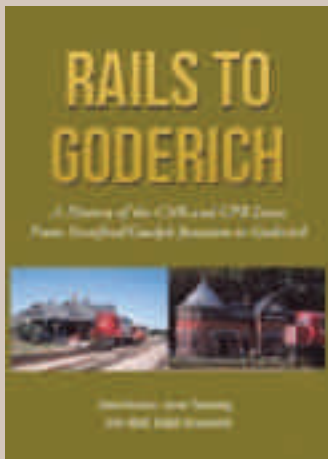
ISBN 978-0-9698053-9-7

Published by the Canadian Transit Heritage Foundation

194 Pages, 5 1/2" X 8 1/2" spiral bound, soft cover, 60 colour photos

Price \$ 35.00 + GST at the Exporail Boutique; or + GST + postage by mail

**COMING IN SEPTEMBER**



**RAILS TO GODERICH**

*A History of the CNR and CPR Lines From Stratford / Guelph Junction to Goderich*

A book twenty years in the making, Rails to Goderich captures the history of the rail lines to this historic Lake Huron community.

The story starts with the fledging days of the pioneer 1850s Buffalo, Brantford and

Goderich Railway, through to the Grand Trunk era.

The book then covers the building of the CPR and head-to-head competition with the CNR – from the steam era through to a colourful wealth of early diesels.

It ends with a look at today's Goderich-Exeter and Ontario Southland Railways.

**RAILS TO GODERICH**

By Dave Hooton, Steve Thorning, John Mull, Ralph Beaumont

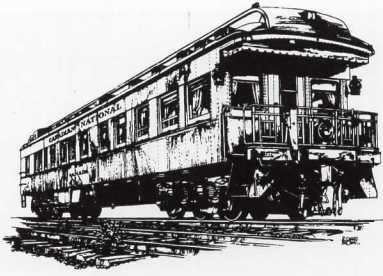
Published by John Mull

ISBN 978-0-9959585-0-0

328 Pages, 391 B&W & Colour Photos, Maps, Index & Bibliography, 8" x 11" vertical format, hard cover  
Price \$ 69.95 + GST at the Exporail Boutique; or + GST + postage by mail

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. Remember CRHA members get a 10% discount, Friends of the Museum get a 15% discount, have your membership number ready to give.

Pour commander des livres de la Boutique d'Exporail, écrivez à Jessica Mouton ou téléphonez la au numéro 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. Rappelez-vous que les membres de l'ACHF et les Amis du Musée reçoivent respectivement un rabais de 10 % et de 15 % sur mention de leur numéro de membre.



