

Canadian Rail

THE MAGAZINE OF CANADA'S RAILWAY HISTORY

No. 442



SEPTEMBER - OCTOBER 1994

341
\$ 4.00



PUBLISHED BI-MONTHLY BY THE CANADIAN RAILROAD HISTORICAL ASSOCIATION

PUBLIE TOUS LES DEUX MOIS PAR L'ASSOCIATION CANADIENNE D'HISTOIRE FERROVIAIRE



CANADIAN RAIL

ISSN 0008-4875



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FRONT COVER: On Sunday, November 6, 1960, the CRHA operated an excursion to commemorate (one day early) the 75th anniversary of the driving of the last spike on the CPR main line. This special train operated from Montreal to St. Lin and return, and consisted of 4-4-0 steam locomotive 29 (originally built in 1887) and three modern commuter cars of the 800-series. This view shows the train heading south near the end of the trip. Sadly, this historic locomotive was badly (but not irreparably) damaged in a tragic fire at the Salem & Hillsborough Railroad in New Brunswick early in the morning of September 16, 1994.

Photo by Fred Angus.

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

CRHA, 120 Rue St-Pierre, St. Constant, Que. J5A 2G9

Membership Dues for 1994:

In Canada: \$31 (including GST).

Outside Canada: \$29.50 in U.S. funds.

Canadian Rail is continually in need of news, stories, historical data, photos, maps and other material. Please send all contributions to the editor: Fred F. Angus, 3021 Trafalgar Ave. Montreal, P.Q. H3Y 1H3. No payment can be made for contributions, but the contributor will be given credit for material submitted. Material will be returned to the contributor if requested. Remember "Knowledge is of little value unless it is shared with others".

As part of its activities, the CRHA operates the Canadian Railway Museum at Delson / St. Constant, Que. which is about 14 miles (23 Km.) from downtown Montreal. It is open from late May to early October (daily until Labour Day). Members, and their immediate families, are admitted free of charge.

THE GOAL OF THE ASSOCIATION IS THE COLLECTION, PRESERVATION AND DISSEMINATION OF ITEMS RELATING TO THE HISTORY OF CANADIAN RAILWAYS

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The Canadian North Eastern Railway

(Originally The Portland Canal Short Line Railway)

By Mervyn T. Green

With additional material provided by Douglas N.W. Smith

The Canadian North Eastern Railway was a short line which carried one of the most misleading names of any line ever chartered in Canada. Its original title, the Portland Canal Short Line Railway was very accurate, for it started at the head of Portland Canal in Stewart, British Columbia and went for a short distance inland up the Bear Valley. Stewart, which is about 560 km. northwest of Vancouver as the crow flies, is practically the BC-Alaska border. The subsequent renaming of the line as the CNER reflected the grandiose ambitions which fired Canadian railway builders and politicians prior to World War I. Although undertaken by Canadians (but originally chartered by Americans), the company succeeded in covering only 21 km. in its course to the northeast. Today, little remains to remind us of its existence, apart from a line of muddy wooden pilings in Stewart Bay, two houses in Stewart on/or near Railway Avenue, and pictures, newspaper reports and maps in Stewart Museum.

The years at the turn of the last century were often times of frantic interest in the areas we now know as the State of Alaska, Yukon Territory and northwestern British Columbia: minerals, especially gold, were the major cause. The Klondike strikes and the attempts to survey and build lines which could penetrate easily inland to the Yukon by using the long and narrow fjords along the B.C. coast focussed interest upon a number of potential rail routes from such points as Lynn Canal, Taku Inlet, Portland Canal, Observatory Inlet, Bute Inlet and others. The White Pass and Yukon Railway chose to build from Skagway at the head of the Lynn Canal, but there was competition from a planned 'all-Canadian route' to the Yukon from Glenora at the Stikine River mouth, then north via Teslin Lake.¹ This was one of a number of routes surveyed for Donald Mann and William Mackenzie, who were interested at that time in linking up their railways in central Canada with a route to the west coast. The opening of the WP&YR over the White Pass in February 1899 and completion of the whole line to Whitehorse in June 1900 diverted the interest of Mackenzie and Mann to other areas, for a while.²

One of the earliest to survey in detail the Portland Canal area was D.J. Rainey, who established a camp at the mouth of the Bear River and pre-empted as much of the tidal flats at the head of the Canal as he could in 1900. His first successful lode mining operation was named the Grizzly Mine, and he operated several subsequent mines.³ In 1902, J.W. Stewart arrived in camp and proceeded to stake all the remaining tidal flats, then he formed a real estate company and staked a townsite named for himself.

