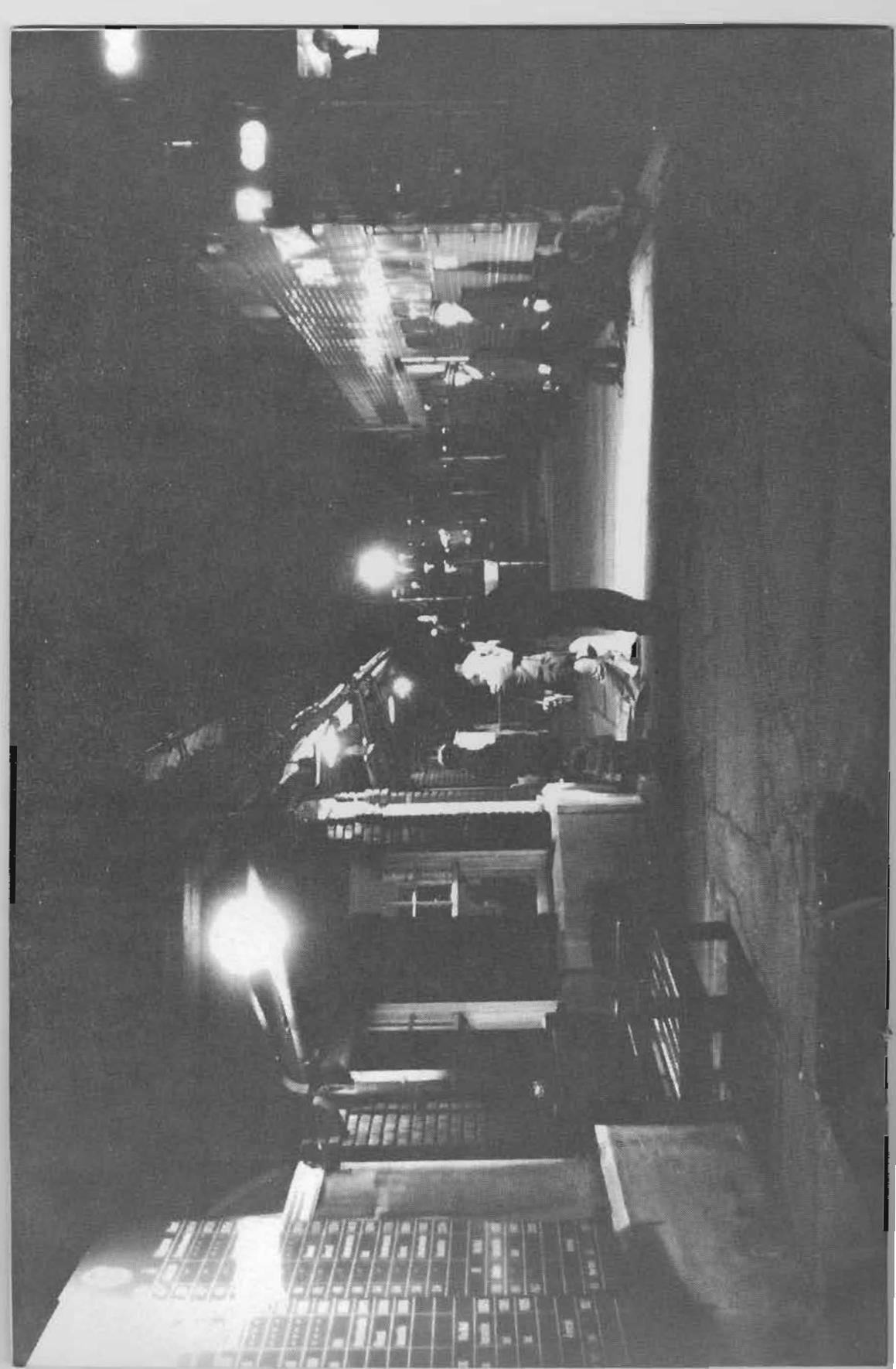


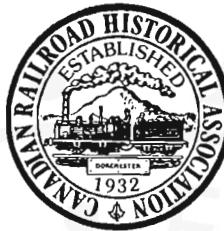
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FRONT COVER:

TWENTY YEARS AGO, December 3 1962 to be exact, Ottawa street car No. 6 (ex-66) had just arrived from the nation's capital and was being unloaded at the creosoting yard adjacent to the site of the Canadian Railway Museum at Delson.

Photo by Fred Angus.

INSIDE FRONT COVER:

AN ERA ENDED early on the morning of October 1 1982 when C.P. Rail's commuter train service out of Montreal was turned over to the urban community transit commission (CTCUM). The last train left Windsor station at 11:55 P.M. on September 30, and ceased to be a C.P. train while running between there and Westmount. This photo was taken at Westmount at 4 minutes after midnight, just after the change. Note the white flags denoting that it is now an extra.

Photo by Fred Angus.

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The Canadian Railway Museum twenty years ago

As a continuation to the article on the fiftieth anniversary of the Association, we present a flash-back to the early construction days of the Canadian Railway Museum at Delson Que. The Museum is, of course, the largest project undertaken by the C.R.H.A. during its first fifty years, and a look at its construction is a good way to end our coverage of the C.R.H.A.'s golden anniversary.

Work on the Museum began in 1961, but the year which showed the greatest change was 1962, just two decades ago. On January 1 1962 the footings of the first building were in, a fence was partly built, but most of the property was still vacant land. By December 31 the front half of the building was complete, a bridge spanned the river, much track had been laid, and several pieces of equipment were on the property, some of it under cover. In short the whole project was starting to look like a railway museum.

These photos show some of the happenings of that year, and we hope they will bring back a few memories to those that were there. All were taken by Fred Angus, and all were taken in 1962.



