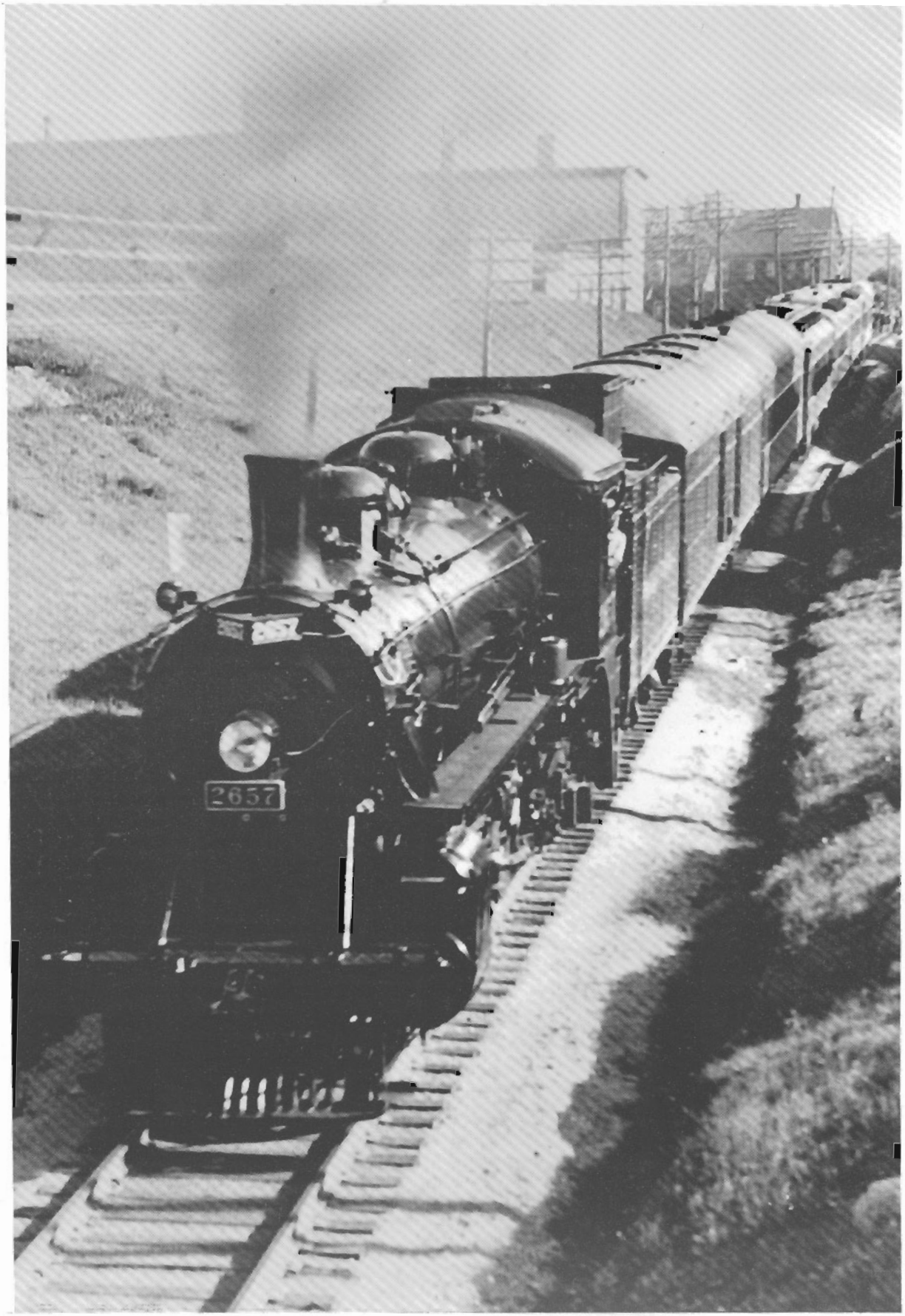
Canadian Rail

No. 387
JULY - AUGUST
1985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CANADIAN RAIL

Published bi-monthly by the Canadian Railroad Historical Association P.O Box 148 St. Constant P.Q. J0L IX0. Subscription rates $23.00 (US funds if outside Canada)

ISSN 0008-4875

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FRONT COVER

One hundred years ago construction of the Canadian Pacific main line north of Lake Superior was completed when the last spike was driven at Jack Fish on May 18 1885. The most impressive structure on that line was the bridge across the Nipigon river which is seen here under construction.

Public Archives of Canada. C-21981.

INSIDE FRONT COVER

The recent visit of the Queen Mother to Canada recalls the time, 46 years ago, when King George VI and Queen Elizabeth (now the Queen Mother) toured Canada by train. This rare view shows the royal train as it entered the yard limits of Saint John N.B. between Bentley and Alexandra streets. The date was Tuesday June 13 1939 and the train had just crossed the Reversing Falls on its trip from Fredericton. C.P.R. locomotive 2657 was the motive power since the "Royal Hudson" 2850 was too heavy for the lines east of Montreal.

Photo by R.D. Thomas.

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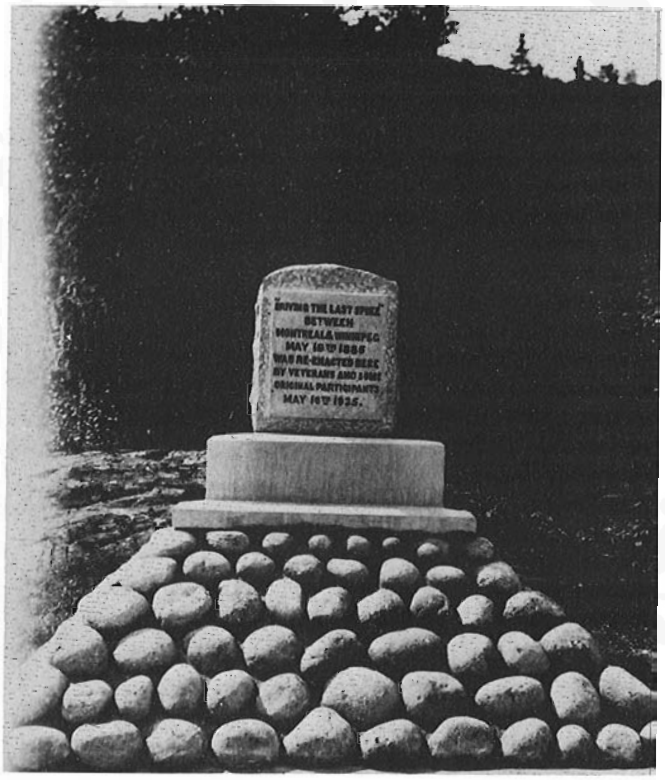
The Jackfish Bay Centennial

By Omer Lavallée

May 18th, 1985, marked the hundredth anniversary of the driving of the last spike completing the eastern transcontinental main line of Canadian Pacific between Montreal and Winnipeg. This event, which occurred at the height of the Second North West Rebellion, took place on the west shore of Jackfish Bay, Ontario, about 1 290 km (800 miles) west of Montreal. Like the better-known last spike site in Eagle Pass, British Columbia, whose centennial will be observed later this year, the place where the rails were joined in northern Ontario is marked by a stone cairn. However, it is in a remote area, inaccessible by public roads and hence generally unknown to the public. Moreover, the Jackfish monument, erected in 1935 during 50th anniversary observances, carries a wrong date: it is inscribed May 16th, 1885, two days earlier than the event that it commemorates.

As many of our readers know, the building of the transcontinental railway in the 1880s was carried on in eastern and western Canada simultaneously. The main line of what is now CP Rail's Schreiber Division was constructed in 1884 and 1885 under the direction of two managers of construction. Tracklayers under John Ross (for whom Rossport is named) built eastward from Thunder Bay, and by the end of 1884 had reached Red Rock on Nipigon Bay. Other forces under Harry Abbott worked westward from Sudbury, and by the same date had reached a point about 50 km (30 miles) east of the future site of Chapleau. In the intervening stretch of 540 km (335 miles) between the approaching railheads, four isolated stretches of track were also under construction, using supplies and men brought in by lake steamers and sailing vessels to the small North Shore ports of Mazokama (Kama), McKay's Harbour (Rossport), Jackfish and Heron Bay. The combined length of these "bits and pieces" -- all under John Ross' supervision -- was 140 km (87 miles) at the end of 1884.

In the West, tracklaying ceased when snow came. In northern Ontario, however, construction of the eastern main line continued throughout the winter of 1884-85. In fact, all of the White River Subdivision as well as parts of those adjacent were built during that winter. Since access to regular ballast pits was difficult in the cold weather, temporary levelling of the line for the passage of work trains was achieved by the use of heavily-packed snow as ballast. This expedient exacted its penalty as the warm weather came and derailments became a frequent occurrence. Conventional gravel ballast had to be substituted quickly. In spite of these problems, construction went on and during April 1885, two of the gaps in the line -- those at the Nipigon River crossing, and along the shores of Red Sucker Cove and Mink Harbour near Coldwell -- were completed. On May 6th, Ross' and Abbott's forces met near Girdwood, 60 km (39 miles) east of White River. There remained only one gap, on the west shore of Jackfish Bay, extending from the newly-excavated tunnel to the crossing of Blackbird Creek.



The Jack Fish commemorative monument bearing the incorrect date.

Photo: Canadian Pacific.

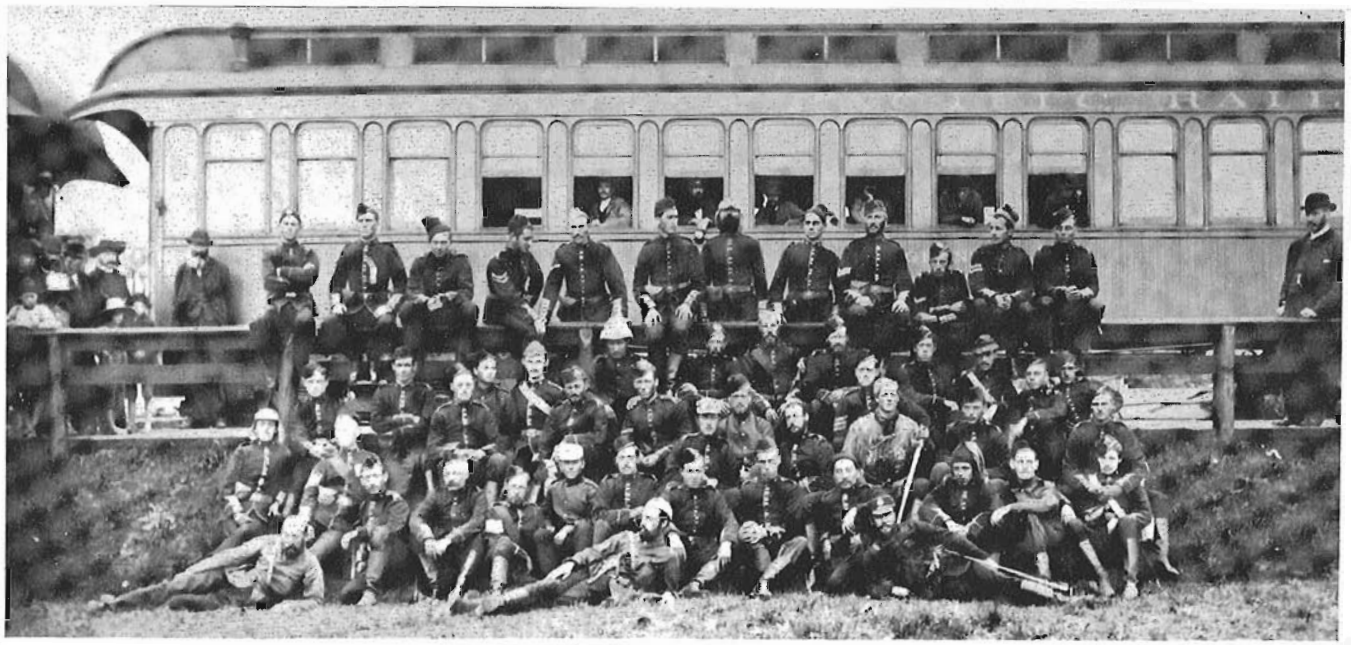
In the rush to get the line completed and opened for revenue traffic, an unexpected complication arose. Late in March, the Second North West Rebellion broke out in what is now Saskatchewan, and the Federal government rushed troops to the scene in an attempt to suppress it quickly. A request made to Canadian Pacific by the Minister of Militia resulted in the railway's agreement to move the military units over the uncompleted line in northern Ontario. This series of movements began when "A" and "B" Batteries from Montreal reached Abbott's railhead building westward near Missanabie on March 29th, 1885. Westward from this point, troops marched and officers rode horseback over the gaps in the line, which then totalled 158 km (98 miles). As construction proceeded and the gaps were narrowed, the army contingents continued to travel.

When the spring breakup began, forced marches upon the ice of frozen rivers and bays became impossible; and some military units delayed departure from the east in anticipation of being able to travel through on the completed line. The first unit to do so was the Montreal Garrison Artillery, which was under the command of Lt.-Colonel William R. Oswald. As his adjacent portrait shows, Colonel Oswald was a dashing, 37-year-old militia officer, born in Aberdeenshire in 1848; and a partner in the Montreal stock-broking and insurance firm of Oswald Brothers. On the personal advise of William C. Van Horne, the railway's vice-president, Oswald and his men left Montreal on May 9th. They arrived at the end of track at Jackfish about six days later. Though the track was all but completed on Saturday, May 16th, the unit was unable to go through. No work was done on the following day, Sunday, as the railway workers enjoyed their weekly holiday. In 1935, one of the former gunners in Oswald's unit recalled how the troops also took a day off that Sunday at Jackfish, bathing in the icy waters of Jackfish Bay, attending divine service preached by the unit's chaplain, Rev. Dr. James Barclay of St. Paul's Presbyterian Church in Montreal, and ending the day with a band concert "under the stars". Early the next morning, Monday, May 18th, 1885, they embarked on their train, which moved forward to a point 1.5 km (9/10 mile) west of the Jackfish Tunnel. There, at 0900, at what is now mile 102.7 of the Heron Bay Subdivision, Colonel Oswald drove the symbolic last spike, completing the eastern half of the transcontinental line; and establishing an unbroken band of steel extending all the way from Montreal to the foot of the eastern slope of the Selkirk Range in British Columbia, a distance of 3,953 km (2,457 miles). Of most importance, the movement of the militia demonstrated the strategic value of the railway at a time when the Federal government was beginning to lose confidence in the viability of the project. In the wake of these events, the rebellion was contained, and long-sought loans of money from government to Company, previously refused, were speedily approved.