The following year a second, larger boom occurred, when the Portland Canal and Mining Company was formed. Its predecessor company, the Portland Canal Short Line Railway Company had

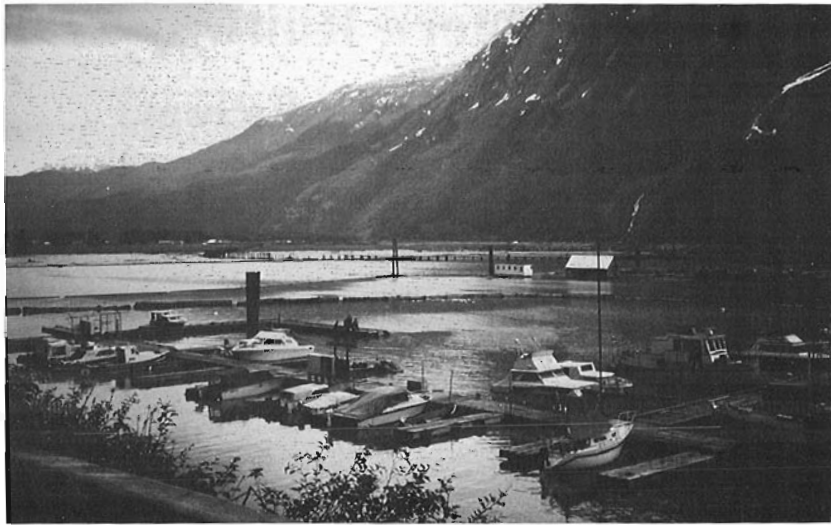
been formed by two Seattle mining investors, Timothy Hopkins and Martin Stewart, in 1902.⁴ Developments were hindered as the location of the British Columbia-Alaska boundary was not settled until 1906. After the settlement of the border dispute, Hopkins and Stewart obtained a Canadian railway charter in 1909⁵. One of the new additions to the company's board of directors was Donald Mann, who foresaw major developments in northern British Columbia. "We have unfinished business all the way to Alaska" he once said.⁶

Late in 1907, reports of strikes of rich deposits of placer gold along several creeks draining into Portland Canal led to the construction of an overhead tramway from the Tunnel 5 Mine to a concentrator in Stewart, where some 1500 tons of Portland Canal ore were treated between 1908 and 1910.⁷ Stewart also serviced the mines in the Salmon River area, which were (and are) reached by road through Hyder, Alaska. The gold strikes soon petered out, but Mann and Mackenzie owned property further north. Early in 1910 they decided to buy up the PCSLR charter, for it included the right to build a standard gauge railway line inland from Stewart northerly along the Bear River Valley to the mining camp at the junction of Bear River and American Creek. This mine site was believed to be rich in silver, copper, zinc and lead. The PCSLR appeared to be heading toward a wonderful future.

After the purchase, Donald Mann became President of the company and things began to happen quickly. On April 12, 1910, W. H. Grant, a senior engineer with the firm Mackenzie, Mann & Company was dispatched from the company's head office in Toronto to Stewart to act the superintendent of construction for the new line. The contractor's plant, camp supplies and first group of 100 construction workers followed leaving Victoria for Stewart on June 30, 1910⁸.

To mark the beginning of construction, the citizens of Stewart held a public dinner on July 25, 1910 with Donald Mann as its honoured guest. At that banquet, Mann referred to his long connection with the westward course of the railway from the late 1870s. He said, "During the time I have been a pioneer in nearly every sense of the word. When I reached Winnipeg at Christmas in 1879, it was in advance of railway construction. With my own hands I prepared the railway ties which carried the first locomotive over the Canadian Pacific Railway into that city. Now I have come to the Pacific Coast to help you pioneers push back the fringe of civilization eastwards, and I assure you that we hope to it."⁹

Work had begun in earlier that month. The survey for the line showed a relatively easy route. Gradients were gentle, for the line followed the river upstream, climbing all the while to a height of about 510 feet (155 meters) above sea level. The maximum



Stewart Bay, looking east from the Stewart - Hyder Road. The pilings that remain of the PCSLR trestle curve across this scene from the right toward the main land in the centre. June 1990. (M.T. Green)

curvature was 10 degrees. The maximum gradient of 1.4 per cent for three-quarters of a mile going north with no adverse grade for loaded ore trains travelling south. There was a 1.5 miles of heavy rock work. Due to the extensive tidal flats at Stewart, the company had to build a large wharf to reach deep water. This massive pile trestle would be 5,960 feet long, rise four feet above the high tide level, and give ships a 22 foot deep berth. Pile driving began in early July and was completed in September of 1910⁹.