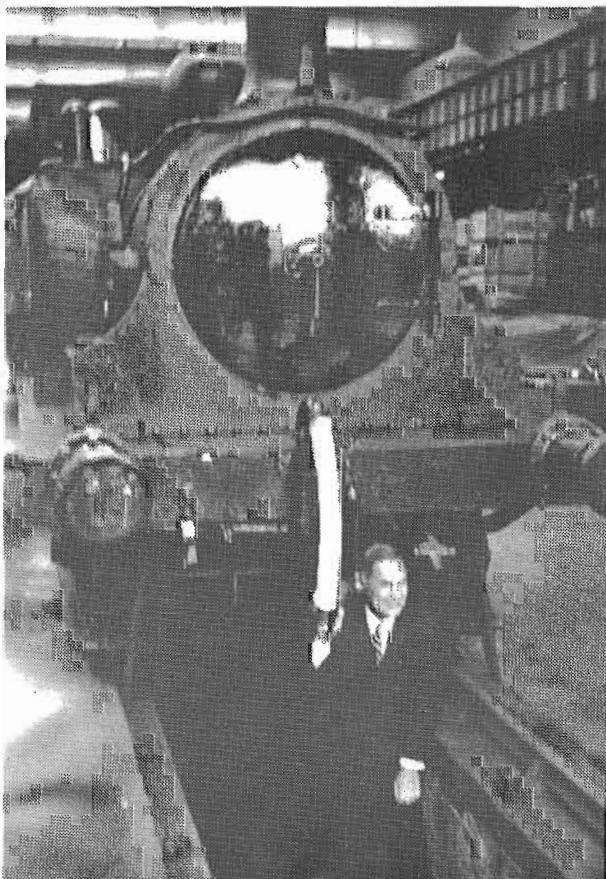
IN THE EARLY SPRING OF 1962 the skeleton of the front half of the first building rises behind the newly built steel fence.



THE FIRST BRIDGE across the St. Pierre river was built by the Canadian Army, and completed on May 5 1962. While this bridge was later demolished, its successor was also built by the army, and was also named after Sir Casimir Gzowski the great Canadian engineer of the nineteenth century.



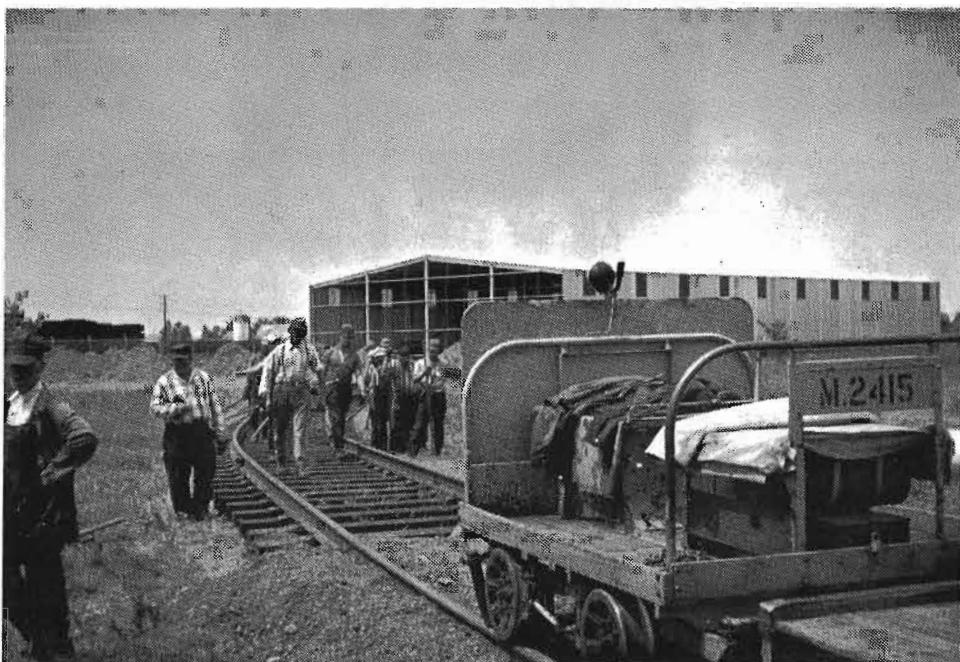
A GROUP OF VOLUNTEERS unloading a flat car on the Candiac spur on May 12 1962. The load is the aluminum sheathing which was soon to be placed on building No. 1.



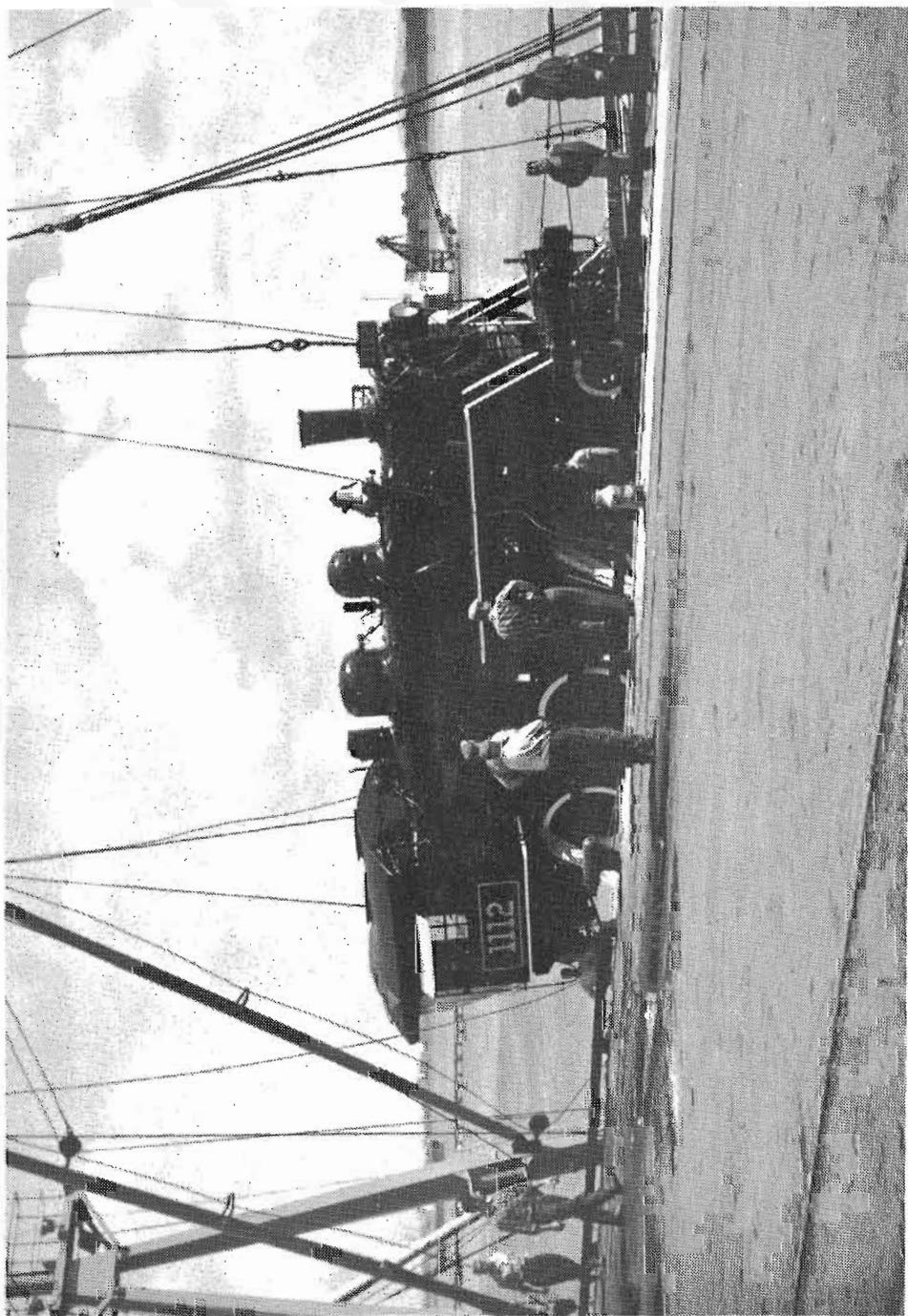
THE FIRST INTERNATIONAL EXHIBIT acquired by the C.R.H.A. was the tank engine "Waddon" from British Railways. This engine, built in 1875, was in service 87 years. Here it is being presented to Donald Angus of the C.R.H.A. at a ceremony at Brighton England on June 4 1962. The engine, restored to its 1875 livery, came to Canada in 1963.