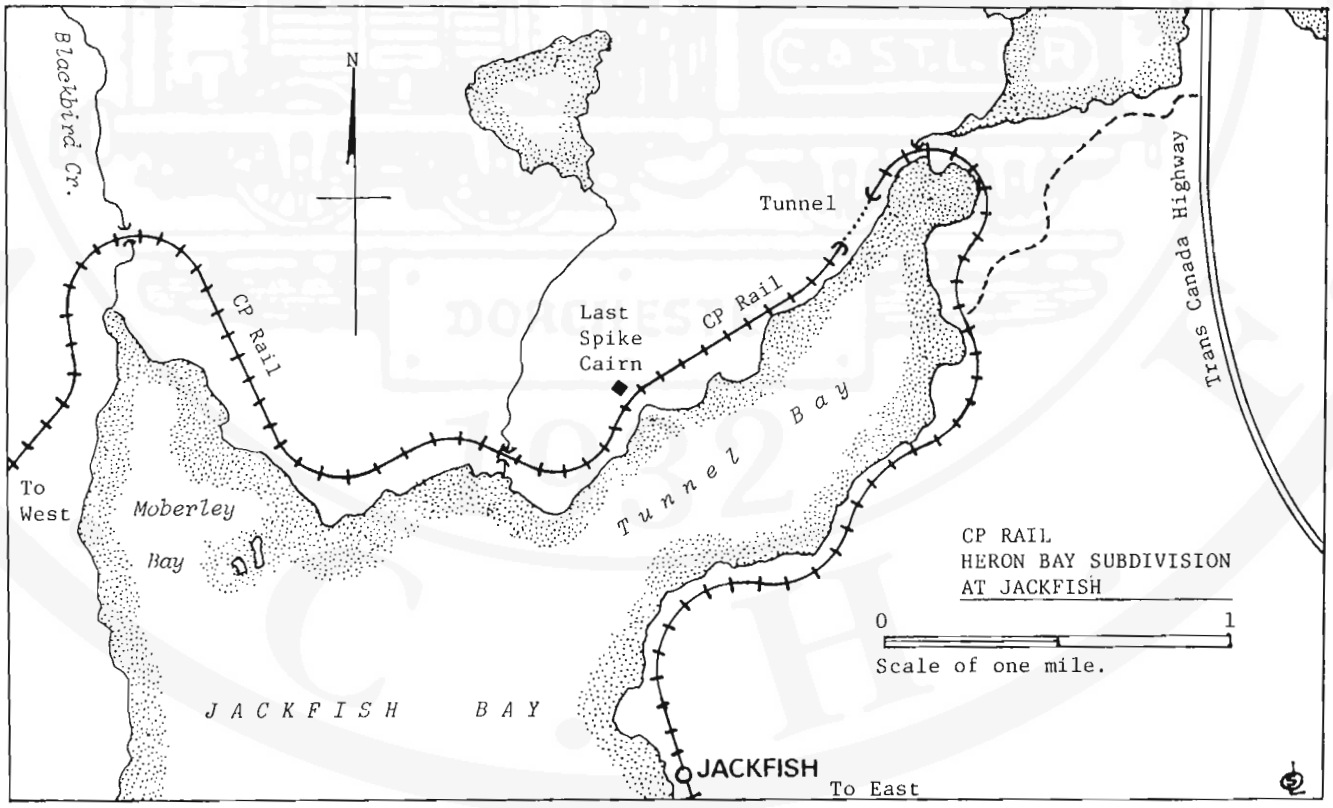
Few other details exist about the May 18th, 1885 event, and no photographs of the ceremony are known to exist. Six months were required

Lt. Col. W.R. Oswald who drove the last spike at Jack Fish on May 18, 1885.
Notman Photographic Archives

Troops en route to the north west rebellion aboard a C.P.R. coach in 1885 are depicted in this exceptionally clear interior view. The rifles carried by the soldiers are the Snider-Enfield breech loaders which were the standard weapons of the Canadian militia for many years.
Photo: Canadian Pacific.



Militia sharpshooters in front of a Canadian Pacific colonist car in 1885. Spencer collection: Canadian Pacific Corporate Archives.

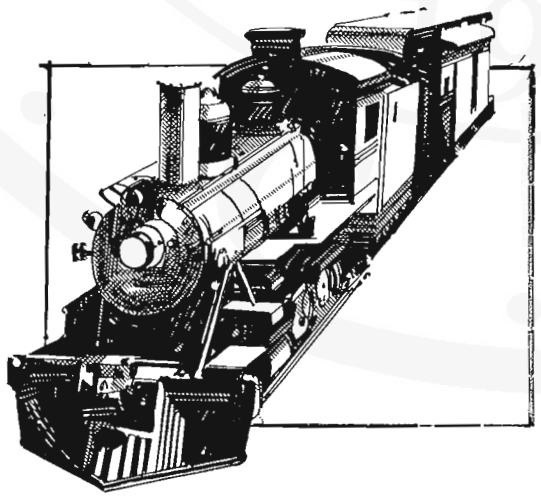


during the summer of 1885 to put the main line in shape for scheduled traffic. This took place effective October 26th, 1885, when a supplement to Time Table No. 14 of the Eastern Division started operations between Biscotasing and Port Arthur, 746 km (464 miles). Thus the line was opened, just in time for W.C. Van Horne and the other directors and officers to go west to be present at the completion of the whole line, which took place in Eagle Pass, British Columbia, on November 7th, 1885.

The "typo" in the date on the Jackfish cairn remains unexplained. May 16th, 1885, was a Saturday, but since, by the sequence of events recited above, the last spike was driven on a Monday, the correct date obviously is May 18th, 1885.

Editor's Note:

Historically, the spelling of the name "Jackfish" has been inconsistant over the years. Some sources say "Jackfish", while others use two words: "Jack Fish". Most C.P.R. timetables use the two-word spelling, and certainly the "J-Class" sleeping car was called "Jack Fish". Today, however, the one-word spelling is used, and for consistancy we have used that in this article. The reader is free to interpret it either way.



The official campaign medal awarded to the troops who took part in the 1885 rebellion. The bar "Saskatchewan" denotes that the recipient was in active service in battle. This particular medal was awarded to gunner moisan of "A" battery, one of the first group of troops to pass over the uncompleted line late in March 1885.

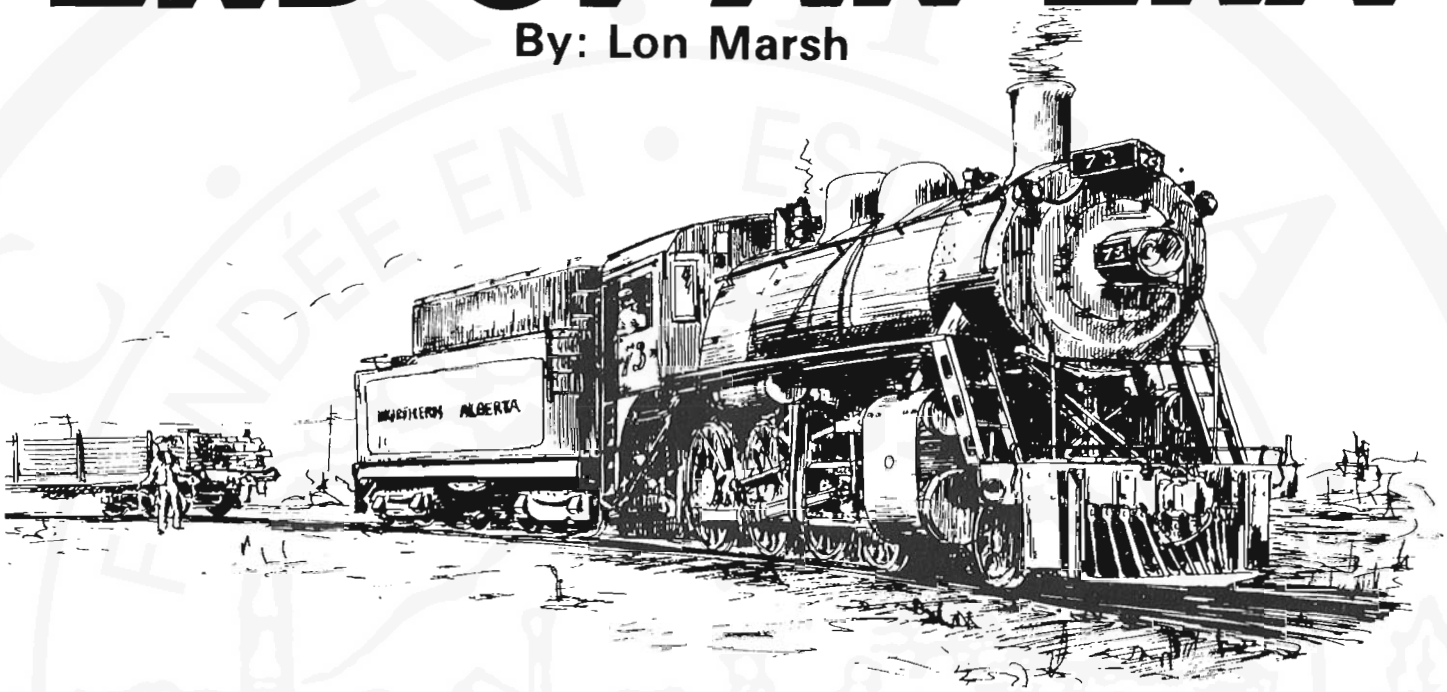
The construction camp on the west side of Jack Fish Bay as it appeared in 1885. Just beyond this spot is the place where the last spike was driven.
Canadian Pacific Corporate Archives.

Final Obstacle: Jack Fish tunnel in the spring of 1885 showing the newly laid but unballasted main line over which the garrison artillery's troop train moved to the driving of the last spike in the east.
Buell Photograph; Omer Lavallée collection.

A Safe Journey. Officers and men of the Montreal garrison artillery in camp during the north west rebellion. The regiment's indian scouts are in the foreground.
Buell Photograph; Omer Lavallée collection.

END OF AN ERA

By: Lon Marsh



LAST PASSENGER TRAIN PASSES THROUGH WITH LAST MAIL LOAD
Headlines of the: Peace River (Alberta) Record-Gazette
Thursday May 19th, 1960

The weekend of May 14th and 15th, 1960 marked the final run of steam power on the Northern Alberta Railway. There was a reported run made on September 30th, 1960, by N.A.R. Engine 102 on a freight haul, but specific details of this event are very unclear.

The Newspaper article stated..."End of an era came quietly on the weekend, with the elimination of passenger train service in the North Peace and a simultaneous switchover to trucks for mail service." (It was the last railway mail run in the Edmonton District).

"A handful of camera-armed residents visited the station Saturday to record the passing of the last passenger train. Effective this week, mixed train service went into effect, linking at McLennan with the twice-weekly Edmonton-Dawson Creek passenger service." It went on to say "This week too, mail service to and from Peace River and other points was switched to trucks from the Railway. Mail clerk A. Osterman who has made the run since 1936, had watched the mail overflow from 60 bags twice a week, to 300 bags six times a week."

"What are you going to miss about the run?" Mr. Ostermann was asked. "The freedom I guess," he said, "it was just like a milk run, you could tell by the swing of the train just where you were."

A C.N.R. engineer from another run had this to say about the end of an era. "It's not the same. The smell of steam, smoke, grease, and coal kind of gets to you. On the road, if anything happened, it was just a case of using a hammer, wrench, and some wire; and you were on your way again. Now, with a diesel, bells start ringing, lights flash, and we have to call for a special mechanic."

(Starting in 1958, replacement of steam with diesel power was undertaken on the N.A.R.; and full dieselization was accomplished in October, 1960.)

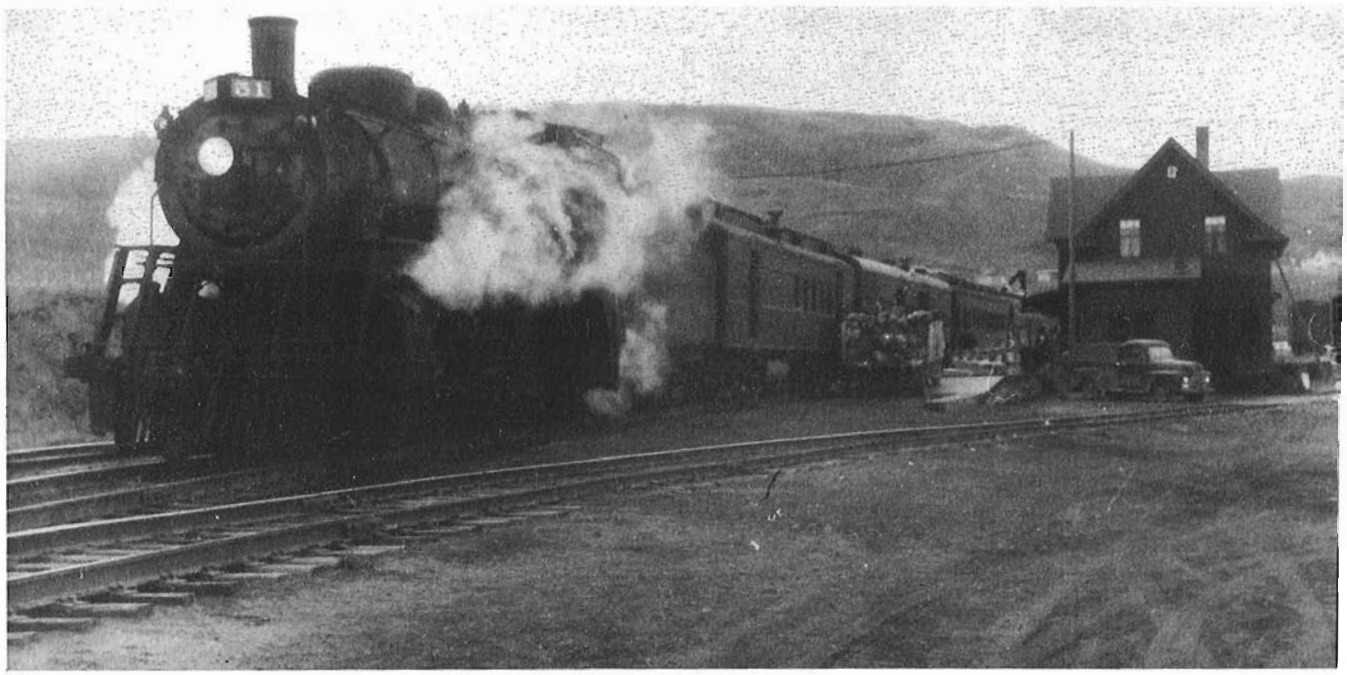
Up in the cab of the old steamer, the new diesels could be talked about with little animosity. "They'll be a lot cleaner" said one of the crew. "It's progress I guess" commented another.

"Marking the approaching end of the passenger service, several youngsters from Peace River, accompanied by their mothers, rode last Thursday's passenger train from here to Nampa; where they were met by their fathers who drove them back to town. On the long haul up out of the valley, the youngsters sang "I've been working on the railroad."

"Two long-time Peace River residents who also went along for the ride were Miss Jean Kelley and Mrs. A.A. MacMillan."

In this excellent view, we see the last passenger train, with N.A.R. 51 doing the honors; standing at the Peace River station with the final mail cart loaded with mail bags at the end of the platform.

Engine 51's charge coupled onto C.N. 5104's



Preparing to get under way from the Peace River depot, for the last time , N.A.R. 51 simmers patiently. Credit Peace River Centennial Museum and Archives Photo.

passenger train at McLennan. C.N. 5104 was making the final passenger and mail run from Dawson Creek to Edmonton. (It was the last run for both engines.)

As the cutback in passenger train service took effect, the steam engines were no longer to be used. With them went a bit of the glamour of the early pioneer days.

The last steam engine to puff into and out of Dawson Creek, old Canadian National Railways Engine 5104, pulled slowly from the N.A.R. Station; it chugged down the tracks on its last run back to Edmonton, Saturday, May 14, 1960, having arrived the previous day.