# Heritage Business Car

May - June, 2017

By John Godfrey

Edited by David Gawley



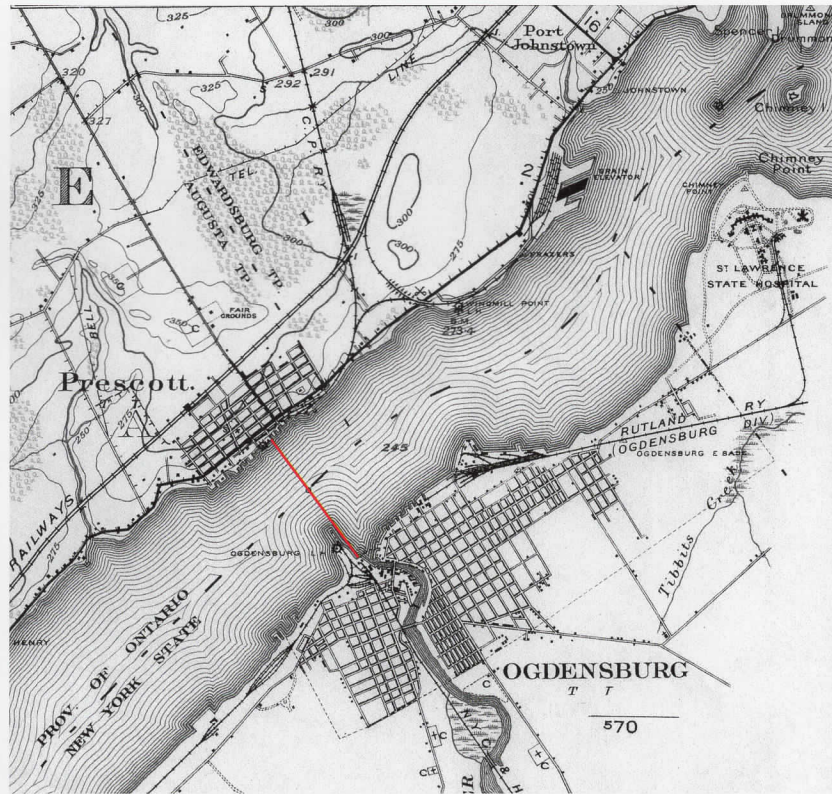
Mail Received



Donated by David Jenkins

## Ted Rafuse writes

The lead article is a wonderful presentation of a lame submitted article. There is one potential issue of lack of information that perhaps can be resolved in a subsequent issue. The map is of superb quality but it does not provide the complete information associated with the ferries. The route as drawn correctly indicates the ferry route from about 1863 to about 1895. What it does not indicate is the route of the ferry from about 1895 through 1970. That route left from the same general area on the Prescott side of the river and served Light house Point which was at the end of the NYC rails that are perpendicular to the river in Ogdensburg. This was the route that any person who witnessed the service would have observed. But in total a well presented article. Kudos to all involved. (Ted Rafuse)



## Dale Wilson writes:

Regarding the photo by Bob Sandusky on Page 98 of Canadian Rail issue No. 577, the caption reads 'a tuscan red U Class sleeper'. Given its position in the train, it most likely is a tourist sleeper, but definitely not of the 'U' class since that class was created to serve on The Canadian and all cars in the series were modified to fit into the train's stainless steel look.

CP had a number of other classes of heavy weight tourist cars, some with slightly different berth capacity than the 'U' class, all in the familiar red paint.

### Retirement and Notice of Appointment

After a career spanning 25 years as Executive Director of Exporail, Marie-Claude Reid announced her retirement at the recent Annual General Meeting of the Canadian Railroad Historical Association (CRHA). Her retirement takes effect June 1. C. Stephen Cheasley, Chair of the Board of Directors of the CRHA and Exporail, thanks Ms. Reid for her many achievements and the museum's development during her years at the helm. Mr. Cheasley is also pleased to announce the appointment of Nadine Cloutier as incoming Executive Director. Beginning



Marie-Claude Reid and C. Stephen Cheasley (Exporail, the Canadian Railway Museum)

*Marie-Claude Reid et C. Stephen Cheasley (Exporail, le Musée ferroviaire canadien)*

on April 1, 2017, Ms. Cloutier will oversee and manage Exporail in line with the strategic directions established jointly with the board of directors as part of her new functions.

Ms. Reid contributed to making Exporail the largest railway museum in Canada and among the most important railway museums in the world. Her achievements include the construction of two buildings, the restoration of several railway cars and numerous permanent and travelling exhibitions,

### Départ à la retraite et avis de nomination

SAINT-CONSTANT, le 3 avril 2017 – Après 25 ans de carrière à Exporail comme directrice générale, Marie-Claude Reid a annoncé à la dernière assemblée générale annuelle de l'Association canadienne d'histoire ferroviaire (ACHF) qu'elle prenait sa retraite le 1er juin prochain. Le président du conseil d'administration de l'ACHF et d'Exporail, C. Stephen Cheasley, remercie la directrice générale pour toutes ses réalisations et pour le développement du musée durant toutes ces années. Le président est également heureux d'annoncer la nomination de Nadine Cloutier au poste de directrice générale. Dans le cadre de ses nouvelles fonctions, madame Cloutier assure la direction et la gestion d'Exporail, à la lumière des orientations stratégiques établies conjointement avec le conseil d'administration, depuis le 1er avril 2017.

Madame Reid a contribué à faire d'Exporail le plus grand musée ferroviaire au Canada et l'un des plus importants au monde dans ce domaine. Parmi ses principales réalisations, on compte la construction de deux bâtiments, la restauration de plusieurs véhicules ferroviaires, de nombreuses expositions permanentes et itinérantes ainsi que des projets présentés à l'étranger. Toute l'équipe lui témoigne d'ores et déjà sa gratitude pour l'ensemble de sa carrière et lui souhaite de merveilleux projets à venir.