THE FIRST ALUMINUM SHEATHING goes up on building 1 on June 21 1962.



TWO VIEWS OF THE C.P.R. TRACK GANG building the siding into the museum property on July 10 1962. Note that the building is now sheathed.



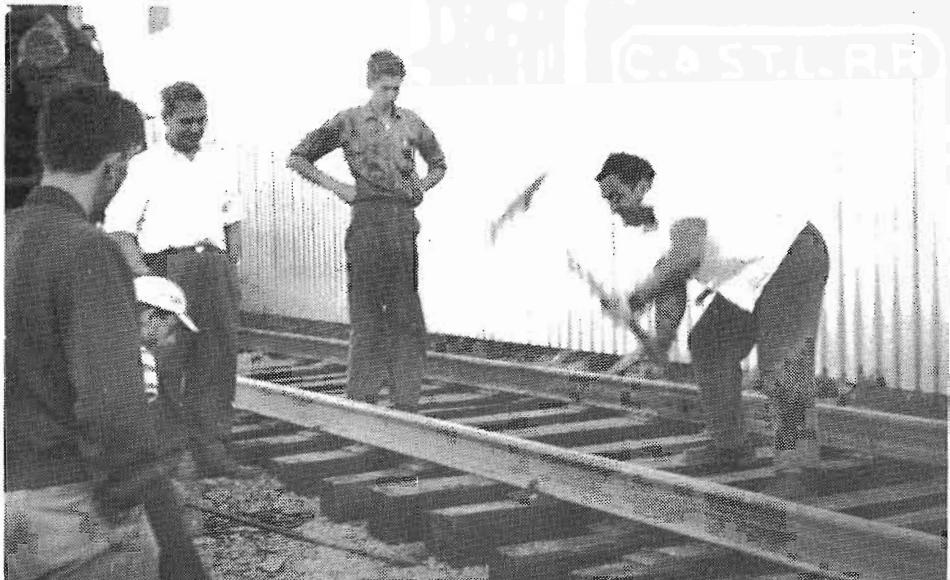
Q.N.S. & L. No. 1112 BEING UNLOADED at Montreal on August 17 1962. Four days later it would be the first piece of equipment on the property.



THE FIRST PIECE OF EQUIPMENT ON THE PROPERTY was Q. N. S. & L. No. 1112 here seen coming through the gate for the first time on August 21 1962.



RESTORATION WORK BEGAN even before the equipment was moved to the museum site. In the creosoting yard on August 20 1962 Maritime Railway No. 5 was cleaned and painted. Here we see Peter Murphy spraying the tender while Donald Angus, Robert Halfyard and Bruce Millar look on.



THE FIRST SPIKE of the volunteer-laid track is driven by Omer Lavallée on September 15 1962 as the extension beyond the C.P.R.-laid section begins.



A NEW ERA IN CONSTRUCTION AT THE MUSEUM began with the arrival of Wyatt Webb who soon gave a "professional touch" to the volunteer tracklaying. One of the first of many consultations of how to proceed is depicted here on November 11 1962 when Stephen Cheasley, Michel Bellehumeur and Peter Murphy listen to how it is done. The track, albeit unballasted, now extends into the building.



BY NOVEMBER 24 1962 the new track was in good enough condition to allow equipment to be moved over it. No. 1112 made history for the second time when it became the first piece to move into the building.



BEFORE THE MUSEUM HAD ANY OPERATING MOTIVE POWER equipment was often moved by hand. Old Sydney Collieries No. 25 is moved, partly by hand and partly by winch, on November 24 1962.



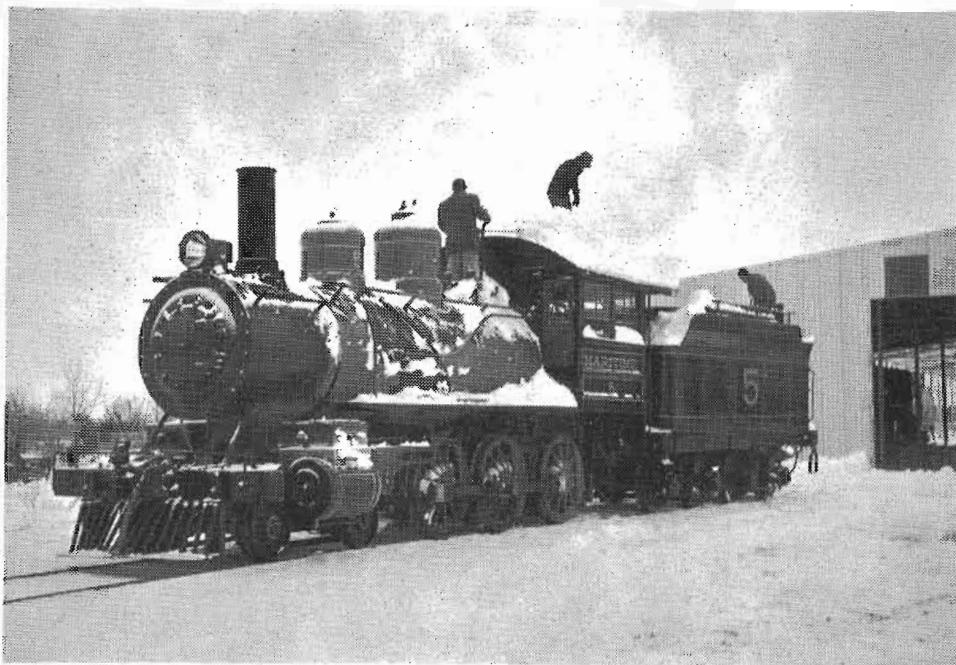
FORMER OTTAWA MAIL CAR 423 being moved through the gate on December 1 1962. Once the momentum was established it was fairly easy to move a street car due to the inertia of the rotating armatures which acted as a flywheel to help it over the hard spots.