During the course of the summer, rail and rolling stock arrived by barge from Vancouver. The deliveries included two second-hand 2-6-0 type steam locomotives. They had been built by the Pittsburgh Works in 1891 and were to be the only steam locomotives ever used on the line (see roster at end of article). Initially they powered the construction trains and were subsequently used during regular operations from 1911 to 1915. Construction proceeded steadily, with few major structures required, apart from the railway wharf in Stewart Bay and the two crossings of the Bear River, although several short trestles were needed to bridge the creeks flowing in from the east.

By the end of 1910, the construction company had laid the first four miles of track from the harbour. Early in 1911, the Premier of British Columbia stated that Mackenzie, Mann & Company had big plans for this line which called for the "ultimate conversion of this line into a fourth transcontinental system for Canada." In February, the B.C. legislature was asked to rename the PCSL to the Canadian North Eastern Railway and to authorize it to extend its line along the Bear River easterly to the eastern boundary of the province at the Bear River on Pine River Pass and from Stewart Lake to southerly to a junction with the Grand Trunk Pacific Railway.¹¹ Many expected that this line would cross the northern regions of the prairies to a junction with the Hudson Bay Railway being built from The Pas, Manitoba to Hudson Bay.

In April 1911, Canadian Railway and Marine World reported that their remained 1.75 miles of grading, 450 lineal feet of pile driving, 10.25 miles of tracklaying to be done before the line reached Red Cliff, its original destination some 13.5 miles from Stewart. The track reached Glacier Creek (Mileage 5.7) on June 1st. A spur, 1,500 feet long was built to the Portland Canal ore concentrator during the month of June. The line reached Red Cliff in August and a spur to the Red Cliff mine was completed in early October 1911¹².

By the time the line was completed, it had been renamed the Canadian Northeastern Railway.¹³ However, none of the locomotives nor rolling stock appear to have been repainted for CNER. At a 1911 banquet tendered to Mann by the grateful city fathers of Stewart, Mann proclaimed that he was building the line because "there was a port at one end of it and Eldorado at the other". He owned several silver/lead/zinc/copper properties along Bear River, and talked of freight possibilities to and from the agricultural Nass Valley and the Groundhog

Mountain coal deposits, both not far to the east, through Bear River Pass.¹⁴ The coal deposits were estimated to contain as much as 900 million tons.

During 1911, the company completed a preliminary survey for a line through Bear River Pass to Meziadin Lake. It included a formidable 2,008 foot long tunnel at the pass and along the northeast shore of the lake¹⁵. From there, the new line might swing south, to connect with the Grand Trunk Pacific Railway west of Hazelton. However, it was not to be, for a decision not to build into the Groundhog area was made in the late summer of 1912 as the coal field was not only isolated but also badly folded and faulted.¹⁶



PCSLR 2.6.0 steam locomotive #1 standing alone by the Stewart freight house (on the left). On the right is the large combination depot. Loco #2 is approaching from the direction of Red Cliff. Circa 1912. (Big Country Printers: Author's Collection)