La nouvelle directrice qui lui succède, Nadine Cloutier, cumule 20 ans d'expérience en muséologie dont 8 à Exporail où elle a successivement occupé les postes de coordonnatrice au service à la clientèle et à l'éducation (2008-2012) et de directrice des opérations (2012-2017). Titulaire d'une maîtrise (M.Sc.) en Anthropologie de l'Université de Montréal, elle prépare actuellement un certificat en gestion d'entreprise à HEC Montréal. Son expertise en muséologie, sa connaissance du Musée et du milieu ferroviaire ainsi que ses multiples talents de

including exhibitions abroad. The entire team is grateful for the dedication she has shown throughout her career and wishes her the best in her future endeavours.

Her successor, Nadine Cloutier, has 20 years of experience in museology, including eight years at Exporail, where she held successive positions as coordinator of client services and education (2008-2012) and operations manager (2012-2017). She has a Master's Degree (M.Sc.) in Anthropology from the Université de Montréal and is currently working toward a Business Management Certificate at the HEC Montréal. Her expertise in museology, knowledge of the museum and of the railroad community, and her many talents as a communicator will enable her to continue growing the institution.

The entire board of directors welcomes her to her new position.

communicatrice, lui permettront de poursuivre l'essor de l'institution.

Tout le conseil d'administration lui souhaite la bienvenue dans ses nouvelles fonctions.



Nadine Cloutier, new Executive Director of Exporail, the Canadian Railway Museum

*Nadine Cloutier, nouvelle directrice générale d'Exporail, le Musée ferroviaire canadien*

### New one day attendance record set at Exporail.

Exporail set a new attendance record for a single day on Sunday, May 28, 2017 when 2800 people visited the museum. The occasion was the annual Quebec Museums Day when most of the provincially funded museums are encouraged to be open free of charge for the day. Museums located on the island of Montreal even have a free bus shuttle service between museums to encourage the public to visit a museum.

While admittance may be free, Boutique and Cafe sales help make up for the loss in admittance revenue. The event is ever growing in popularity and is a way to give back in recognition of Quebec provincial funding. (Ed.)



Bruno Cordellier

### Exporail a établi un nouveau record d'affluence pour une seule journée

Exporail a établi un nouveau record d'affluence pour une seule journée le dimanche 28 mai 2017, lorsque 2800 personnes ont visité le musée. Lors de cette traditionnelle Journée des musées du Québec, la plupart des musées financés par la province sont invités à ouvrir gracieusement leurs portes au public. Les musées situés sur l'île de Montréal disposent même d'un service de navette gratuit entre les différents musées afin d'encourager le public à participer.

Bien que l'admission soit gratuite, les ventes de la Boutique et du Café compensent la perte des revenus d'admission. L'événement gagne en popularité et permet de manifester sa reconnaissance au regard du financement provincial du Québec. (Ed.)

### A financial grant of \$ 45,302 received by the CRHA for Archive Centre project

Library and Archives Canada (LAC) will provide \$1.5 million to support 48 projects (including 38 new projects) by archives, libraries and documentary heritage institutions throughout Canada. Eighteen projects submitted by Quebec organizations will be funded under the Documentary Heritage Communities Program (DHCP).

The Canadian Railroad Historical Association is pleased to announce the contribution of \$45,302 by Library and Archives Canada for preservation, identification and digital distribution of nitrate negatives.

Nitrate film base was the first transparent flexible plasticized base commercially available, thanks to



Mr Guy Berthiaume, Librarian and Archivist of Canada, surrounded by the DHCP recipients for 2017-2018. Our Mylene Belanger is fourth from the left.

*M. Guy Berthiaume, Bibliothécaire et archiviste du Canada, entouré des récipiendaires du PCPD pour 2017-2018.*

celluloid developments by John Carbutt, Hannibal Goodwin, and Eastman Kodak in the 1880s. Eastman was the first to manufacture this for public sale, in 1889. Unfortunately, nitrate also had the drawback that it was extremely flammable (being essentially the same chemically as guncotton) and decomposed after several decades into a no less flammable gas (leaving the film sticky and goo-like) and ultimately into dust.

The CRHA Archives has 4,386 nitrate negatives in our collection. LAC's DHCP funding will allow us to hire an archival technician who will be devoted to the project reporting to our archivist. Once scanned and processed, the nitrate negatives will be frozen.

Here are two examples of images on nitrate negative that will be processed:

### Aide financière de 45 302 \$ reçue par l'ACHF pour son projet de centre d'archivage

Bibliothèque et Archives Canada (BAC) versera 1,5 million de dollars pour appuyer 48 projets (dont 38 nouveaux) menés par des centres d'archives, des bibliothèques et des établissements du patrimoine documentaire partout au Canada. Dix-huit projets soumis par des organismes du Québec seront financés au titre du Programme pour les collectivités du patrimoine documentaire (PCPD).