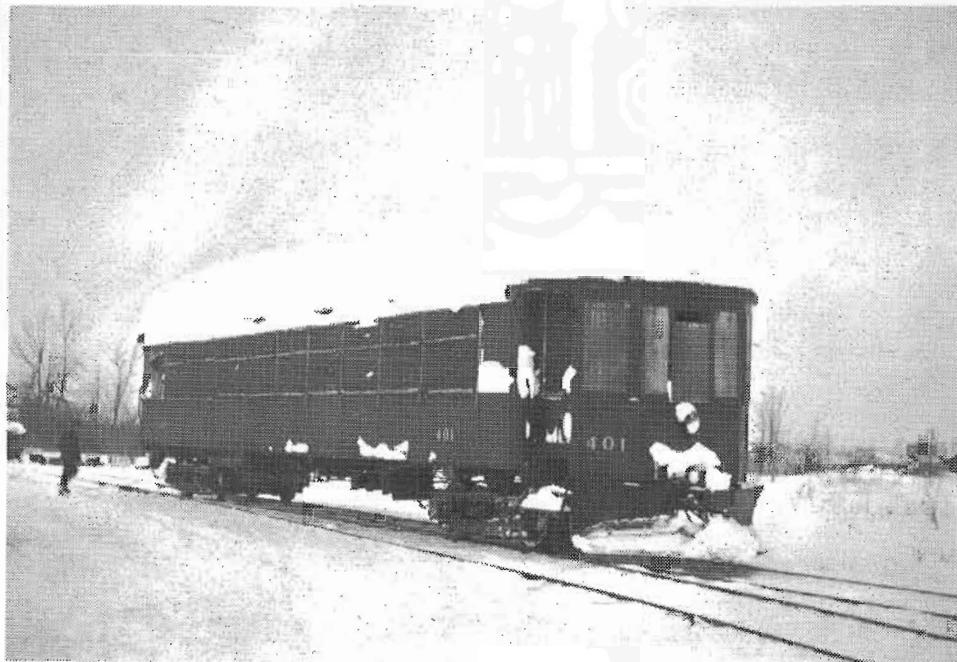
A WEEK LATER ANOTHER STREET CAR WAS MOVED by hand about half a mile to the Museum. This time it is Ottawa car 6 (formerly 66) built in 1897. In the background is the body of Saint John car No. 82 just arrived by flat car this December 8 1962.



AS WINTER CLOSED IN there was a race to get as much equipment as possible under cover. There was no time to build switches, so as a track was filled the outside track was moved bodily over to allow construction into the adjacent bay. These two views show the track being jacked over on a Sunday afternoon, December 2 1962.



BY THE TIME THE SECOND BAY WAS READY the snow had come, but work went on. On December 29 1962, newly-repainted Maritime No. 5 is shoveled off before being placed inside.



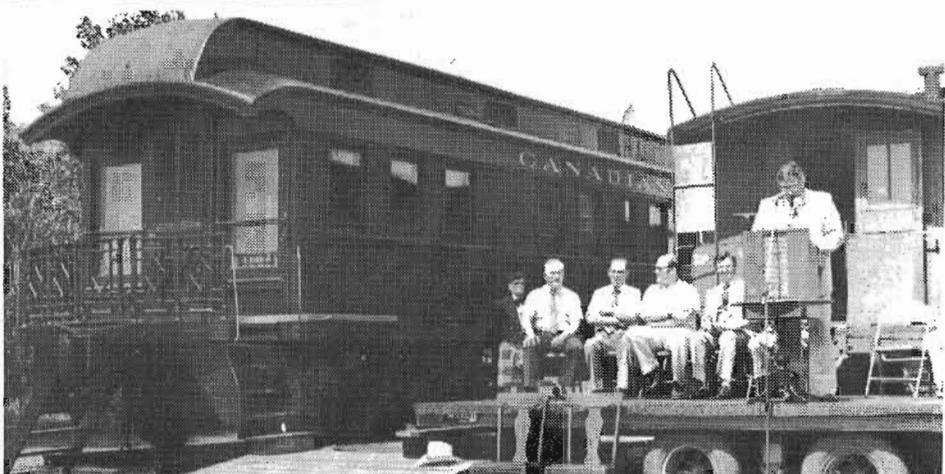
QUEBEC INTERURBAN CAR 401 is covered with snow in this view taken on December 29 1962. Within an hour, however, the car had been shovelled off and placed inside.



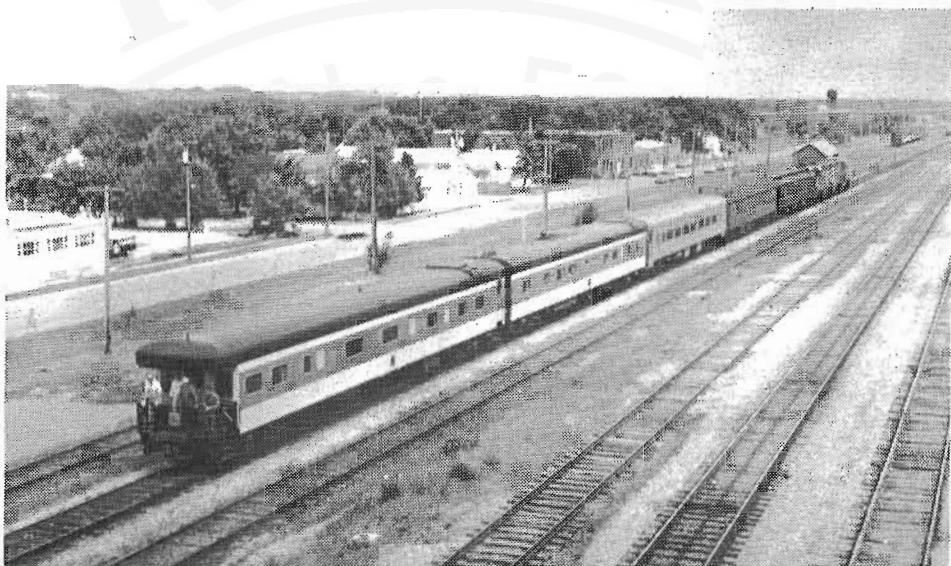
ONLY HALF AN INCH TO SPARE as Q. R. L. & P. car 401 is moved into the building on December 29 1962. Two days more and this eventful year came to an end, but by then the Museum was really beginning to look like what it was intended to be, a far cry from a year before. The Museum of today still shows strongly the influences of the things that began in 1962.