To engineer, Neil Doherty, it was like losing an old friend. Fireman Slim Wearmouth echoed his feelings as they eased the panting monster around the Y to head it back to Edmonton.

On hand to see the last of the steam engines was Dawson Creek Mayor John Wilcox, who was an oldtimer with the railroad himself, having put in 45 years of service before his retirement.

"I brought the first steam engine in here, and I should see the last one out," he said. He was general foreman when the first passenger train arrived at Dawson Creek in 1931.

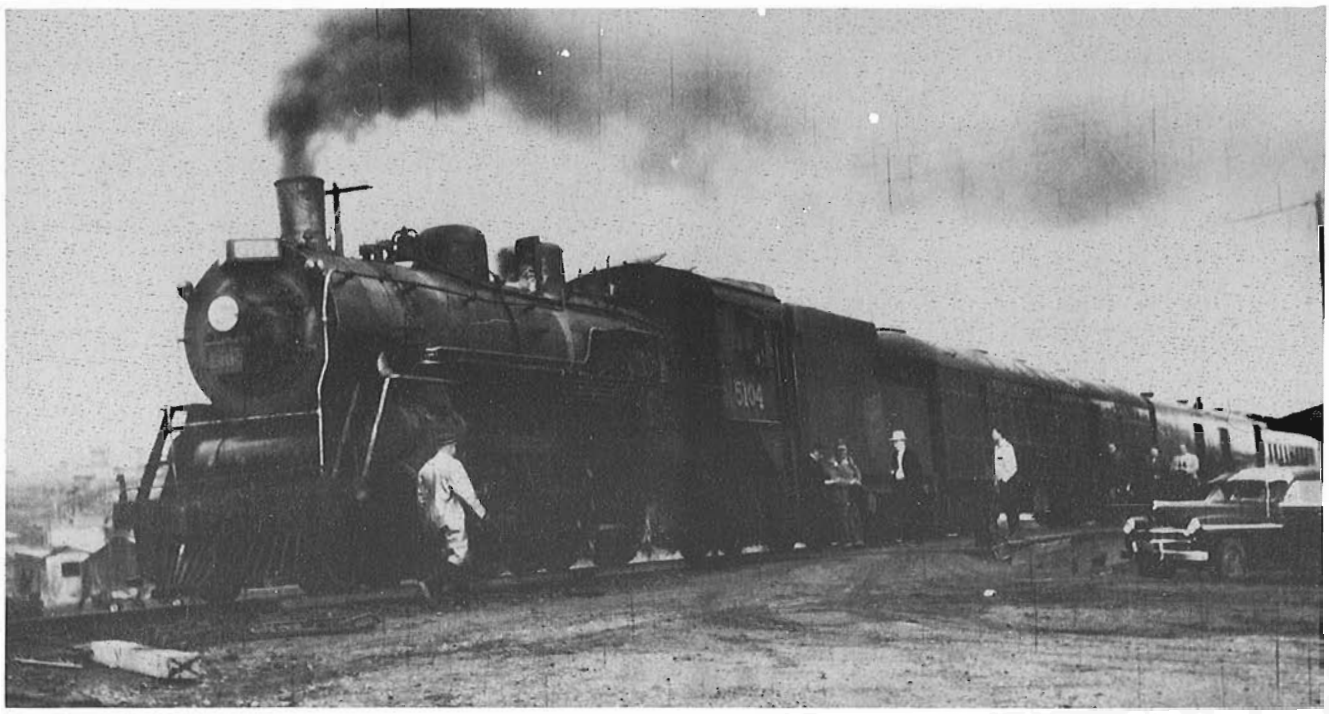
It was fitting that the last steam engine should also carry the last load of mail that would be carried by train, in or out of Dawson Creek. The railway post office service began for Dawson Creek in June of 1935, and ended May 14th, 1960.

The last bag of mail to leave Dawson Creek by train was handed up by Postmaster Frank Riedl to mail clerk Arthur Ostermann, while assistant mail clerk William Edge looked on. Mayor John Wilcox, and James Brown, Superintendent of Postal Services, watched the ceremony marking another historic change in the Postal Service, which would see the mail transported by truck.

Passenger train service to Dawson Creek ended May 31, 1974.

N.A.R. 51 was built in March, 1926, by the Canadian Locomotive Co. of Kingston, Ont. The serial No. was 1773. Its first career began on the Alberta and Great Waterways Railway, until the N.A.R. came into being in 1929.

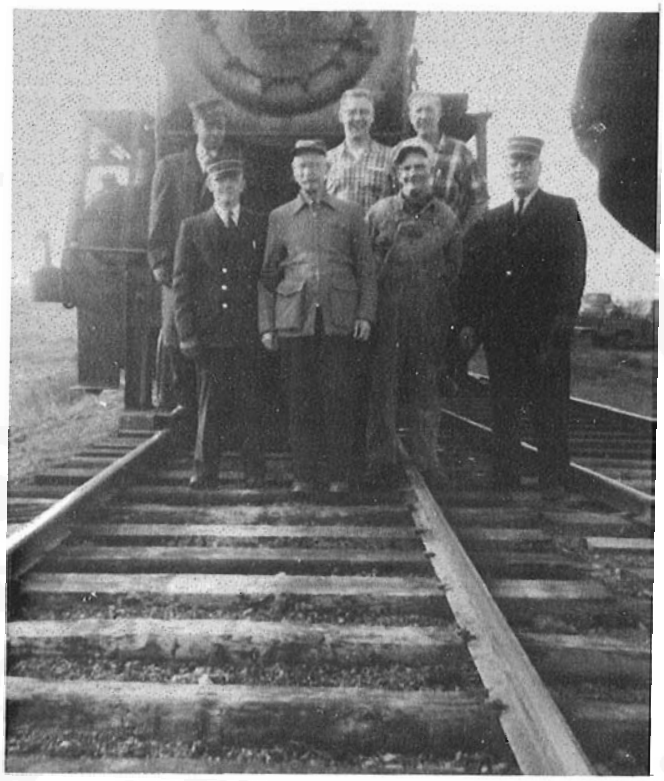
The Railway line to Peace River and beyond was built by the Central Canada Railway, which along with the Central Canada Express Co. became part of the N.A.R. in 1929. Construction of the rail lines from Winagami Junction was started in 1914, and reached Peace River in 1916. The station was built the same year.



C.N. 5104 arriving at Dawson Creek from Edmonton; Friday, May 13, 1960 at 1700 hours. (BLUE TRAIN) C.N. 5104 was also the last C.N. steam engine on a regular passenger run, as leased engine on the Northern Alberta Railways via Dawson Creek, B.C., McLennan, Alta. to Edmonton.
Credit Peace River Black News Photo.

Neil "DOC" Doherty, N.A.R. Engineer at the throttle of C.N. 5104 Sat., May 14, 1960 on last steam run. This engine was built in Montreal in May, 1919, serial number 61470, as a 4-6-2 class loco.
Credit Peace River Black News Photo.

The Train crew, with the last steam locomotive, C.N. 5104 at Dawson Creek, B.C. returning to Edmonton, Sat., May 14, 1960. Left to right are, Neil "DOC" Doherty (engineer), George Dalton (porter), Ed Chausse (conductor), Francis Schenk (locomotive foreman, Dawson Creek), W.S. "Slim" Wearmouth (fireman), George Kopf (trainman) and Nick Krawchuk (express messenger).
Credit Peace River Black News Photo.



Last mail dispatch by train from Hines Creek, Alberta on May 14, 1960. Here the crew pose in front of N.A.R. No. 51.
Credit Provincial Archives of Alberta Photograph No. A-5962.

Not one of C.N. 5104's better days.
Credit Provincial Archives of Alberta Photograph No. 76-317/26.

EPILOGUE

The 1976 - 1977 CANADIAN DIRECTORY of RAILWAY MUSEUMS and DISPLAYS, by DAVID E. STEPHENS, lists on page 45 under the heading of "Unconfirmed Operations" in Alberta, a Pioneer Museum (West of Edmonton on the Jasper Highway). This was to have been the original home of N.A.R. #51 for display in the early 1960's.

This information also appeared in a 1972 booklet entitled PRESERVED CANADIAN RAILWAY EQUIPMENT by RAYMOND F. CORLEY.

A 1983 publication called CANADIAN RAILWAY SCENES by ADOLF HUNGRY WOLF, lists on page 40, under the heading, "A List of Surviving Steam Locomotives in Canada" - EDMONTON, ALBERTA--NORTHERN ALBERTA RAILWAYS 51;, 2 - 10 -0; CLC 1926, "Former Alberta & Great Waterways Railway, now owned by Alberta Pioneer Railway Association".

It would have been great to have had a preserved 2-10-0 steam locomotive in Canada, as none exist now in this country.

NORTHERN ALBERTA RAILWAYS # 51 has to date never shown an appearance at either museum location, certainly not on the property of the ALBERTA PIONEER RAILWAY ASSOCIATION in North Edmonton.

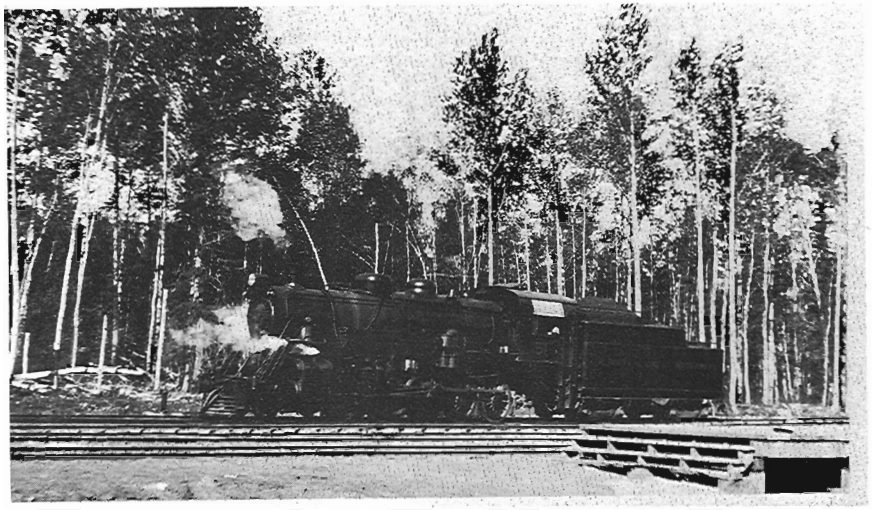
I suppose fate had other ideas in mind.

SOURCES USED WERE:

1. Edmonton Journal, October 28th, 1959, and May 20th, 1960 editions.
2. Grande Prairie Daily Herald - Tribune, May 17th, 1960.
3. Peace River Record Gazette, May 19th, 1960.
4. 1931 - Awakening to the Whistle of the Train - - by Day Roberts, (Pres. South Peace Historical Society, Dawson Creek, B.C.)

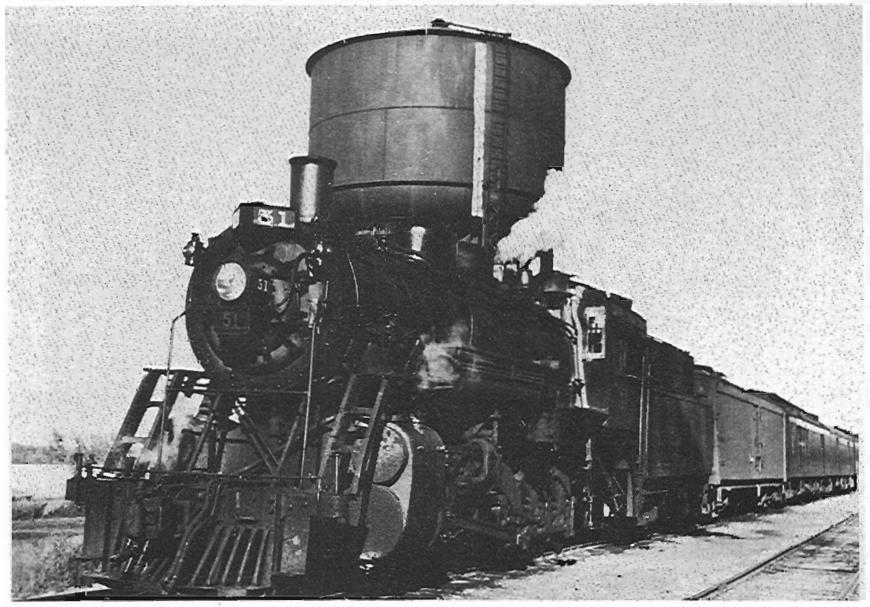
Gathering the mail at Peace River depot on May 1, 1917
Credit Provincial Archives of Alberta Photograph No. A-6739.

Northern Alberta Railway yards, Dawson Creek, B.C. May, 1942.
Credit Peace River Black News Photo.

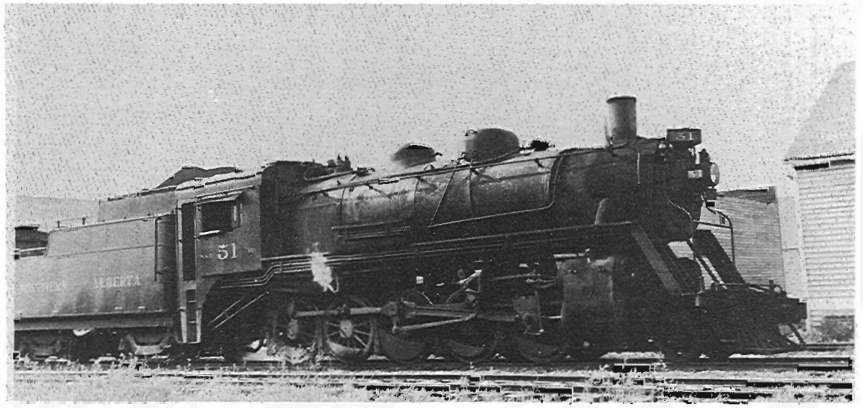


Alberta and Great Waterways train No. 51 at Waterways in 1924.
Credit Provincial Archives of Alberta Photograph No. A-10293.

N.A.R. No. 51 at Grande Prairie, Alberta on July 5, 1950.
Credit Provincial Archives of Alberta Photograph No. 68-292/36.



N.A.R. No. 51 at Lac La Biche, showing water tank and passenger train.
Credit Provincial Archives of Alberta Photograph No. A. 4002.