L'Association canadienne d'histoire ferroviaire, propriétaire et gestionnaire d'Exporail, est très heureuse de recevoir une aide financière de 45 302 \$ de la part de BAC pour son projet de préservation, description et diffusion numérique de négatifs sur nitrate.

Nous avons dénombré 4 386 négatifs sur support de nitrate au sein de nos fonds d'archives. Ce type de support est très inflammable et instable. Dans certains cas, ces négatifs - suite à leur vieillissement et à leur détérioration - ont commencé à émettre des gaz qui mettent en danger la préservation des négatifs et épreuves à proximité. De plus, même si les autres négatifs dénombrés semblent en bon état, ils peuvent se détériorer à tout moment vu le caractère instable de leur support. L'aide financière du PCPD de BAC nous permettra d'embaucher un

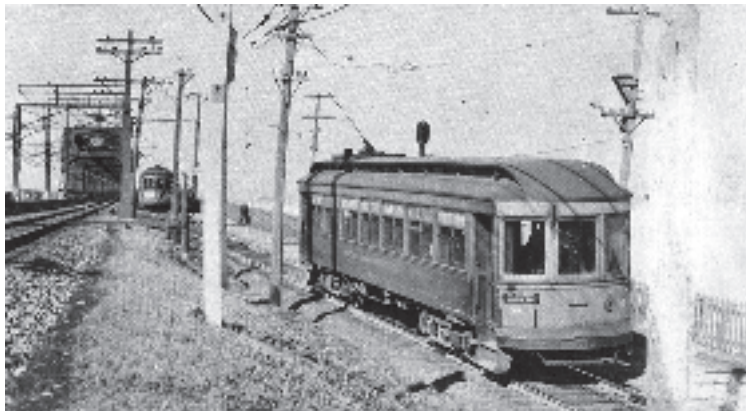
technicien en archivistique qui pourra prêter main fort à l'archiviste en traitant, numérisant et congelant les négatifs sur nitrate.

Voici deux exemples d'images sur négatif de nitrate qui seront traités :



Carillon & Grenville Railway Steam Locomotive; The "Ottawa" wood locomotive, c. 1890. Exporail, Charlotte M. Owens Collection

*Locomotive à vapeur de la Carillon & Grenville Railway; la locomotive au bois « Ottawa », v. 1890. Exporail, Collection Charlotte M. Owens*



Saint-Lambert Tramway and Victoria Bridge, c. 1930.  
Exporail, Alfred Leroyer Fonds

*Tramway de Saint-Lambert et Pont Victoria, v. 1930. Exporail,  
Fonds Alfred Leroyer*

The project will make the nitrate negatives in the six fonds containing them more widely known and accessible. This goal will be achieved through treatment and identification of each negative involved. The data will be entered into our Archi-Log database, which the public will have access to online through a tool on our website. The images will also be posted on Réseau de diffusion du archives du Québec (RDAQ). (Mylène Bélanger)

#### **Of Steel and Paper: Tales from the CP Archives**

The development of Canada is closely linked to the story of its railways. Over the years, railway companies have played a vital role in the seminal historical events that defined the nation. Canadian Pacific (CP) is without doubt one of the most important of these contributors, and CP's archives document the words, the writings, and the actions that helped shape the country's early growth. This temporary exhibition at Exporail from May 27 to June 22, 2017 offers a intriguing view into this archival world, and allows us to relive some pivotal moments from history which created the Canada we know today — a country built on rails.

Le projet permettra entre autres de faire connaître et rendre plus facilement accessible le contenu des six fonds contenant des négatifs sur nitrate. Cet objectif sera atteint par le biais du traitement avec description à la pièce des négatifs concernés. Ces données étant saisies dans notre base de données Archi-Log, le public aura accès à ces descriptions en ligne puisque notre outil est disponible sur notre site Web, et que ces descriptions sont également affichées sur le Réseau de diffusion des archives du Québec (RDAQ).

La numérisation des négatifs au nitrate sera également un moyen de diffuser les images au public. Étant un musée, nous avons une foule de projets de diffusion dans lesquels les images pourraient être utilisées, incluant les médias sociaux. Nous mettrons également une partie des images obtenues sur notre base de données Archi-Log. De plus, les chercheurs sur place pourront avoir accès au dossier d'images numérisées dans le cadre de leurs recherches.