MANITOBA 1982

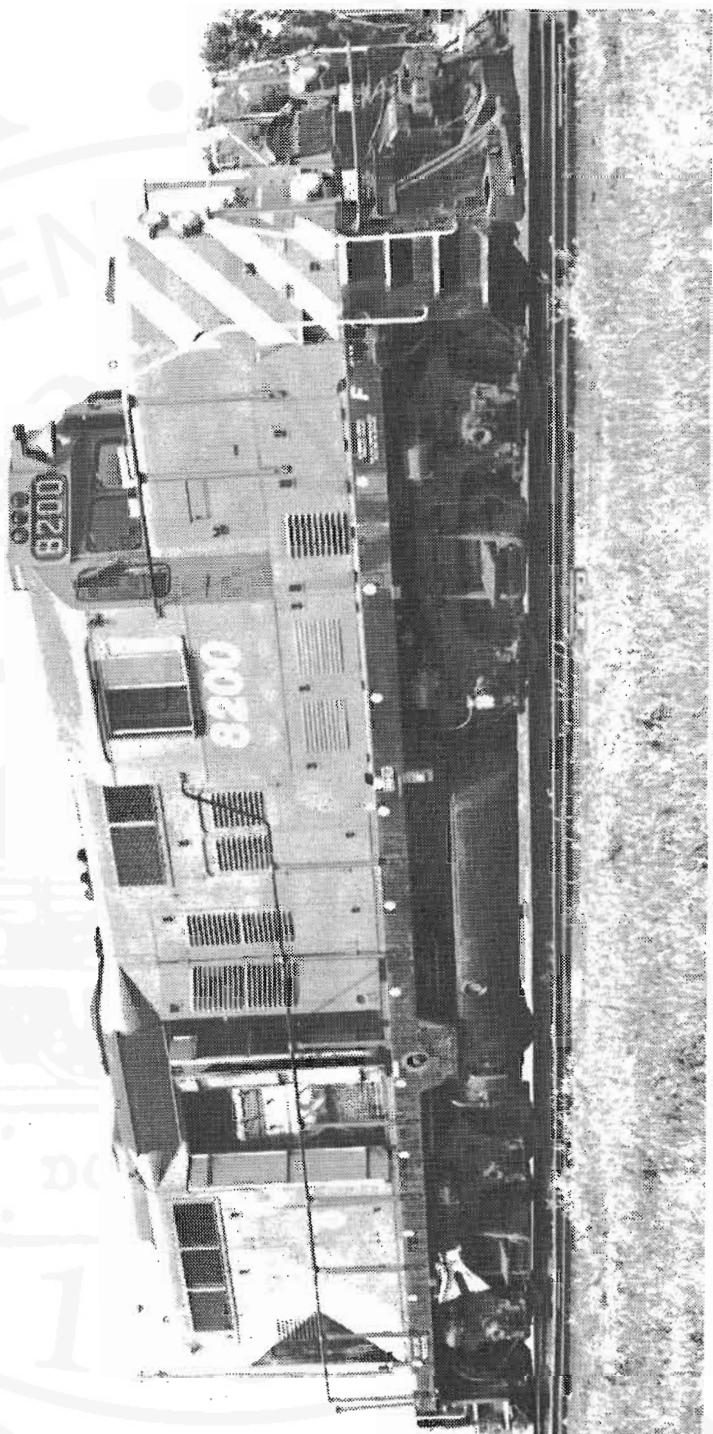
During the last year Canadian Rail has printed photos of railway activities in Ontario, Quebec, the Eastern provinces, British Columbia and Alberta. Conspicuous by its absence has been the Prairie provinces, simply because we did not have any good recent photos. It is, therefore, a great pleasure to have received nine very fine photos from our member Lawrence A. Stuckey in Brandon Manitoba. These will complete our cross-Canada coverage of railway doings and show what was happening in the center of the country during this year 1982. All photos are taken by Mr. Stuckey.



OFFICIAL PUBLIC OPENING OF W.C. VAN HORNE'S private car at the Portage la Prairie - Fort La Reine Museum. This car, formerly C.P.R. business car 10, had been used as a hunting lodge in the Delta Marsh for many years and was still in good condition. C.P. supplied a set of period trucks for the restoration. The photos were taken on July 3 1982.



THE LATEST OF A LONG HISTORIC LINE OF ROYAL TRAINS was operated between Winnipeg and Brandon on July 15 1982 when Princess Anne visited Brandon during that city's centennial celebrations. The train consisted of C.P. locomotives 8528 and 8517 with cars Strathcona, Killarney, VIA diner 103, and the two Government of Canada official cars. The two photos show the train returning to the station after being turned on the Y in the yard.