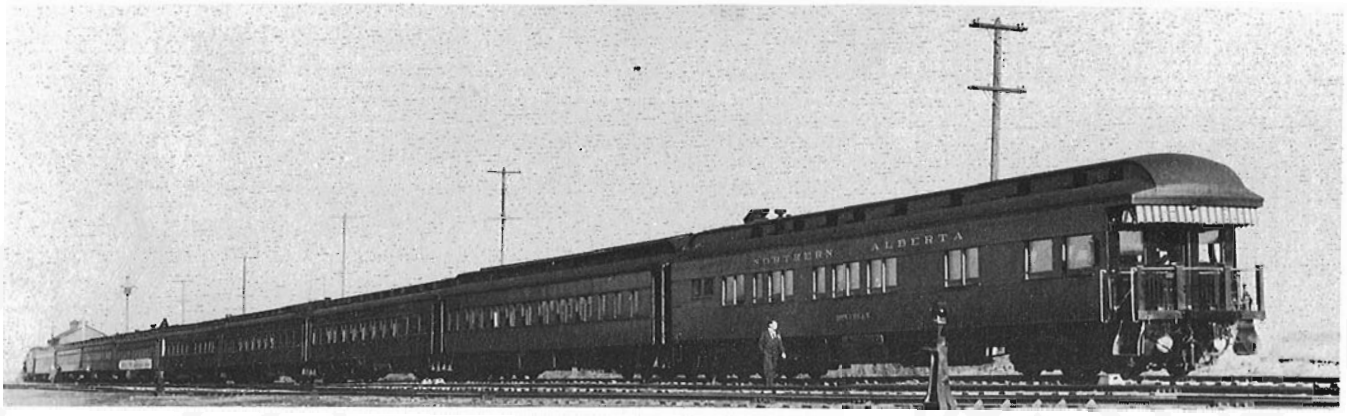


N.A.R. Engine 102 at Edmonton on August 2, 1960. It was built in August 1930 by Canadian Locomotive Company, serial no. 1898.

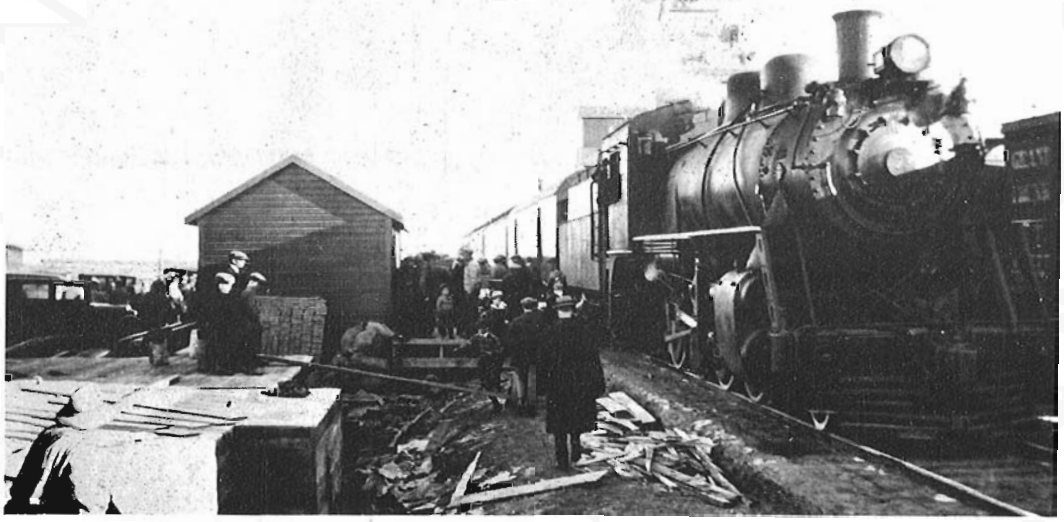
Credit Provincial Archives of Alberta Photograph No. 68-292/16B.

The first diesel to arrive in Ft. McMurray, Alberta on N.A.R. was GMD1 #301. Jack Wagoner was the Mayor; Mr. Comrie was the engineer.
Credit Provincial Archives of Alberta Photograph No. 75-514.

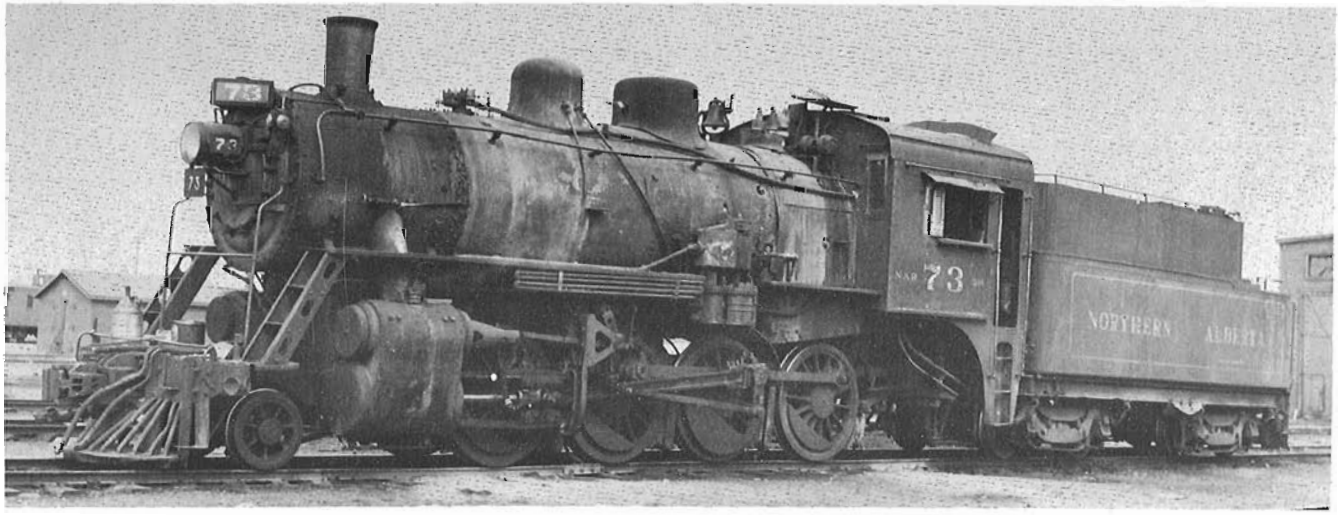
In 1958 express service on Northern Alberta Railways to Dawson Creek B.C. and Peace River Alberta was still a booming business. On August 1 of that year we see two N.A.R. trains at Edmonton's C.N.R. station. The car under the Macdonald's sign in the upper right corner is now preserved by the Alberta Pioneer Railway Assn.
Provincial Archives of Alberta Photo WS 195/2.



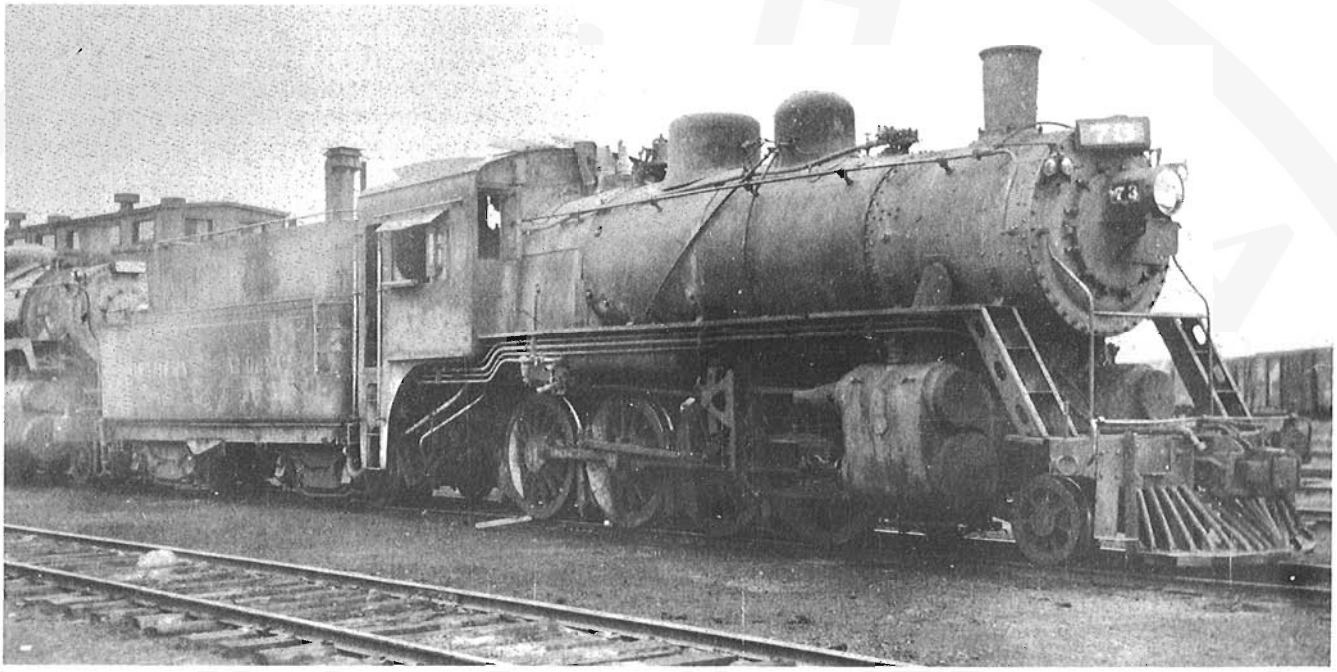
The Business Car "DUNVEGAN" in the rear, was later renamed "PEACE RIVER" and now makes its home at the Alberta Pioneer Railway Museum.
Credit Provincial Archives of Alberta Photograph No. CAM42/1.



Edmonton Dunvegan and British Columbia No. 73 pulls the first train into Fairview Alberta in 1930 or 1931. This locomotive was built in 1927 by the Canadian Locomotive Company (serial number 1821), and has been preserved. Note the round number plate on the smoke box door.
Provincial Archives of Alberta Photo A4209.



N.A.R. No. 73 at Edmonton in 1960. This locomotive is now in the CRHA roster and makes its home at the Alberta Pioneer Railway Museum near Edmonton. It is the only N.A.R. steam locomotive in existance.
Credit Public Archives of Alberta No. 68-292/96.



Northern Alberta Railways #73 waits for its next assignment at Edmonton on July 9, 1957. CPR #5263 stands behind #73's tender.
Credit Public Archives of Canada No. C 26096.

THE DOCUMENTS IN THE CASE: EXCERPTS FROM THE MINUTE BOOK OF BEYER, PEACOCK AND COMPANY

Fritz Lehmann
Department of History
University of British Columbia
Vancouver, B.C. - V6T 1W5

In the early twentieth century, the famous British firm of locomotive builders, Beyer, Peacock, and Company, made a serious effort to establish a locomotive factory in Canada, at Montreal. This took place during the years 1907-1912, a period of unprecedented volume of business for the Canadian locomotive industry, largely due to the massive program of new railway construction initiated by Mackenzie and Mann. After more than a decade during the 1890s, when only the Canadian Engine and Machinery Company of Kingston had produced locomotives for sale as a private contractor, the new century saw the old Kingston plant re-organized as the Canadian Locomotive Co. Ltd. and a big expansion program increasing its capacity. In addition, Canadian General Electric Company rebuilt and expanded its newly acquired Canada Foundry division in Toronto, to take advantage of this railway expansion and build locomotives. A group of investors, including one of the new management team from Canadian Locomotive, built a brand-new plant in Montreal. They turned it over to the big American Locomotive Company as a Canadian branch--soon renamed the Montreal Locomotive Works; but still a subsidiary of the U.S.

consortium. In the beginning of Canada's railway age, a British firm set up a factory specifically to produce locomotives for the Canadian market--the "Canada works" at Birkenhead, England. Thus, the British contractors missed a chance to start a Canadian locomotive industry. After that episode, the period from 1900 to the beginning of the Great War in 1914 probably offered the next best chance for a British firm to establish itself in the Canadian market. But now that market had able and proficient Canadian competitors, which perhaps ultimately explains the failure of Beyer, Peacock to establish a Canadian factory at this time.

The following excerpts from the company's Minute Book (of meetings of the Board of Directors) give an interesting insight into the company's efforts. The meetings were held at the company's offices in London, England; and usually involved a small number of men (six at the first meeting quoted below, for example).

Excerpts:

July 17, 1907:

Mr. A. S. Jameson s report on his journey to Canada was discussed and the scheme contained therein favourably considered and deferred for further consideration.

October 2, 1907:

After a lengthy discussion respecting the proposed new Canadian business:

The Chairman (Sir Vincent Caillard) was requested by the Board to cable to Col. Edye and Mr. Lewis regarding the title of the Lachine site. The following cable was accordingly sent to Col. Edye.

"Please have written opinion from Kavanaugh Lajoie and Lacoste that litle of Lachine site is absolutely good and unencumbered and transfer in perfect order.
Purchaser is Beyer Peacock and Company Limited, registered offices 34 Victoria street London, and site must be transferred to them, they will enter into necessary arrangements with new Company later. On advice from you that all is in order, money will be transmitted to the Bank of Montreal with instructions to pay it over to owner of land on advice of the above solicitors the price of the land not exceeding forty five thousand dollars for the whole site of about one hundred and three acres. Please inform Lewis."

The Chairman was also requested to arrange that Messrs. Kavanaugh Lajoie and Lacoste be appointed the Company's solicitors in Canada.

18 Oct. 1907:

The transfer of £11500 from Williams Deacons Bank Manchester to the Bank of Montreal, Montreal as to Fifty five thousand dollars for the purchase of land authorized at Board Meeting on 2nd October 1907 was reported and confirmed.

A letter was read and noted from the Bank of Montreal stating the transfer had been effected which with expenses came to £11308-0-10, the balance of £191-19-2 being returned to Williams Deacons Bank Manchester for credit of the Company.

The following cables were reported as having been Received and Sent:

. . .

Copy of cable received by Sir V. Caillard from Col. Edye Friday 4 Oct. 1907:

Law Officers strongly recommend in view of provincial laws that transfer of property be made to the Royal Trust Company who will concurrently undertake to re-transfer to your nominee on demand stop It is further suggested by all parties that purchase price be not disclosed in deed of sale--the usual terms being one dollar and further considerations stop In replying define briefly if you can property you are purchasing--this for identification purposes only Edye.

Copy of cable sent by Sir V. Caillard to Col. Edye Saturday morning 5 Oct. 07:

We agree transfer to Royal Trust Company with their concurrent undertaking retransfer as suggested your cable yesterday--also purchase price not disclosed deed always relying Lawyers that all in perfect order stop Property is nearly north of Lachine station approximately 820 feet wide and one mile long inclined at approximate angle of 68 degrees to Grand Trunk Railway Caillard.

(some additional cables show Caillard objecting to Edye's request to spend $10,000 on "usual brokerage" and "Lachine" The company was expecting to receive a bonus from the Lachine municipality, and on 18 Oct. 1907 Col. Edye cabled Caillard "Lachine meeting was entirely satisfactory.")

26 Nov. 1907:

A letter was read dated 22nd November 1907 from Gorton Foundry (Beyer, Peacock's works in England) as to the consideration of our position with the two Canadian Railways and the Board appointed the Chairman, Sir Vincent Caillard and Mr. S. W. Pelling a committee to consult and deal with the two contracts and also the resolution of the Lachine Municipality.

20 Feb. 1908:

In regard to the Canadian Locomotive Work contracts with the Canadian Pacific Ry and Grand Trunk Railway Company were read and the subject was deferred until the Chairman's return.

7 April 1908:

The subject of Canada Locomotive Works was discussed and it was decided that the Draft Contract in duplicate signed and sealed (with copies) by the Grand Trunk Railway should be handed to Mr. Burchell for his report thereon. This was done accordingly.

The visit of the Works Manager and Technical Engineer at Gorton to the United States of America was authorized at an expenditure estimated to be about £200.

5 June 1908:

In regard to the construction of the proposed Locomotive Works in Canada, it was decided to take measures to call for tenders in Canada for the construction of the Works.