Le projet nous permettra également d'accroître notre capacité à préserver ce patrimoine documentaire de façon plus durable par l'entremise de la congélation des négatifs sur nitrate. Comme le nitrate de cellulose est un composé très instable, la congélation de ce type de support permet une conservation et une protection optimale. De plus, leur mise à l'écart permet d'assurer que les autres négatifs et épreuves à proximité ne soient pas en position dangereuse à cause des gaz normalement dégagés par le nitrate. La numérisation des négatifs sur nitrate avant congélation permet également - sous un format adéquat - d'assurer la conservation à long terme des images.

#### **Corps d'acier coeur de papier : Les archives du CP racontent**



L'essor du Canada est étroitement lié à l'histoire du chemin de fer. De grands événements historiques marquants au pays ont été initiés grâce à l'apport vital des différentes compagnies de chemin de fer et ce, à travers les années. Le Canadien Pacifique (CP) est sans contredit l'un des grands contributeurs à cette histoire. Les archives du CP reflètent les paroles, écrits et gestes posés ayant eu un impact sur le développement de la nation. Cette exposition propose une incursion dans le monde surprenant des archives afin de revivre ces moments charnières de notre histoire, de ceux qui ont contribué à doter le Canada du visage que nous lui connaissons aujourd'hui : un pays bâti sur les rails.

**VIA RAILS 'WRAPPED' LOCOMOTIVES AND CARS CRISS-CROSSING THE COUNTRY**



Wendell Lemon

VIA's new Centennial paint scheme is appearing on VIA locomotives and cars all across the country. Here unit 6454 was leading train 14, The Ocean eastbound at Moncton, New Brunswick on February 25, 2017. The nose of the refuelling truck can be seen on the right. (Wendell Lemon)

**CN OPERATED A SPECIAL TRAIN TO CELEBRATE CANADA'S 150TH ANNIVERSARY**



Ken Goslett

CN operated a special passenger train from Montreal to Ottawa on May 31, 2017 in conjunction with Canada's 150th Birthday celebrations. Note that the train was operated by CN, not VIA.

The train named the Fathers of Confederation train celebrating Canada's 150th birthday and Montreal's 375th anniversary departed from Montreal on May 31, 2017 with Montreal Mayor Denis Coderre, Ottawa Mayor Jim Watson, and other mayors attending the annual general meeting of the Federation of Canadian Municipalities in Ottawa.

The mayors were be joined on board the trip to Ottawa by the Confederation Players, a Prince Edward Island-based troupe of costumed, young, bilingual Canadian actors trained to re enact the Fathers and Ladies of Confederation.

'We brought the Confederation Players to Ottawa as part of CN's Canada 150 and Montreal 375th celebrations,' said Sean Finn, executive vice-president of corporate services at CN. "The railway helped unite our country and to this day plays an important role in its prosperity. We are proud to host the Confederation Players as we celebrate the great history of Montreal and Canada."

The train consisting of two well-scrubbed GMD-built GP40-2L(W) followed by pristinely-clean BCOL 1710, Power Car Fraser Spirit; ICMW 101314, Parlor Car Champlain; CN 1059, Reception-Marketing Car Tawaw; and IC 800653, Observation / Theatre Car Sandford Fleming all sporting CN's heritage dark olive green, black and gold leaf trim livery.

The train departed Montreal's Central Station and travelled through the city's neighbourhoods of Griffintown, Pointe Ste. Charles, Ville St. Pierre and Lachine, on to Dorval, Pointe Claire, Beaconsfield, Ile-Perrot and Pincourt in Quebec, and Alexandria, Maxville, Casselman and Carlsbad Springs in Ontario before arriving in Ottawa. (Ken Goslett, Raymond Farand and CN press release)

**CANADA'S SCIENCE AND TECHNOLOGY MUSEUM SHOWS OFF NEW DISPLAY OF CLASSIC LOCOMOTIVES**



Raymond Farand



CBC





CBC

Locomotives part of new exhibit called Steam: A World in Motion

The Canada Science and Technology Museum opened its doors to the media recently to give a glimpse of how the museum's 80 million dollar renewal is progressing, highlighted by a sneak peek of its new display of its iconic locomotives.