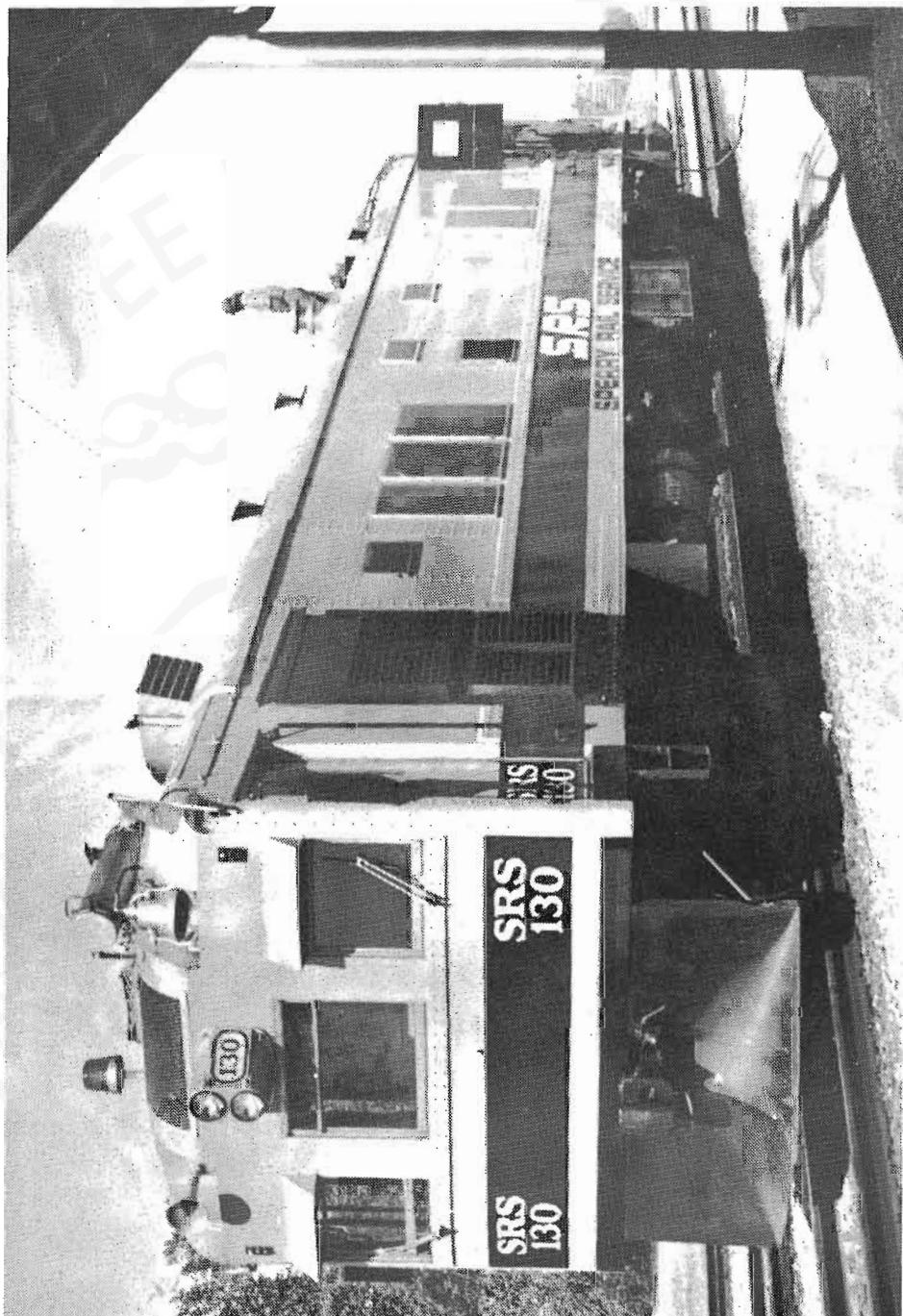
C.P. Rail 8200, formerly 8615 is the first of the earlier GP-9 "chop nose" rebuilds to be renumbered in the new series. It showed up in Brandon for branch line runs on July 24 1982.



SCALE TEST CAR 420931 was built on the frame of a scrapped switch engine at West Winnipeg shops in April 1982. Curiously it has one Canfor and one Dofasco truck. Apparently it was doing comparison tests when photographed here at Brandon as regular car 420925 was travelling with it.



TO COMMEMORATE THE CENTENNIAL of the city of Brandon C.P. Rail donated engine 6513 and caboose to be placed on a pedestal, on rails rolled in 1884, in a park on First Street North.



SPERRY CAR 130 showed up in Portage la Prairie on June 5 in a new paint job. Two other Sperry cars, 123 and 401, have been seen on C.P. at Brandon this summer, indicating extensive rail testing in the region.



EXTRA WEST C.N. 9172 - 4315 - 1051 - 1052 at Brandon on May 21 1982. Soon after rebuilding in 1972, C.N. 9150 to 9155 were sent to Symington to work northern passenger trains to Churchill and Thompson. Engines 9156 to 9179 and "B" units 9190 to 9199, rebuilt 1972 - 1974, worked east of Edmonton. During the past year many more have been transferred to Symington to work freight to Dauphin and Regina, as well as Estevan via Brandon. By August 1982 they were seen almost daily in Brandon. Four of the "B" units have also been seen there.



THE EQUIPMENT OF THE N.B. DIVISION at Saint John on September 16 1982.
Photo by R.D. Thomas.

REPORT OF NEW BRUNSWICK DIVISION

By: R.D. Thomas.

Our 1982 - 83 season started with our September meeting. It was held in Sussex N.B. which is midway between Saint John and Moncton. Both cities have active members in the Association, and this location is more convenient from a travel standpoint. Our big project is a railroad museum in Hillsborough N.B. and for the present a static display. We have the following equipment:

A wood-sheathed C.N. van which has been restored and repainted in the former scheme with maple leaf logo. At the time the enclosed picture was taken the white lettering was not yet completed.

An operating C.P. steam crane with boom car. These two items have been improved, particularly the boom car which has had a new plank floor and a new house.

An 80-foot former C.P. heavy weight baggage car.

Two C.N. 60-foot baggage cars now at the museum site under cover.

Our priority is to get the four items shown in the photo from Saint John to Hillsborough before winter. This will cost \$6625.00.