5 October 1908:

An account for $731.80 from Mr. Howard Cotton Stone, Architect, Montreal for disbursements in connection with the proposed works at Lachine was submitted to the Directors and payment of the said account was authorized.

19 April 1909:

An enquiry (embodied in a letter from the Chairman to Mr. Hoy dated March 25th 1909) from Mr. Orr Lewis as to what arrangement could be made with the Company for the construction and operation of Locomotive Works in Canada was submitted. Finally it was decided that the scheme under which Messrs. Beyer Peacock of London would act as Managers to the Canadian Works in return for an interest, was agreed in principle. The Chairman stated he would obtain details.

21 December 1910:

A Valuation dated November 11th 1910 of our property at Lachine, Canada by Mr. John L. Brodie, of Montreal, together with accompanying letter of November 15th 1910 from Mr. F. Orr Lewis of Montreal to Sir Vincent Caillard, was submitted and noted.

5 May 1911:

The grant was confirmed of an option by our Chairman, Sir Vincent Caillard, through Mr. A. S. Jameson, on our property at Lachine, Canada, for the price of £20,000 or 100,000 Dollars, for three months dating from April 24th 1911; and in this connection a copy of a letter dated April 22 1911 from Mr. A. S. Jameson to Sir Vincent Caillard and of one from the latter to Mr Jameson of April 24th was submitted.

14 August 1911:

. . . a power of Attorney required in favour of Colonel Edye of the Royal Trust & Loan Company of Canada in connection with the sale of our Company's property at Lachine . . . in the County of Jacques Cartier in the Province of Quebec being the whole of Lot No. 905 in the official plan and part of Lot No. 184 in the official plan . . . for the price of One hundred thousand Dollars and on such terms as he may think fit . . . .

(On Oct. 5, 1911, the Board was told that the parties who had offered $100,000 for the Lachine property had not put up the money, and the bargain was off.)

11 April 1912:

It was reported that an offer has been received through Colonel Edye of Montreal for the purchase of the property owned by our Company at Lachine, Canada for the sum of $120,000, payable as to $40,000 by the 11th March 1912 and as to the balance $80,000 plus interest thereon at the rate of Five per cent per annum on the 15th August 1912; and it was Resolved that this offer be approved and accepted and that the necessary instructions be given to the Royal Trust Company in Montreal to enable the sale to be carried out in accordance with the terms of this offer.

It was also unanimously resolved that the sum of Five Hundred Guineas be paid to Colonel Laurence Edye of Montreal and Two Thousand Pounds to Mr. F. Orr Lewis of Hatfield in recognition of the valuable services they have rendered the Company in connection with our Lachine property. It was decided that payment to Col. Edye be made forthwith, but that in the case of Mr. Orr Lewis payment be deferred until we have received payment for the property in full.

(The Board meeting of May 22, 1912, recorded the sale of the Lachine property to Andrew Henderson Thomson; this sale listed in the Weekly List of Real Estate Sales registered, covering the Island of Montreal, March 8th to March 15 1912.)

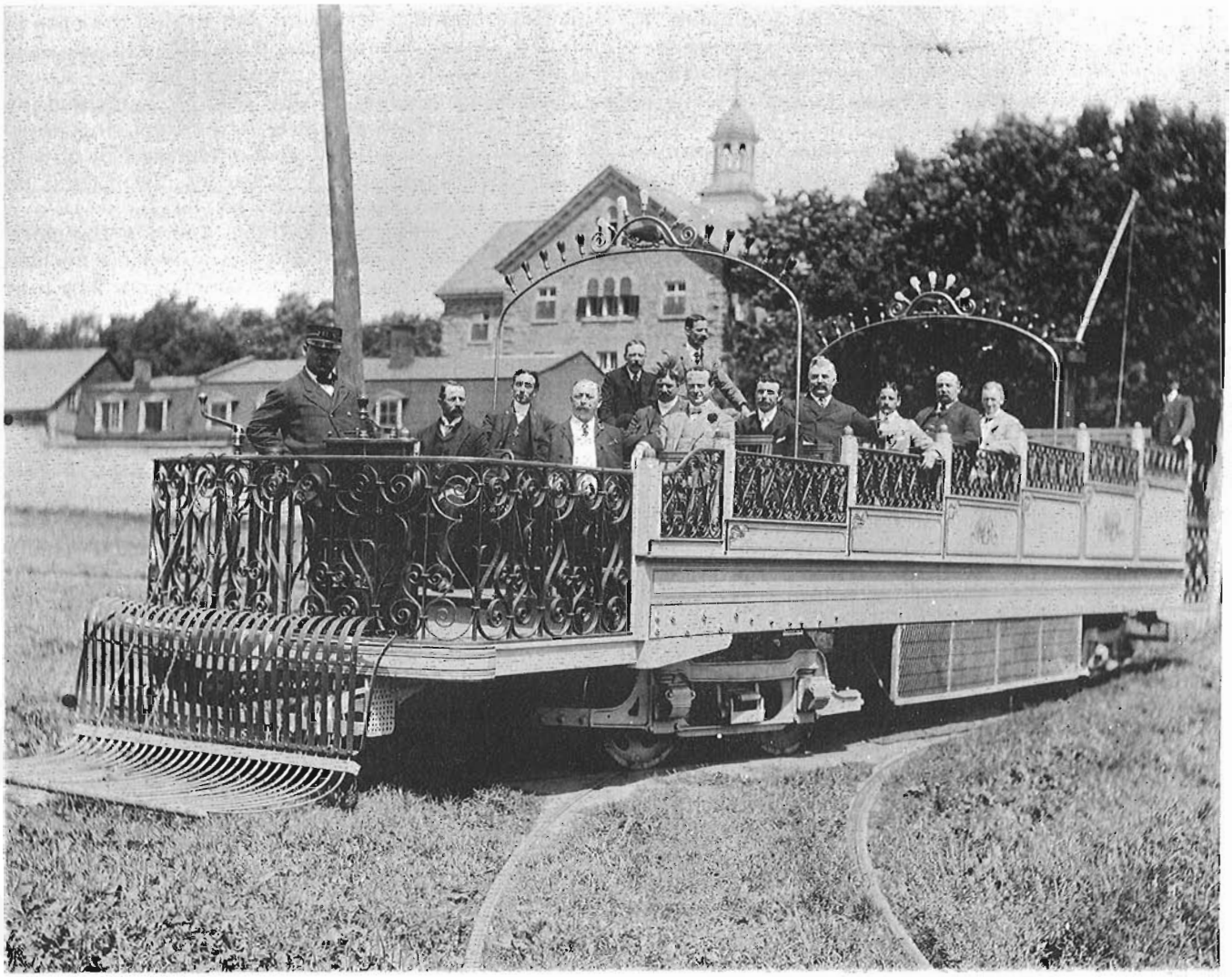
There is no indication in these Board of Directors' minutes as to the reasons why Beyer, Peacock decided to build a locomotive works in Canada, nor why they gave up on this plan. The episode conjures up visions of Garratt locomotives hauling grain across the Prairies and storming through the Rockies. But the famous British firm of locomotive builders never did crack the North American market with Garratts or conventional engines. The relative success of two new Canadian firms and one revived and expanded old one, in this same period, looks more significant in the light of this British failure. But Beyer, Peacock at least made a handsome profit on their Canadian real estate transactions!

This episode is quite different from the case of the Balwin Locomotive Works of Canada, Ltd., incorporated in May 1944 in Toronto. This was part of an effort by the parent U.S.A. firm to diversify and thus reduce its dependence on the locomotive business. The Canadian plant was intended to manufacture water power turbines, testing machines, power tools, hydraulic presses, and special machinery. It subcontracted orders to the United Steel Corporation Ltd. which had four plants in eastern Canada, and it marketed turbines, water wheels, hydraulic presses, power tools, and Diesel engines. It was never Baldwin's intention to manufacture locomotives in Canada; and in any event, the venture was not a success. The Canadian firm was inactive as of December 31, 1952. Beyer, Peacock had fully intended to concentrate on railway locomotives in Canada, but apparently found it too risky to go through with their plans. We might see this as a tribute to the existing Canadian firms of that period.

Note on sources: the Beyer, Peacock records are preserved in the North Western Museum of Science & Industry, 97 Grosvenor Street, Manchester, England M1 7HF. Miss C. J. Heap, Assistant Keeper (Archives) made photocopies available to me and I am grateful for her efficient help. The Baldwin venture into Canada is recorded in Moody's Industrials, 1947 volume, p. 648, and 1953 volume, p. 2227.

"Ten Miles Around The Two Mountains" The "Golden Chariots". 1905-1985

By: Fred Angus



This summer marks the 80th anniversary of the introduction of one of Montreal's most famous tourist attractions of the first half of this century - the observation street cars, often called the "Golden Chariots".

In 1904 occurred the world's fair in St. Louis, Missouri. One of the many visitors to the fair was David E. Blair, then 28 years old, an officer of the Montreal street railway. At St. Louis, he saw an open-top electric car that carried people to the fair grounds. An idea occurred to Mr. Blair. Why not build a similar sightseeing car for Montreal; however, improve the design by having seats at different levels, grandstand fashion? Such a car already existed in Montreal. In the 1840's a small four-wheel band car had been built to provide mobile band concerts by the street railway company's musicians. But this car was small,

and did not carry passengers.

Montreal was a good city for a sightseeing car. It was scenic, had many historical sights and possessed a loop line around the mountain. In fact, around-the-mountain trips already existed. The Montreal Park and Island Railway line through Outremount had been in operation since 1895; and the loop was soon completed by way of what is now Girouard Ave. However, regular cars are used, during the summer. These were the conventional open-sided cars. The new service envisioned by Mr. Blair would be different; a de-luxe gilded open-top car which would offer a ten-mile tour around the mountain for a special fare of 25 cents. This was six times the regular fare, but it was felt that the special service provided would justify the extra cost.

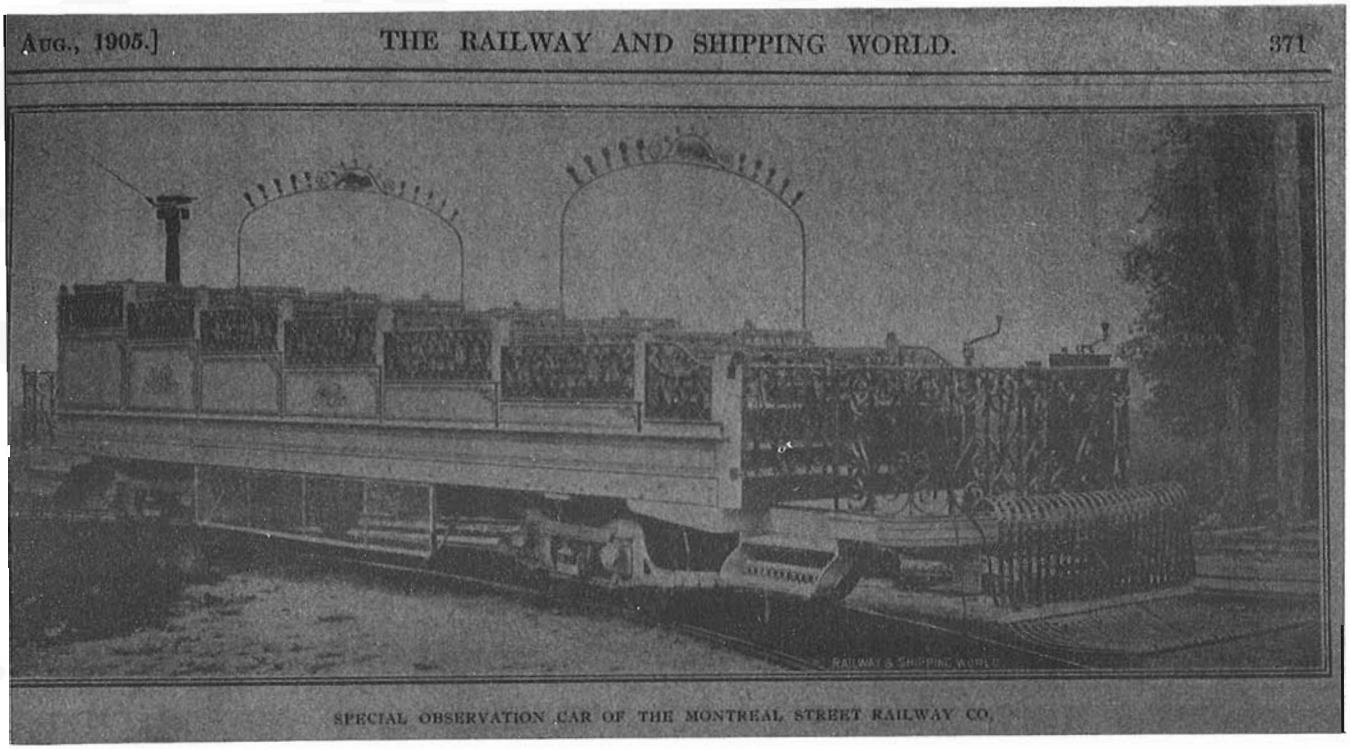
The observation car, as it was officially called, was built to Mr. Blair's design, and emerged from the company's Hochelaga shops in the spring of 1905. It was elegantly decorated with polished brass arches bearing lights and two beaver bas-reliefs. The paint scheme was the light chrome yellow then used for regular street cars. While the car was primarily intended for the enjoyment of Montrealers desiring a pleasant outing, it was expected that it would be used by tourists as well. In later years, it became a great tourist attraction, but was always used by many Montrealers. The car could also be used for special occasions; one of these was the official opening of the tram line on Sherbrooke Street through Notre Dame de Grace in 1908. The usual route was, however, East on Ste. Catherine to Bleury, up Bleury and Park Ave. to the Outremont line, along that line (then largely rural) to Snowdon Junction, then down to Sherbrooke, and East on Sherbrooke and Ste. Catherine to the starting point. One could board at any stop along the route, and enjoy a trip of one-and-a-quarter hours covering "Ten Miles Around The Two Mountains" as the ornate sign on the car side proudly proclaimed.

The success of the "golden chariot" as it was fondly nicknamed, was "immense" (to use the popular slang expression of the day). In fact, it was so successful that another, identical, car was built in 1906. At this point they were numbered, being called No. 1 and No. 2. As the years went by, the two cars continued with little change. When the regular street cars were painted green starting in 1913, the observation cars continued in their light yellow livery of 1905. The city was growing, and more and more people were using the service; so in 1924, the Montreal Tramways Company (which had taken over the Montreal Street Railway in 1911) built two more cars, numbers 3 and 4, in its Youville shops. The new cars were of steel construction, compared to the wood of Nos. 1 and 2, but outwardly appeared the same. The major distinction was that they did not have the beavers on the overhead arches. Meanwhile, other cities, Quebec City, Vancouver, Calgary, introduced similar cars; as it turned out, Montreal's outlast them all.

For more than thirty years after 1924, the observation cars continued to carry Montrealers and visitors alike. An interruption occurred during World War II when service was halted for the years 1943 and 1944. An attempt was made to use them in regular service, and a roof was built on No. 3. This proved impractical so, instead, four wooden car bodies, numbered 1175 to 1178, were built to use the trucks and equipment from the observation cars. Then the war ended, and the "Chariots" returned to their regular route in the 1945 season. For a time, two routes were offered; an Eastern and a Western one. The Eastern route used Cote des Neiges and Delorimier instead of Girouard and Park Avenue.