The Ottawa museum is undergoing a major renovation after closing in September 2014 due to mould and a leaky roof. It's scheduled to reopen in November of this year with over 7,400 square metres of new exhibit space.

That includes a new temporary exhibition hall and a new exhibit featuring its famous locomotive collection called Steam: A World in Motion, which looks at how steam technology impacted transportation in Canada. Members of the local media got a tour of the new gallery spaces, in the midst of ongoing construction. (CBC News)

**End of the line for Memory Junction Museum in Brighton, Ontario?**



Quinte News

A museum celebrating our railroad heritage won't be open this tourist season in Brighton, Ontario. Ralph and Eugenia Bangay opened the Memory Junction Museum back in 1993, and have welcomed some 3,000 visitors a year to enjoy the various railroad artifacts dating from the very beginnings of train travel.

However, the Bangays are getting on in years, and Memory Junction has become too much for them to operate so it will remain closed this season. Lynne Heeny, one of the Bangay's children, says her father began collecting stuff at the age of 2. The artifacts have been in a declining state of disrepair for some time and are in plain view of VIA Rail passengers on the Montreal-Toronto corridor. The collection of 7 pieces of rolling stock include ex CNR 2534 a 2-8-0 built by Montreal Locomotive Works in 1906 for the Grand Trunk Railway as their 670. The locomotive was displayed in Belleville, Ontario from 1968 to 1998 prior to coming to Brighton.

The Bangay family are hoping some person or organization will step forward to keep the Memory Junction Museum in Brighton rolling for many more years. (Quinte News and Ed.)

**Vintage Toronto Transportation Streetcars are back every Sunday this summer**



Rene Johnston, Toronto Star

The TTC is reviving its vintage maroon-and-cream streetcars on Queen's Quay West (Route 509), every Sunday from Victoria Day to Labour Day, and the rides are free. For nearly six decades, these Presidents' Conference Committee (PCC) streetcars carried countless Torontonians around the city.

"We grew up on these kinds of cars," said Les Crockett, who started riding the TTC in the 1930s. A true public transit buff, Crockett can remember a time when streetcars would lose their connection to the overhead cables, each time they turned around at a service loop. He can even recall the days before evening rush hour meant jam-packed streetcars. "I would hop on with the driver,"

Crocket said. "After 5 p.m. there'd be nobody (else). He'd say 'Come on for a couple of rides. It's kind of lonely.'"

The Presidents' Conference Committee Cars, more commonly called PCCs, stuck around for so long that even TTC riders several generations younger than Crocket can remember the model from their youth. (Toronto Star)

#### **VIA Rail supplies an RDC train to teach children about rail safety**



Ted Hanifan

VIA Rail Canada operated a three car RDC shuttle service from the Windsor, Ontario station to the WFCU Arena with elementary school children on Tuesday, Wednesday and Thursday May 23 - 25, 2017. The purpose was to educate them in rail safety and have them view the display that was laid out in the arena for the Memorial Cup and more importantly the display of various items from the veterans of the world wars that Canadians have served in. The length of the run was about 5 km to the point where the passengers were discharged. I am told that a temporary platform was built alongside the right away to allow the children off the cars and walk into the arena. The cars went east on VIA 78 on Thursday evening May 25th. (Ted Hanifan)

#### **Northern Ontario Railroad Museum and Heritage Centre receives \$90,000 grant**

The Northern Ontario Railroad Museum and Heritage Centre (NORM) has received a \$90,000 grant from the Government of Canada to cosmetically restore former Temiskaming & Northern Ontario and former Normetal Mining Co. 4-6-0 No. 219.

Montreal Locomotive Works built the locomotive in 1907 for Ontario Northland Railway predecessor Temiskaming & Northern Ontario as No. 119. It was one of six 4-6-0s the railroad received that year.



Northern Ontario Railroad Museum

In 1935, it was renumbered 219, and in January 1938 was sold to Normetal Mining in Northwestern Quebec, to be used on their 12-mile private railway. In 1976, No. 219 was sold to Ron Morel, a conductor on the private railway operated by Spruce Falls Power & Paper Company between Kapuskasing and Smoky Falls, Ontario.

The museum has removed asbestos from the locomotive, built a new cab constructed as one and completed restoration of the headlight. Currently the bracket for the locomotive bell is being rebuilt and the smokestack is being rebuilt. In the spring, museum volunteers hope to begin the sandblasting and painting of 219. A new wooden cab floor will be installed and the new cab placed on the locomotive. A second restoration phase, once additional funds have been raised, will concentrate on restoring the tender.