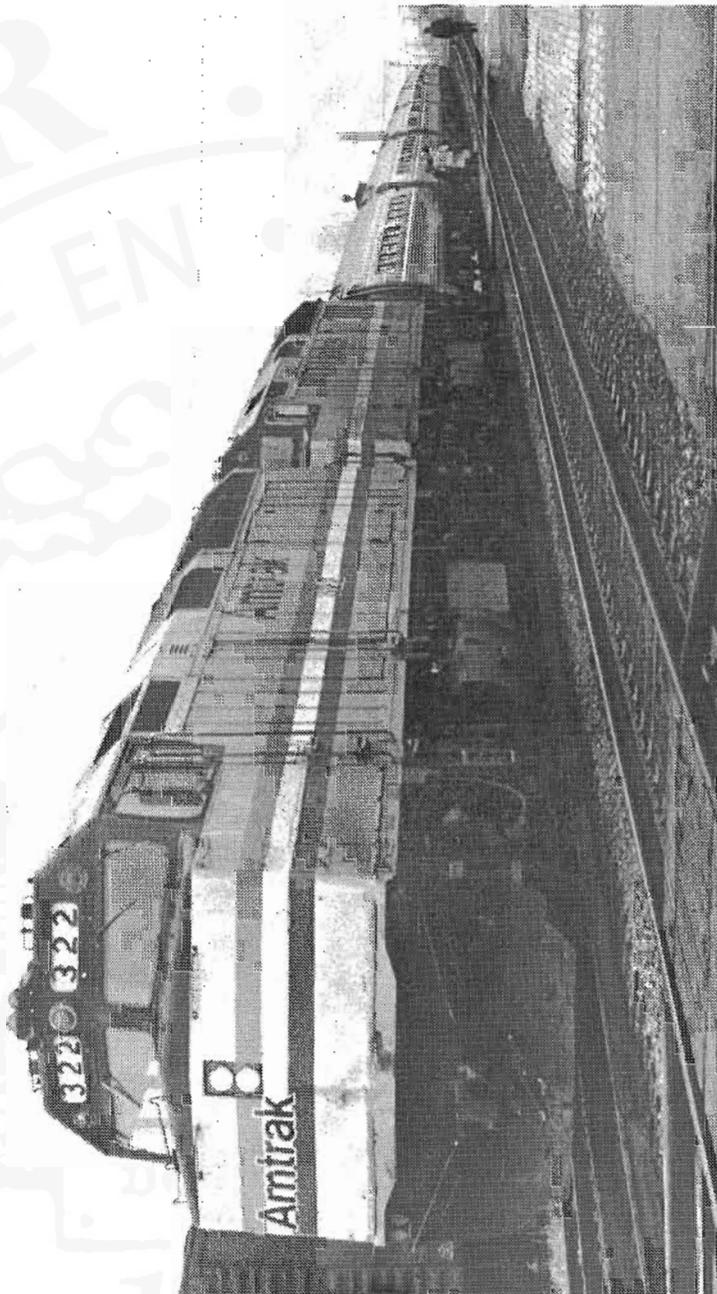
The restoration of one of Saint John's street cars has hit a snag. The firm which had undertaken to provide shelter and workmen has had to cancel their plans due to the "economic climate".

Our regular meetings are held the third Wednesday of each month.



THE TWO BAGGAGE CARS AT HILLSBOROUGH on September 16 1982, shortly before they were placed under cover.

Photo by R.D. Thomas.

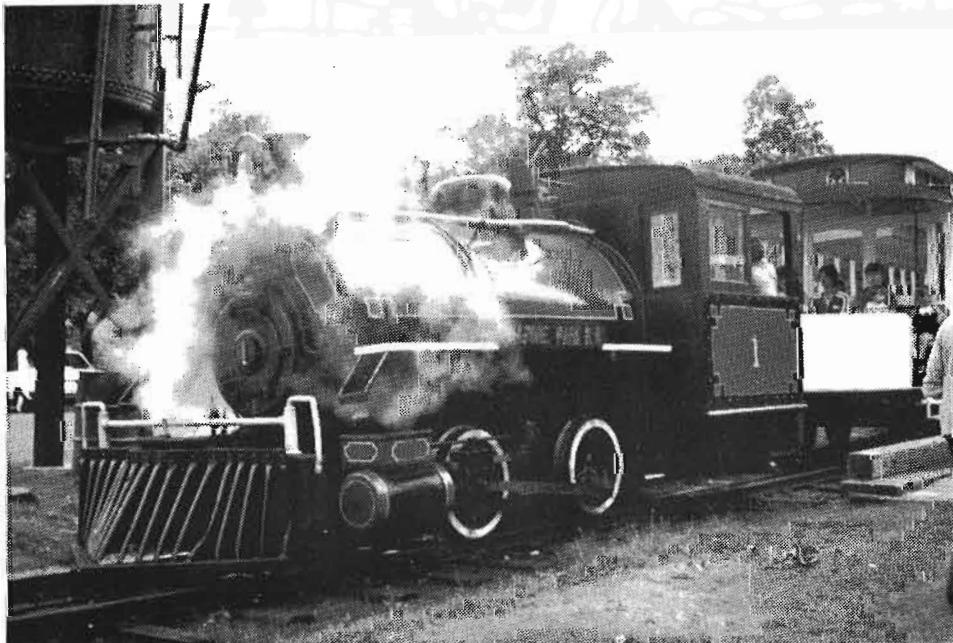


A DOUBLEHEADED SOLID AMTRAK TRAIN picks up two lady passengers in Ingersoll Ontario on November 11 1982. The train, VIA 83 The International, is a new service by VIA and AMTRAK running between Toronto and Chicago on a daily basis. F40's 322 and 316 have ten Amfleet coaches for this westbound run to Chicago. VIA equipment has had breakdowns so Amtrak is lending a helping hand much to the pleasure of area railfans! This new train recalls the old International Limited of the Grand Trunk and C.N.R., and it is nice to see this train carrying the old name.

Photo by John Russell.

The Pinafore Park Railroad

In the article on the Huntsville and Lake of Bays Railway which appeared in Canadian Rail in June, it was mentioned that the equipment of this line was moved to the Pinafore Park Railroad in St. Thomas Ontario where it is still in service. Mr. Alfred J. Venus has sent us a series of photos showing this line as it is now. Thus it is with great pleasure that we publish these photos as a follow-up to the one on the Huntsville line, and show that, in its new setting, it is still very much alive. All photos were taken by Mr. Venus on July 3 1982.



STEAM LOCOMOTIVE No. 1, a coal-fired 0-4-0.



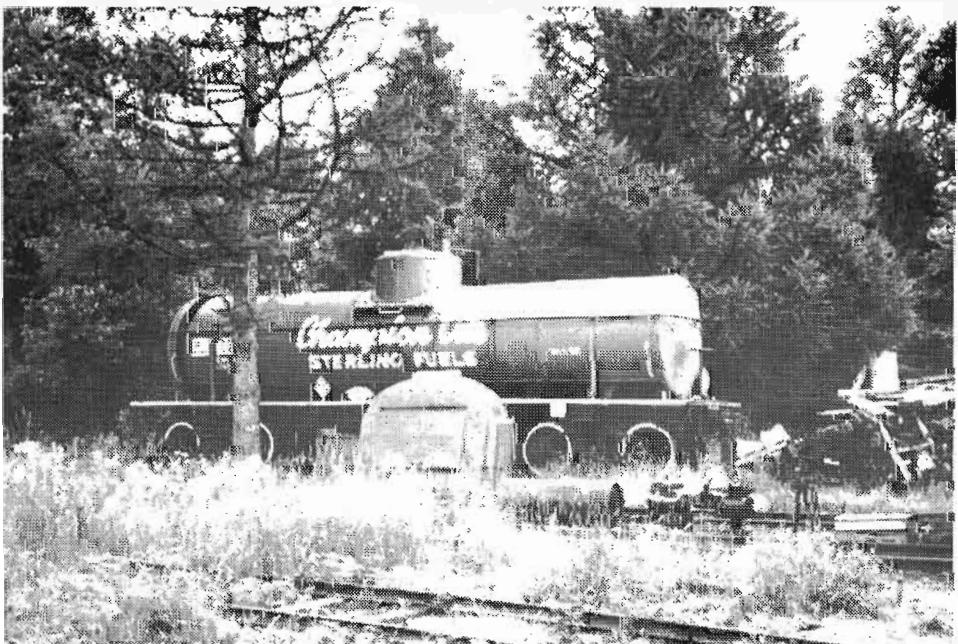
OPEN-BENCH PASSENGER CAR, a former electric street car.