In the 1950's , the cutbacks in street car service began to threaten the observation cars. 1954 was the last year of the Eastern route as the Cote des Neiges line was abandoned in June 1955. The four cars thus returned to the original route; but with the abandonment of the Ste. Catherine line in 1956, they shifted to a slightly longer circuit using St. James street instead. This route was abandoned late in 1957; and as a result, regular service was discontinued at the end of the 1957 season. In 1958, the cars still ran, but only on charter to special groups. The C.R.H.A. was one of these and, in fact, the first official C.R.H.A. excursion had been held on May 14 1949 using car No. 3. The inevitable end came on August 30 1959 when street car service ended, and the "Golden Chariots" were finally retired after 54 years. An interesting fact is that one of the passengers on that last ride was Mr. D.E. Blair, who had designed them more than half a century before!

During all these years, the cars had changed relatively little. The only major outward change was in 1954, when an ugly-appearing windshield was built to shield the motorman from the open air. Why this was necessary is a mystery, since the cars did not operate in rain or snow. At any rate, it spoiled the graceful lines of the cars. About this time, the traditional 25 cents fare, which had been unchanged for 50 years, was doubled to 50 cents with a 25 cents fare for



SPECIAL OBSERVATION CAR OF THE MONTREAL STREET RAILWAY CO.

children. This remained in effect until the end of service in 1957.

The observation cars were the pride of the fleet, the aristocrats, as it were. They did not venture forth in the snow so were not subject to salt corrosion. Even if they were caught out in the rain, a tarpaulin was available to cover them until they could return to the safety of the car barn. They were always well maintained and kept in imaculate condition. For this reason, they never looked old. It seemed impossible to believe that Nos. 1 and 2 were actually older than the old wooden "703" class cars of 1907, that were only used in rush hours and showed their age. If an observation car had the misfortune to be involved in an accident, it was quickly repaired and soon looked like new. They were a Montreal institution, even being the subject of a short movie in the last days of their career. It is safe to say that they were Montreal's most beloved street cars; and more regret was shown over them than to any others when they finally went to their well earned rest.

When the last trolley poles came down off the wire, the question arose as to what would happen to the "Golden Chariots". Fortunately, all four were saved. No. 1 is at the Canadian Railway Museum at Delson / St. Constant. No. 2 is at the Seashore Trolley Museum in Kennebunkport Maine. No. 3 is at Heritage Park in Calgary, on loan from the C.R.H.A., while No. 4 is at the Connecticut Electric Railway Museum at Warehouse Point Connecticut. Nos. 2, 3 and 4 are regularly operated; and it is hoped that No. 1 soon will be as well. Now No. 1 has reached the ripe old age of eighty years, although it still does not seem to be anything like that old. It is hoped that she and her sisters will long continue to provide enjoyable rides rides to visitors, although it is more than a quarter-century since they last went "Ten Miles Around The Two Mountains".

Book Review

CANADIAN RAILWAYS IN PICTURES

By: Robert F. Legget

North American railway enthusiasts were given a rare treat in 1977, when the original hard-cover edition of Dr. Robert Legget's book of photographs of Canadian railways first appeared. But like so many interesting and desirable books, the initial print run was small necessarily and stocks were soon exhausted.

"Canadian Railways in Pictures" was popular from the outset because the author had worked diligently to select a number of pictures of Canadian railways which reflected their history, construction, development and operation. Among the 118 black-and-white photographs were - and are - such rarities as an 1860 view of Paris Junction, Ontario (6) on the Great Western Railway, a broadside view of the locomotive "St. John" of the St. Stephen Railway of New Brunswick in 1866 (9) and a truly internationally nostalgic view of the-then London, Midland and Scottish Railway (England) 4-6-2 Number 6100 (for the occasion) displayed at Canadian Pacific Railway's Windsor Station, Montréal, in 1933 (75).

Western Canadian enthusiasts were - and will be - intrigued by steam on the Northern Alberta Railways (81), a stupendous aerial view of CPR's Alyth Yard at Calgary (89) and CPR unit Number 4072 and unidentified companion "B" on the westbound "Canadian" at Sicamous "on the Shushwap" (113).

For the last illustration, the author has selected a photograph of two tank cars at the end of steel on Canada's most northerly railway, the Great Slave Lake Railway. The author himself took this picture a mile north of the yard at Hay River, Northwest Territories, on the shore of Great Slave Lake, north of the 60° parallel!

This soft-cover edition of "Canadian Railways in Pictures" is certain to be every bit as popular as the original hard-cover edition. Dr. Legget is to be congratulated for having assembled this most interesting collection of pictures of Canadian railways during the nearly 150 years of their history.

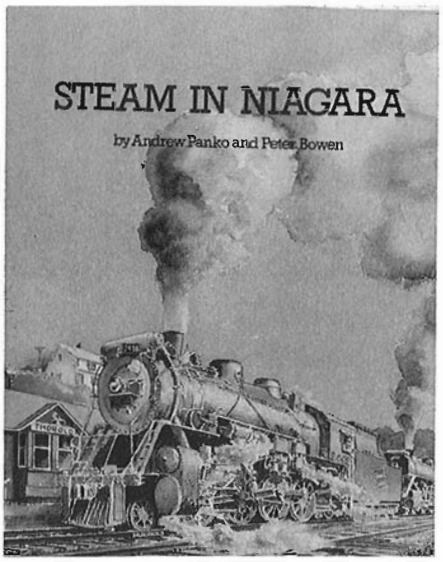
CANADIAN RAILWAYS IN PICTURES Robert F. Legget
Soft-cover, 21.5 x 28 cm; 96 pp., 118 b&w part-page and full-page photographs; end-paper maps of Canada with numbered locations referenced to page illustrations. CAN $ 12.95.
Douglas & McIntyre Limited, 1615 Venables Street, Vancouver, British Columbia V5L 2H1 Canada.

STEAM IN NIAGARA

By: Andrew Panko and Peter Bowen

The "discovery" of the George-Paterson collection of photographs and the acquisition of the picture collection of C.N. Riehl by the Niagara Division of the Canadian Railroad Historical Association stimulated Messrs. Andrew Panko and Peter Bowen to begin compiling a group of some 500 photographs of railways in the Niagara Peninsula of Ontario. From this number, a final selection of about 160 pictures would be chosen for presentation in "Steam in Niagara", portraying the evolution of the steam locomotive and the steam-hauled train in this part of southwestern Ontario.

The quality of most of the photographs selected cannot be faulted, apart from a few amputated pilots and tenders, but the chronological disorder is disappointing and is perpetuated throughout the 112



pages of the book. The development bravely begun with a picture of "Government Engine" Number 1 at Port Weller, Ontario, circa 1913, is followed anachronistically by Canadian National Railways' Northern No. 6204 in 1959, CNR Train 95 between Merritton and St. Catharines, Ontario (date unstated) and New York Central System Mikado No. 2022 at Waterford in 1948. There seems to be no reason for this out-of-order presentation.

The subjects selected for inclusion in "Steam in Niagara" are of a remarkable diversity and should interest almost any railway enthusiast. In addition to the examples of CNR, CPR and Toronto, Hamilton & Buffalo steam power, the reader will also enjoy the Wabash Moguls, Pacifics and Consolidations, not to mention the TH&B's Hudsons and Berkshires. One picture taken at Toronto's John Street roundhouse (CPR) makes one wonder just how far the frontiers of "Niagara" extend. And how do the authors justify the inclusion of the Lehigh Valley's dead-line at Tifft Farm yard in Buffalo or the NYC's Hudsons and Niagaras in the same city? These locations do not form part of the Canadian Niagara region surely, unless the book's title was intended to have an international connotation.

There are three colour photographs reproduced on page 28. The aerial photograph of the Canada/United States interface at Niagara Falls, Ontario/New York gives the reader a better understanding of the places where several of the photographs in the book were taken.

While not strictly within the purview described in the book's title, the portraits of assorted 0-8-0 Lehigh Valley Camelback switchers, Baltimore and Ohio 0-6-0 tender-types and Tonawanda Iron Corporation 0-4-0 and 0-6-0 tender switchers perhaps may be forgiven. The delectable portrayl of Michigan Central Railroad's Queenston-bound afternoon "Accommodation" with 4-4-0 No. 8025 on the point, at the corner of Queen and King Streets (what else?), Niagara-on-the-Lake, surely deserves a better time-dating than "the early part of this century."

The quality of the reproductions is irregular. There are many, excellent enlargements printed page, half-page of split-page size; thus, pictures of inferior quality suffer by comparison. Perhaps next time alternate enlargements of comparable or better quality could be selected for presentation.

There is no text, per se. Captions are expected to provide the continuity. The use of this strategem is overwhelming justification for a better chronological and geographical ordering of the photographs. The map of the territory might have been indexed suitably to locate the points where the pictures were taken.

Finally, the two photographs from the George-Paterson Collection gracing pages 110 and 111 might very well have been used as final presentations, even though the two pictures on page 112, with the "Acknowledgements", may evoke to a greater degree the spirit of the time when steam ruled the rails in Niagara.

STEAM IN NIAGARA Andrew Panko and Peter Bowen 22.5 x 28.5 cm hard-cover; coloured dust-jacket, 1 watercolour; 3 colour photographs; 162 part-page, split-page and full-page b&w photographs; 1 map; no text per se. ISBN 0-920183-00-X CAN $ 21.95. NiagaRail Publications, RR #1, Fonthill, Ontario L0S 1E0.

CANADIAN MAIL BY RAIL. 1836-1867

by L.F. Gillam, F.C.P.S.

This work is the result of twenty years study and research into the history of Canada's pre-confederation railways and the development of railway post offices.

By the former editor of "Maple Leaves", the journal of the CANADIAN PHILATELIC SOCIETY

OF GREAT BRITAIN, author of "A HISTORY OF CANADIAN R.P.O.'s (1967) and of the Canadian Railroad Historical Association, this work will be published in a limited edition of 500 copies, bound in hardback and printed on art paper, fully illustrated with maps, reproductions of all known railway postmarks of the period etc. with complete index.

The anticipated date of publication is August, 1985 and the book will only be available from the author at 66, east Bawtry road, Rotherham, S.Yorks.England, S60 4BU.

Price 12.00 (15.50) including postage and packing.

THE TRAIN-WATCHER'S GUIDE TO NORTH AMERICAN RAILROADS.

By: George H. Drury

A book about a railway is a specialized effort, certainly. Not every reader will be interested in its contents and, for this reason, the first press run likely will be modest. But when a book presents as much information about as many different railroads as does George Drury's "Train-Watcher's Guide to North American Railroads", it is sure to appeal to railway enthusiasts far and wide, as well as to other readers who aren't really rail-buffs, basically.

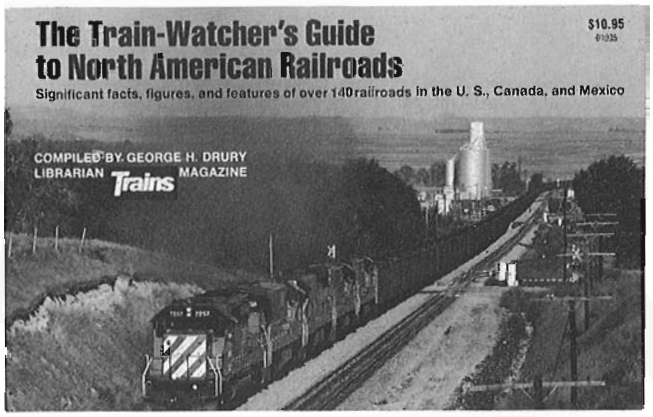
The curiosity of the reader (potential customer) ought to be titillated sufficiently by TRAIN' J. David Ingles' colour cover of an everlasting Burlington Northern coal train (five units) eastbound out of Crawford, Nebraska. But if this temptation is insufficient, additional inducements appear on pages 7 (Alaska Railroad), 32 (British Columbia Railway), 47 (La compagnie de chemin de fer Cartier), 53 (Chessie System Railroads), 62 (Ferrocarril de Chihuahua al Pacifico) and 92 (Guilford Transportation Industries). And we're only at the "Gs".

Included in the corporate information presented are reporting marks, numbers of locomotives, numbers of freight/passenger cars, connecting lines and radio frequencies. Most entries are noted as current as of May 1983, which is when George was assembling the data.

In addition to the many specific entries, there is a section near the end on "North American Rail Transit Systems", which describes rapid transit systems in the larger cities of the United States and Canada. For example, Montréal's metro has 29 route miles, 74 stations and 759 cars. Toronto has 36 subway and 46 streetcar route miles, the former having 58 stations and 635 cars and the latter 369 trams of assorted types. Edmonton and Calgary contend: the former has 6 rapid-transit route miles, 6 stations and 21 cars (as of April 1983) and the latter 8 route miles, 16 stations and 27 cars. Edmonton's entry indicates that a short extension is under construction! Vancouver just missed being included.

Come June 1985, VIA Rail Canada Incorporated's entry will be almost in date again, for it details the Mont Joli - Montréal "Le Saint-Laurent" and the ex-CNR Winnipeg/Saskatoon/Edmonton/Jasper (but not through to Kamloops and Vancouver) passenger train service.

To bring the book to a close, George takes a brief and



wistful look at the White Pass and Yukon Route, still a creature of history in 1985.

"The Train-Watcher's Guide..." makes for interesting reading and painless instruction for most railway enthusiasts. The thanks of this segment of the population are due to George Drury for getting it all together.

THE TRAIN-WATCHER'S GUIDE TO NORTH AMERICAN RAILROADS.

George H. Drury, Librarian, TRAINS Magazine. 14 x 21 cm; 219 pp. w. index; colour cover; 173 part-page b&w photos; 96 system maps (almost!); soft-cover; US $ 10.95 postpaid.

Kalmbach Publishing Company, 1027 N. 7th. Street,Milwaukee, WI 53233 USA.

STEAM HERITAGE YEARBOOK 1985-86 (Preserved Transport & Industrial Archaelogy Guide) 6 x 8, paper covers, 100 pp. 2.00 (inc. 50p P&P).

TEE Publishing, 216 Coventry Road, Hinckley, Leices England LEIO ONG.

This publication is a must for any enthusiast who requires an accurate and current directory on a visit to Britain. Sponsored by the Transport Trust, ARPS, and like societies, the references are compiled in 10 sections:

Special Events Diary (April-Dec).
Preserved Standard & Narrow Gauge Railways.
Railway Preservation Schemes and Organisations
Transport, Industrial Archaeology & Agricultural Museums & Sites
Canal, Ship, Aircraft, Fighting Vehicles Museums & Societies
Steam Operated Miniature Railways
Publications & Periodicals
Traction Engine, Tractor, Organ and Fairground Societies
Geographical Index
Alphabetical Index

The last 2 indices are most valuable, enabling one to find by name, or location, any "site". An order form for the following year's issue is included. (Members of Transport Trust - such as your reviewer - receive the publication free).

C.R.H.A. communications

CRHA COMMUNICATIONS is published by the Canadian Railroad Historical Association. Contributions of items about CRHA Divisions, members, etc. including photographs, newspaper articles are solicited and should be sent to: Bruce Ballantyne 266 McElroy Drive, Kanata, Ontario Canada, K2L 1Y4. Telephone 613-836-5601.