#### **CRHA's ex-CPR 4-4-0 29 moved from Gulf Canada Square to Ogden Shops**

Ninth Avenue in downtown Calgary temporarily turned into a train track late Saturday night, June 17, 2017 to help move a 91,000-kilogram landmark to its new home.

Locomotive 29 has been parked outside Gulf Canada Square for more than 20 years. It was originally built in Montreal in 1887 and came to Calgary with Canadian Pacific Railway when the company moved to the city in 1996.

When CP moved its headquarters from downtown to Ogden in 2012, the locomotive was left behind, but not forgotten. Ninth Avenue was closed to traffic late Saturday for the overnight operation that began with two cranes lifting the massive locomotive onto a temporary track.

The steam engine was then wheeled under the



John Sutherland



John Sutherland

Plus 15 pedestrian walkway to be placed on a truck and driven to a nearby railway line, where it was transported to Ogdén.

CP spokesperson Salem Woodrow said the locomotive is going to be refurbished before going on display again and is part of a larger restoration plan at CP's head office campus. (CBC)

BACK COVER TOP: While the circus flats were moved over the Ottawa Central to the western end of the city of Nepean to be near the Corel Centre (the NHL hockey arena) where the shows would be, the cars used by the performers were parked on the in the Walkley freight yard. – Raymond Farand

*HAUT DE LA PAGE COUVERTURE ARRIÈRE: Alors que les wagons plats du cirque étaient déplacés, sur la voie de l'Ottawa Central, vers l'extrémité ouest de la ville de Nepean pour être près du Centre Corel (l'aréna de hockey des Sénateurs de la LNH) où les spectacles allaient être présentés, les voitures-passagers, utilisées par les artistes, étaient garées au triage de marchandises Walkley. Ray Farand*

BACK COVER BOTTOM: Almost 50 years ago, in December 1968, CN inaugurated its famous Turbo Train service between Montreal and Toronto. This is a photo of the first westbound Turbo taken somewhere on Montreal's West Island. Later, at the Division Street level crossing in Kingston, the train would slice a meat trailer to bits, the event was widely photographed. Designed by a subsidiary of United Aircraft in the U.S. and built partly in Montreal, the fleet of five Turbo trains were Canada's first real foray into high-speed, luxury rail travel. Each train set was powered by four Pratt & Whitney PT6 gas turbine engines, a lightweight aluminum body and advanced suspension system allowed the Turbo to corner 30 percent faster than regular trains by banking like an aircraft. The trains survived into the VIA era and they were withdrawn from service in 1982. CRHA Archives, Fonds Kemp

*BAS DE LA PAGE COUVERTURE ARRIÈRE : Il y a presque 50 ans, en décembre 1968, le CN inaugure son fameux service Turbo Train entre Montréal et Toronto. Ceci est une photo du premier Turbo, en direction ouest, prise quelque part dans le « West Island » de Montréal. Plus tard, au passage à niveau de Division Street, à Kingston, le train allait réduire en pièces un semi-remorque de viande, un événement qui fut fort photographié. Conçu par une filiale de la United Aircraft, aux États-Unis, et construit en partie à Montréal, le parc de cinq trains Turbo fut la première incursion canadienne dans le monde des déplacements luxueux à haute vitesse sur rail. Chaque train était mû par quatre turbines à gaz Pratt & Whitney PT6; des voitures légères en aluminium et un système de suspension sophistiqué, le faisant s'incliner comme un avion, permettaient au Turbo d'aborder les courbes à une vitesse supérieure de plus de 30 % à celle des trains conventionnels. Les trains subsistèrent jusqu'à l'ère de VIA et furent retirés du service en 1982. Archives ACHF, Fonds Kemp*



<https://www.facebook.com/Exporail>

<https://twitter.com/Exporail>

[https://www.instagram.com/exporail\\_qc\\_canada/](https://www.instagram.com/exporail_qc_canada/)

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

Pour des nouvelles concernant les chemins de fer canadiens, s'il vous plaît, visitez le:

**www.canadianrailwayobservations.com**

# CANADIAN RAIL

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

**Maître de poste: si non livré après 10 jours,  
retournez à l'envoyeur, frais de port garantis**