THE CAB END OF LOCOMOTIVE No. 2. This engine is oil-fired.



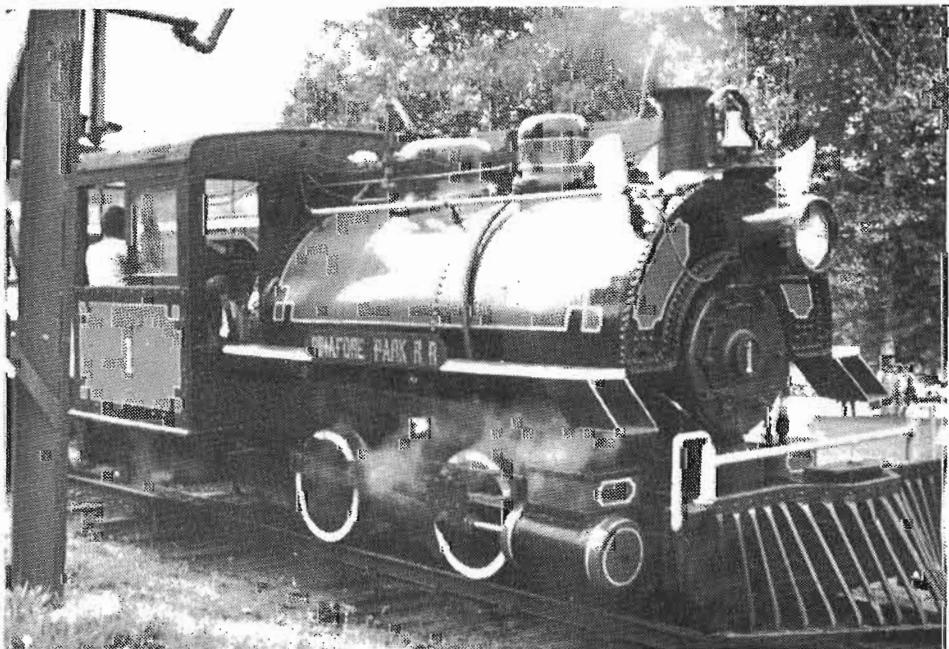
PASSENGER CAR rebuilt from a flat car formerly on the Bowater Company railway in Newfoundland.



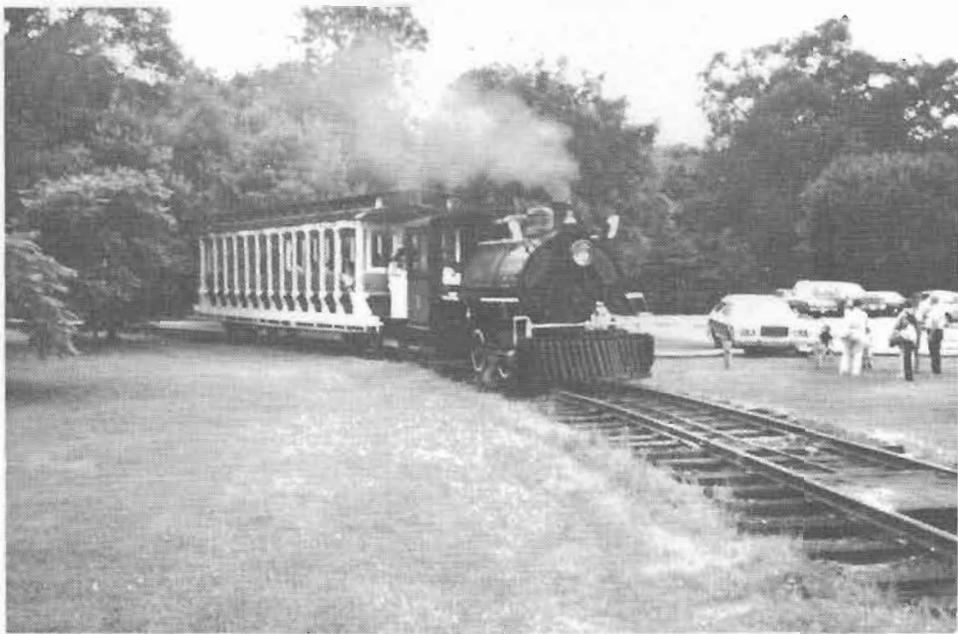
OIL STORAGE TANK CAR FOR LOCOMOTIVE No. 2.



NUMBER 1 AND TRAIN getting under way at station.



A CLOSEUP VIEW OF LOCOMOTIVE No. 1.



THE STEAM TRAIN PASSING THE PARKING LOT.

AN END AND A BEGINNING

This is the last issue of the "Small format" Canadian Rail which has been with us since January 1961, a period of 22 years. Starting in January 1983, Canadian Rail will be in a new large 8" X 10 $\frac{1}{2}$ " format and will appear bi-monthly. Since two months have been mailed together for the last year, combining two issues is a natural step. The new Canadian Rail will have 36 of the larger pages, so the content per year will be the same as before. However, the large pages will give a better appearance to the layout, and the new typeset text will have evenly-justified margins on both sides. We hope you will like the new format and will enjoy the many features we have planned for the coming year.

Fred F. Angus.
Editor, Canadian Rail.
December 12 1982.

BACK COVER:

A GREEN-OVER-RED-OVER FLASHING GREEN heralds the arrival of VIA 84 in to Paris Ontario on a damp misty November 11 1982. VIA 6528 leads the consist from Sarnia doing a good clip of 70 miles an hour.

Photo by John Russell.