All membership enquiries including change of address notice should be sent to Jim Patterson, Membership Services at Box 282, St. Eustache, P.Q. Canada, J7R 4K2. Telephone 514-473-7766.

Mail for the Canadian Railway Museum and the Board of Directors of the CRHA should be sent to P.O. Box 148. St. Constant P.Q. Canada J0L 1X0. Telephone 514-632-2410.

The addresses of CRHA Divisions appears on page three of this magazine.

SPECIAL NOTE FROM THE TREASURER

A special thank you to approximately one hundred members who voluntarily sent donations to the Association's funds along with their 1985 membership dues.

The total received exceeded $2,300 (Canadian) and has been added to our Capital Trust Fund, pending a Board decision on how the funds can be best used to advance the Association's objectives. Receipts for income tax purposes have been mailed to the donars.
(signed)

Stephen Walbridge

Treasurer

SWITCH LIST

The Rideau Valley Division, CRHA, P.O. Box 962, Smiths Falls Ontario K7A 5A5, is looking for the following for use in the restoration of their recently donated locomotive, Canadian Pacific #6591. This is a Montreal Works model S-3 swithcher built in 1957. The Division is looking for any or all manuals - repair or operating, parts lists, etc. relating to either MLW or Alco S-3's or S-2's and to the Alco or MacIntosh & Seymour model 539 engine (12½" X 13").

As well, they are looking for photographs of the unit in the old CPR grey and maroon paint, and would be interested in hearing any anecdotes relating to 6591 or her sister 6500's.

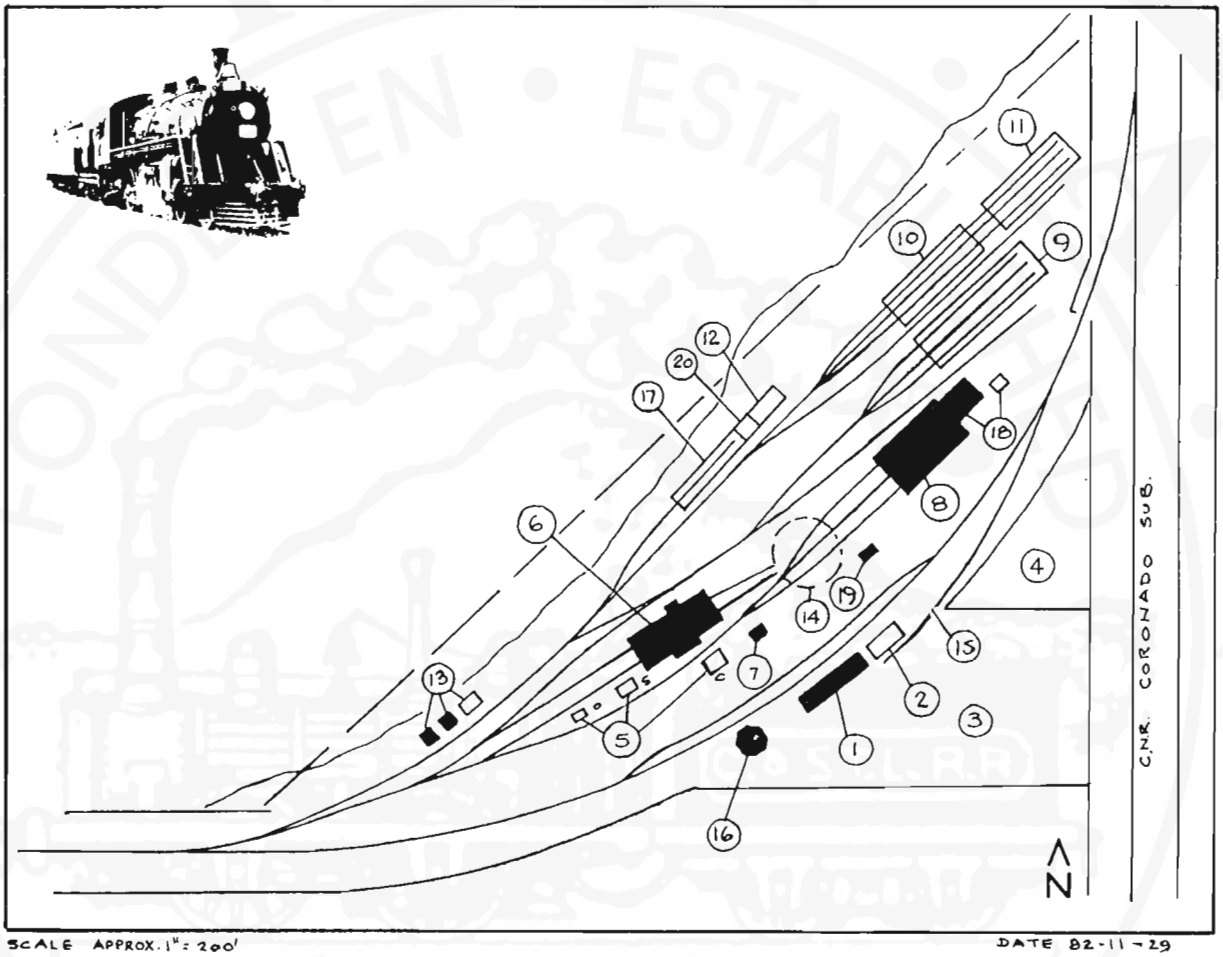
NEWS FROM THE DIVISIONS

Toronto & York Division: The Division is planning a cruise aboard the S.S. Segwun on Saturday August 17, 1985. This should be an interesting "voyage" for a railfan group. Unfortunately, due to the necessity of moving the Division's equiptment from its present site, the museum is not open in 1985. However, on a brighter note the Division got a half page write up on its restoration of ex-CP business car No. 23 in the Association of Railway Museum's quarterly report (1984).

The Toronto and York Division reports the recent death of its long time member Mr. R.C. (Jake) Jacobson M.B.E. Mr. Jacobson, who was retired from Ontario Hydro, has been a member of the C.R.H.A. since the 1950's. He had been active in the T. & Y. Division, and had designed their letterhead and drum signs with the Association's insignia.

Rocky Mountain/APRA: The museum is in full operation for 1985 and as the accompanying map illustrates, there has been a lot of work done and there is still a lot of work to be done. The map is reprinted from the May 1985 issue of APRA's "Marker".

Rocky Mountain/APRA:



BUILDING IDENTIFICATION CHART

1 STATION
2 MUSEUM
3 PUBLIC PARKING
4 PICNIC AREA
5 ENGINE FACILITIES, O-OIL, S-SAND, C-COAL
6 ENGINE SERVICE BUILDING
7 FIRE HALL
8 MAINTENANCE SHOP
9 STORAGE BUILDING N° 1
10 STORAGE BUILDING N° 2
11 STORAGE BUILDING N° 3
12 VEHICLE AND EQUIPMENT STORAGE BUILDING.
13 MAINTENANCE OF WAY BUILDINGS
14 TURNTABLE
15 EQUIPMENT DISPLAY TRACK
16 WATER TANK
17 FINISHING SHOP
18 WORK SHOP COMPLEX
19 ELECTRIC DISTRIBUTION BUILDING
20 AUTOMOTIVE REPAIR SHOP

EXISTING
PROPOSED

Canadian Pacific Limited has donated their locomotive number 6591 to the Rideau Valley Division, Canadian Railroad Historical Association. 6591, a Montreal Locomotive Works S-3 was built in 1957.

The old diesel will be moved in the very near future to the site of the 1914 Canadian Northern Ontario Railway station in Smiths Falls, Ontario, where the Rideau Valley Division is working to create an operating railway museum. Division members will be repainting 6591 to her original CPR grey and maroon livery. She will join the division's growing collection, which already includes two wooden boxcars; one CN and one CP, and a number of section speeders.

Work has started on the restoration of our station, which is to be placqued as a National Historic Site on October 5 this year. The division is actively working on raising the funds to replace the station roof, which is rather deteriorated.

JOHN MEYERS 1897-1985

Word has just been received of the death, in May 1985, of John Meyers of Norton N.B. Those who were rail enthusiasts in the 1950's will recall "Johnny" Meyers as the engineer who drove the three C.P.R. 4-4-0 locomotives 29, 136 and 144 on the line between Norton and Chipman New Brunswick. Mr. Meyers had started work with the old New Brunswick Coal and Railway Company and come to C.P. when they leased the N.B.C. & R. It was partly due to the care given to the engines (often after hours on his own time) by Mr. Meyers that the famous trio of 4-4-0's survived almost to the end of the steam era and into the time when the preservation movement was under way. As a result all three of these pioneers of the 1880's have been saved, and just recently No. 29 has returned to New Brunswick, to the Salem and Hillsborough, only a few miles form Norton where it used to run. Mr. Meyers had retired soon after the steam engines, but he continued to live in Norton until shortly before his death which occurred at the ripe old age of eighty-eight.

HANDY GUIDE TO MAINLINE STEAM LOCOMOTIVES

Again this year, Cinders presents its annual survey of well-known steam locomotives recently operated or expected to operate on mainline railroads in the United States and Canada:

LOCOMOTIVE NUMBER	WHEEL ARRANGEMENT	BUILT FOR	PRESENT OWNER	PRESENT LOCATION	REMARKS
39	4-6-0	LIRR	Steam Locomotive 39 Committee	Riverside, NY	Under restoration for several years.
152	4-6-2	L&N	Kentucky Ry. Museum	Louisville, Ky	After years of restoration work, 152 expected to run on excursions in 1986.
587	2-8-2	LE&W	Indiana Transportation Museum	Beech Grove, IN	Under restoration for excursion use.
611	4-8-4	N&W	City of Roanoke, V	Birmingham, AL (SOU shops)	Will operate full excursions program on NS lines this year.
614	4-8-4	C&O	Steam Loco Corp. of America	Hagerstown, MD (ex-WM shops)	Hauled revenue freight trains on C&O last January for ACE 3000 tests. Future uncertain, excursions possible.
643	2-10-4	B&LE	Glenn E. Campbell	Pittsburgh, PA	Being restored for planned operation.
750	4-6-2	FEC	Atlanta NRHS	Atlanta, GA	Ran short trips on SBO earlier this year.
765	2-8-4	NKP	Fort Wayne RR Historical Society	New Haven, IN	To operate several excursions this year on NS, CR, etc.
819	4-8-4	SSW	City of Pine Bluff, AR	Pine Bluff, AR (SSW shops)	Restoration in progress.
972	4-6-0	CP	George Hart	Strasburg, PA	To operate several excursions on CR in Harrisburg (PA) area during May.
1201	4-6-2	CP	National Museum of Science & Technology	Ottawa, Ont. (National Museum)	Longtime excursion loco in Ottawa area.
1223	4-4-0	PRR	Railroad Museum of Pennsylvania	Strasburg, PA	In regular service on Strasburg RR. To operate two excursions on Amtrak and CR this year, one for NRHS convention.
1225	2-8-4	PM	Michigan State Trust for Ry. Preservation	Owossa, MI	Test runs expected this year.
1385	4-6-0	C&NW	Mid-Continent Railway Museum	Green Bay, WI (C&NW shops)	Restored 1982. Excursions planned this year.
2102	4-8-4	RDG	Rails Diversified of Ohio	Brownsville, PA (MRY shops)	Restored 1983. Excursions planned in 1985.
2467	4-6-2	SP	Project 2467	Oakland, CA	Restoration begun.
2472	4-6-2	SP	Project 2472	San Mateo, CA	Restoration begun.
2716	2-8-4	C&O	Kentucky Ry. Museum	Birmingham, AL (SOU shops)	Last operated in 1982. To be rebuilt by NS.
2860	4-6-4	CP	Province of British Columbia	North Vancouver, BC	Will again operate regular excursion service on BC Ry. this year. To be featured at Expo 86 world's fair in Vancouver next summer.
3985	4-6-6-4	UP	Union Pacific	Cheyenne, WY	Restored in 1981. Occasional fantrip use this year.
4070	2-8-2	GTW	Midwest Railway Historical Foundation	Cleveland, OH	Has operated regular excursions on B&O Cleveland-Akron (OH) for several years. Branch now abandoned and 4070's future in doubt.
4449	4-8-4	SP	City of Portland, OR	Portland, OR	Made triumphal tour Portland-New Orleans in 1984, sponsored by NRHS. No trips planned this year
4501	2-8-2	SOU	Tennessee Valley RR Museum	Biringham, AL	Returned to excursion service in late 1984. To operate on several NS specials this year.
6060	4-8-2	CN	Province of Alberta	Edmonton, Alta.	Retired from CN excursion service. Alberta Pioneer Ry. Assn. seeking to restore in time for Expo 86.
7002	4-4-2	PRR	Railroad Museum of Pennsylvania	Strasburg, PA	In regular service on Strasburg RR. Will team with 1223 on mainline excursions this year.
8444	4-8-4	UP	Union Pacific	Omaha, NE	UP excursion loco for many years. Returned from New Orleans World's Fair under own power early in 1985. No public trips scheduled.

KEY TO RAILROAD ABBREVIATIONS

B&LE - Bessemer & Lake Erie Railroad
B&O - Baltimore & Ohio Railroad
C&O - Chesapeake & Ohio Railway
CN - Canadian National Railways
C&NW - Chicago & North Western Railway
CP - Canadian Pacific Railway
CR - Consolidated Rail Corp.
FEC - Florida East Coast Railway
GTW - Grand Trunk Western Railroad
L&N - Louisville & Nashville Railroad
LE&W - Lake Erie & Western Railroad
LIRR - Long Island Rail Road
MRY - Monongahela Railway
N&W - Norfolk & Western Railway
NKP - Nickel Plate Road
NS - Norfolk Southern Corp. (N&W and SOU Railways)
PM - Pere Marquette Railway
PRR - Pennsylvania Railroad
RDG - Reading Company
SBD - Seaboard System
SOU - Southern Railway System
SP - Southern Pacific Company
SSW - St. Louis Southwestern Railway
UP - Union Pacific Railroad
WM - Western Maryland Railway

The business car

117 YEARS OF U.S. INFLUENCE AND OWNERship of the Canada Southern came to an end on April 30th, 1985. It was a very quiet and unremarked affair despite all the press - good and bad/local and national - the proposed CN-CP aspect of the take-over in the March 1985 TRAINS, pp. 22-24. Only the train crews and three railfans 'celebrated' the changeover at St. Thomas in the evening of April 30th; to date no media reports or coverage have described the last days of Conrail operation.

During those last days individual locomotive assignments changed slightly to allow more GP9 than usual to be near the St.Thomas backshops for viewing by a prospective buyer. But by April 30th, 1985 GP7s 5821 and 5827 were at Montrose (Niagara Falls); GP7 5824; GP9s 7432, 7433, 7434, 7438 and 7440 were at St. Thomas; GP7 5826 was on the Leamington Branch; and GP7s 5822 and 5823 were at Windsor. In the St. Thomas backshop were GP7 5825 and GP9s 7435, 7436, 7437 and 7439. (See Forest City Railway Society's newletter THE TEMPO JR. (TJ) May 1985 issue for the background of the CR locomotives) Despite these shifts in unit assignments, the assignment totals did not change: namely, 2 units for Montrose; 6 for St. Thomas; 1 for Leamington; and 2 for Windsor.

Most runs out of St.Thomas in the last few weeks of operation were powered by GP7 5822. The last 'normal' Montrose Turn (WQST-02) was on Sunday April 28th, leaving St.Thomas about 10:15 (7432 leading) and returning at 14:00 (7438 leading) and returning at 14:00 (7438 leading) - two units, 7 cars and van 21535. Monday and Tuesday, the April 29th and 30th run to Windsor (WQST -04) used 7438 westward and 7432 eastward and vans 21535 and 21541 respectively. The last WQST -04 to Windsor and return arrived in St.Thomas about 20:30, whereas the last Conrail on CASO was a Montrose Turn, leaving Montrose at 22:35 April 30th and arriving in St. Thomas at 10:00 May 1st 1985. Consist on this train was GP7 5824, GP9 7434 towing GP7s 5821 and 5827, with van 21535 bring up the markers. Early in the evening of the 30th of April, CN, the new owner sent from London replacement power for the Conrail crews to operate next day. Power consisted of GP9s 4374 and 4385 (Class GR-17p; x4118 & 4133); vans 76647 (for Leamington) and 79920. Conrail radios were installed that night, and although these units run long end forward as compared to short end Conrail running, the next day passed without incident. To date these units and CN GP9 4377 (x4121) and enginator van 79905 have been working CASO both east and west from St.Thomas, and Comber to Leamington. Conrail's WQST-02 has become CN 400 (Welland Turns) and WQST-04 has become CN 401 (westbound), 402 (eastbound) between St.Thomas and Windsor. No additional CN power is needed in Windsor nor is any power needed at Montrose under TH&B operation.

By May 1st 11 Conrail locomotives were stored in Windsor yard, and by May 4th been transferred across the border (for the first time??). These included 7 GP7s: 5821 to 5827 and 4 GP9s: 7435, 7436, 7437 and 7439. Held at St.Thomas backshops indoors for a possible sale to Central Canada Railway** (based at Stettler, Alberta) were

5 GP9s: 7432, 7433, 7434, 7438, and 7440. By May 18th all Conrail markings on these units had been painted over except the road numbers and the all-blue machines were ready for shipping when and if the sale is completed.

Not much equipment left St.Thomas yard during the changeover except some maintenance-of-way equipment, RIP track stores and whells and the Conrail vans assigned to the Canada Division. N7-A 21535 and 21541 (nee NYC bay window vans, built 11-49 & 3-52) and spare N5-C 23046 (nee PRR, built 4-42) were transferred into the U.S. on or about May 1st. The locomotive sand car - long a resident of St.Thomas also left - it was NYC X32060 a 6-39 built square covered hopper originally NYC 880586 (like the CASO hoppers). Remaining to date is the 11-car auxilliary train (See TJ April '85 for details and background); Jordan Spreader 64626 (6-45); 8 40' steel boxes and 5 36' flats from Canada Southern origins. TJ will have the history of these cars in a future issue.

Such was the story from a St.Thomas viewpoint. Perhaps readers from the Windsor and Niagara Falls areas can add and clarify the story from their area. But really, an era in Canadian railroading has passed, even though the story is far from over. ** or also referred to as the Central Western Railway Corporation. See UCRS Newsletter for May 1985 for current information.

BUILT OF WOOD, WITH A LIFE EXPECTANCY of about 25 years, the former Canada Pacific Railway business car "British Columbia" has undergone seven changes of name and lasted more than 90 years.

Visitors to Expo 86 will probably get to see this surprising survivor.

The West Coast Railway Association is restoring the car with the aid of a $50,000 grant from the B.C. Heritage Trust and a free site on the New Westminster waterfront provided by First Capital Development Co. Ltd.

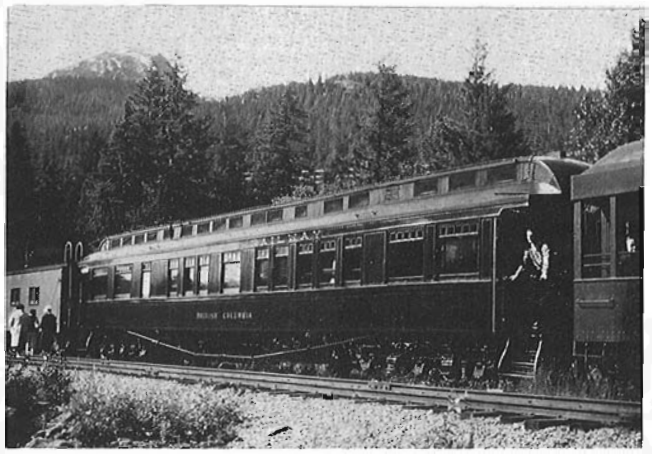
Project manager Gary Oliver said the car survived because its 73 years of service with CPR were uneventful. "Wooden cars that were in wrecks ended up as kindling and CPR would have condemned it rather than bother with repair had there been serious damage of any sort," he said.

The 22-metre-long car was bought for $1,000 in 1963. Later sold because of lack of storage facilities, it was reacquired in poor condition in 1983. The painted canvas-over-wood clerestory roof was leaking badly, there was localized wood rot, and varnish on inlaid interior panelling has been affected by moisture.

Built for CPR in Dayton, Ohio, for around $3,000, the vehicle served as the sleeping car "Sherbrooke" until 1910, when it was converted at the railway's Montreal shops to its present business-car layout, with open observation platforms at both ends.

During the current restoration, volunteers stripped away tongue-and-groove boards beneath the floor beams and wood chips fell out.

"They put them there to deaden noise and to provide some thermal insulation. It didn't matter that they acted as a moisture trap and caused the floor to rot out. CPR never foresaw that the car would be around for 94 years," Oliver said.



Fortunately, the two main structural members of the car, composite wood and steel beams, have not been affected by moisture and show little sign of sag.

The beams are braced from above and below by tie bars and steel straps to form a deep truss. The steel strapping, hidden in the walls of the car, is unusual.

After being named Sherbrooke, the car was variously known as the New Brunswick, Laurentian, Ontario, Laurentian for the second time, Selkirk and, finally, British Columbia.

In 1928, the business car was demoted to local service, stripped of her name and numbered 16.

The name British Columbia was restored in 1963 when the car passed out of railway service.

Oliver said British Columbia is surprising in that little has changed since the 1910 conversion. The galley still boasts a coal-fired stove with patented terra cota oven linings. Hot water for heating, bathroom and kitchen use is still raised by a coal-fired boiler.

Below the floor is a tank installed to hold Pintsch gas for the 1910 lighting system.

A 32-volt DC electrical system was installed in the 1920s but the ice boxes in the galley were not removed. In consequence, the melt-water from the ice blocks leaked and destroyed part of the flooring.

The mahogany sheating on the outside of the car is little damaged and will be repainted in traditional CPR tuscan red. The end walls of the car will be stripped and varnished.

Inside, Honduran mahogany panelling has to be stripped, sanded and revarnished.

Oliver said the car rides well on its two six-wheel trucks, although its days as an excursion vehicle are over.

"It can still be moved on the rear of a freight train, but it will never repeat a ride we had on Canadian National years ago when they got up to 80 m.p.h.

Expo 86 is interested in displaying the refurbished car, and the West Coast Railway Association is working to a May, 1986, completion deadline. It is seeking private funds to match the B.C. Heritage Trust grant.
S. THE PROVINCE, Sept 23, 1984 via Norris Adams.

A PROMINENT LANDMARK OF ALBERTA CULTURE'S Ukrainian Cultural Heritage Village is the Home Grain Company grain elevator. Restoration is nearing completion as a fully operating and furnished 25,000 bushel capacity country elevator circa 1926. No elevator would be complete without a box car on its siding, either waiting empty or full, or being loaded. One might expect that the truss rod wooden box car would be as plentiful as the grain elevators which still dominate the prairie horizon, but this is not the case. In fact, we are lucky to have located a relatively intact example of what was once such a common railway car throughout Canada. We are truly grateful for the generosity of the Alberta Pioneer Railway Association of Namao in donating this box car to the Provincial Museum for use at the Ukrainian Village.

Box cars of the early part of this century were well used and subsequently required numerous repairs and modernizations. The heavy demands of the growing harvests and markets have long since made the cumbersome, labour and maintenance intensive wooden box cars a thing of the past. Most were scrapped or retired to general haulage. Wooden box cars were replaced first by steel-sided versions and more recently by the brightly colored, streamlined, tanker-style cars which we see snaking across our landscapes today.

Our box car, Canadian National #71457, was one of those which missed the scrap yard but continued rolling in some other service. Its exact history is not known, but for some time after it was retired from the grain service it must have carried or stored a wide range of materials such as paint, fuels, lubricants and heavy oils. These residues, which can still be seen soaking through the exterior siding and encrusted on the floor, pose some problems in restoring the car to its original grain service appearance. In addition, modernizing features and replacement repairs must also be removed of altered in order to return the car to its earlier appearance. With these problems we turned back to the most skilled and knowledgeable people in the rolling stock restoration business: the Alberta Pioneer Railway Association (A.P.R.A.).

We contracted with Hans J. Huizinga, Director of Rolling stock at A.P.R.A. Museum, to restore the box car. Work began in August 1984, proceeding well until the early winter weather postponed completion until spring of this year.

The serious work of cleanup began, and as with most restoration projects the deeper you go the more involved the project becomes. The depth of the soils and grease penetration into the floor was extensive. Soot covered most of the interior but was removed quite successfully by wire brush. The flooring boards cannot be cleaned, but the box car can be displayed and interpreted in such a way that this will not be a problem.

Two jobs remain to complete the interior. First, the restencilling of the grain marks or bushel calibrations which were originally applied to the interior walls to assist the elevator agent in loading the correct weight for the various types of grains. The second is the repair of a few damaged interior wall boards which prevented grain from flowing into the wall cavity. This will be done in the "technique of the period," which is simply to nail a board over the hole.

On the exterior of the car, siding boards which were too weathered or damaged were removed. This exposed a diary of past repairs and damage. By the nail patterns found on the framework, it was obvious that this car, like most, had undergone a number of repairs. In recent times a path of destructive wood rot had followed moisture movement from damaged sections of siding. This rot, found especially at joints, caused us some concern particularly in the heavy floor joists. Where possible, rotten wall structural elements have been replaced. After careful consideration of the remaining strength and the minor interpretive load requirements, it was decided to leave the floor beams as found.

A new supply of 3-½ inch tongue and groove clear fir siding had to be found to replace the estimated 60 to 70 per cent of badly aged or damaged boards. A.B. Cushing Mills of Calgary ran a special run of this profile of board in clear fir. The residing was completed, using as many original nails as possible, installed in the original nailing pattern. Once warmer weather returns and the metal hardware is scraped clean of old paint, the box car will be painted with the authentic color and quality of paint. The final product will look, from a distance, very new for the first few years, but on close examination it will show that new paint has been applied over both new and old wood. This is in keeping with the intended look and age of this box car. It should appear to have been recently repaired in the period 1924-1926 after having been rolling since approximately 1910 when it was built.

The final change will take place once the car is lifted off its modern trucks in preparation for transport to the Ukrainian Village. When the car is hoisted off the transport at the Village it will be lowered onto the correct period trucks which are the unrevised arch bar type trucks.

The finished box car will greatly enhance the interpretive value of the grain elevator. It has been a unique opportunity to make use of such valuable local expertise found in the Alberta Pioneer Railway

Museum. Few other railroad museums make a special effort to preserve this increasingly scarce "working class" rolling stock. Most railroad museums dedicate themselves to locomotives and passenger cars. The completed box car will be in its place at the Home Grain Company elevator on opening day at the Village on May 20. It will provide the finishing touches to one of the most complete 1920's grain elevator restorations in all of North America.

S. ALBERTA CULTURE, March 1985 via Lou Marsh.

— A NEW 2,960-KILOMETRE TRANS-SIBERIAN railway dubbed "the project of the century" is set to be completed ahead of a Nov. 7 deadline, the Communist Party daily Pravda said yesterday. Only 24 kilometres of track remains to be laid by teams working toward each other from Lake Baikal, in southern Siberia, and Amur, on the eastern coast, Pravda said. Nov. 7 marks the 67th anniversary of the Russian Revolution. Work on the Baikal-Amur mainline has been going on for 10 years under harsh and often hazardous conditions and construction has been dogged by problems.

S. The Gazette.

SPEAKING AT A CHILLIWACK MUSEUM AND Historical Society meeting, Mr. Graham MacDonnell said: "It bothers me that we are letting our transit history go by the wayside."

Of 600 pieces of B.C. Electric Railway Company (later B.C. Hydro Rail) rolling stock only 10 remain, he said during a one-hour slide presentation.

Fewer than half of those remain in the Lower Mainland, and at least two of them need some $125,000 work to be restored to original condition.

One of the 1300 series of cars, the ones that regularly plied the Fraser Valley routes, now rests near Portland, Oregon.

Mr. MacDonnell would like to see that car, which along with others in the series transported people and goods from Chilliwack to New Westminster from 1910 to 1950, brought back in time for Expo 86.

During its heyday the District 3 New West to Chilliwack run provided a vital link between isolated towns and also brought farmers' produce to market. The cars would carry as much as 650 containers of milk regardless of weather and bring back much-needed equipment and supplies.

It was also a popular people mover, bringing Valley resident to the city, and urban-dwellers picnics in the country.

It wasn't until 1923 when Vancouver's first motorbus line came on the scene that BCER's days as a transit system became numbered.

It's service as a snowplow, sprinkle car, post carrier and dump car became increasingly important as the city's fledgling bus industry took hold.

According to Mr. MacDonnell, most of the early rolling stock was simply burned to useless scrap with no attempt to save them.

"Why weren't we looking at history 30 years ago," he asked.

It was learned at the meeting, however, that the B.C. Hydro substation on Vye Road, the only one in the Lower Mainland closest to original shape, may be purchased and restored.

As well, three writers are authoring books on the B.C. Electric Railway Company from its colorful beginning in 1897.

As for the once active rolling stock it will remain for the meantime rusting on a Washington state piece of land, on show at an Oregon streetcar museum or collecting dust in a Vancouver building awaiting a long-overdue face-lift.

And Mr. MacDonnell will be there trying to change that.

Ed. Graham MacDonnell is a B.C. Hydro publications editor and Chilliwack resident.

Submitted by Norris Adams.

And although the urban street car still clammered through Vancouver and up the Valley, by the early fifties BCER's role as a freight carrier was moving to the forefront and in 1963 the company was acquired by B.C. Hydro.

Mr. MacDonnell feels the "very, very rich history" of B.C. early transit needs to be preserved right here and he says he will be seeking input from Upper Valley residents, many of whom have fond memories of BCER.

Part of his goal would be to see a model of Chilliwack's former BCER station and streetcar exhibit at Expo 86 and possibly a related program on Chilliwack Cablenet.

BACK COVER:

The Canadian Northern booking office on the corner of 100 Street and Jasper Ave. in downtown Edmonton in February 1917. Tickets could be purchased here for any station on the Canadian Northern system.
Glenbow Archives Calgary. McDermid photo 2172.

Canadian Rail

P.O. Box 282 St. Eustache, Qué., Canada
J7R 4K6

Canada Post Postes Canada
Postage paid Port payé
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Postmaster: if undelivered within
10 days return to sender, postage guaranteed.

Mr. Geoff Millington, 8
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Ottawa, Ont.
K1G 0G4