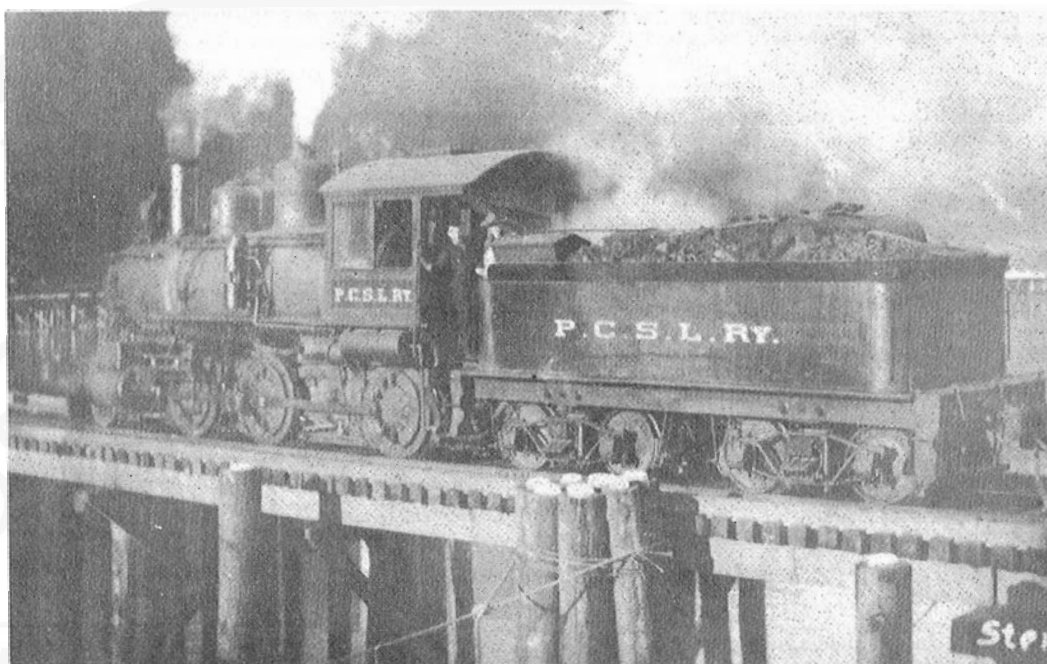
Red Cliff was to remain the railhead as the mother lode was never found and mining in the area went into decline. Mackenzie and Mann's dream to include the line as part of Canada's fourth transcontinental rail line faded with the onslaught of the financial panic which swept the European money markets in 1913. They had to rein in their schemes and harbour their resources just to complete the Canadian Northern's Montreal-Vancouver line in 1915.

The PCSLR started at a wharf and roundhouse built on pilings above the tidal flats of Stewart Bay. The railway wharf and a Government Wharf were served by vessels of both the Grand Trunk Pacific Steamship Company and the Union Steamship Company.¹⁷ The track then ran in a right-hand curve (again on a wooden trestle supported on pilings) for two km. to solid land at 1st Street, where it swung north through the town. About 800 acres of land, part tidal, was owned by the railway and its associates.¹⁸ About one km. from the end of the wharf, at 10th Street, a large combination passenger depot and operator's house was built, the centre portion covered by an extensive mansard roof. The depot-house measured 140 m. x 55 m., with bay windows both front and rear, set within a large wooden platform, measuring about 485 m. x 95 m. Nearby, on the opposite (west) side of the track, was a separate freight station (170 m. x 50 m.) with a narrow platform and a peaked roof.¹⁹

The line progressed for another two km., then swung east over the Bear River on a flat deck bridge to hug the eastern side of the Bear Valley for about 15 km. on a north-northeasterly course. On the way, it serviced several mines, at Glacier Creek, Dunwell, Tunnel 5 and Bitter Creek. It then crossed the Bear River again on a short bridge, to head north along the west side of American Creek, until it reached the Red Cliff Mine, on Lydden Creek and 21 km. from the wharf.²⁰

A mixed train operated one daily round-trip between Stewart and Red Cliff. Composed of wooden boxcars and flatcars, passengers were accommodated in a single coach-baggage-caboose (comboose) car. The flat cars and the single comboose were built by the Canadian Car and Foundry Company²¹. One of the two steam locomotives hauled the train, while the other switched the wharf, hauled work trains, or was undergoing maintenance.

The failure to uncover large, easily accessible mineral deposits led to the decision to end regular operations. By April, 1915, all the locomotives and rolling stock had been placed aboard

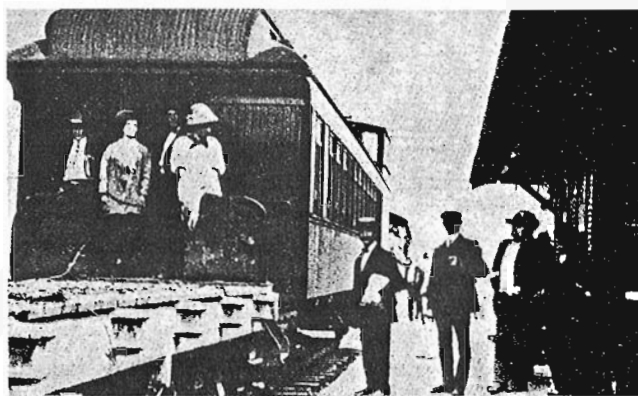


PCSLR 2.6.0 steam locomotive #2 about to leave the wharf and cross the wooden trestle over the shallow Bay to the main land in Stewart. Circa 1912. (Big Country Printers: Author's Collection)

barges and towed to Port Mann on the Fraser River, where they were absorbed into Canadian Northern Railway stock.²² The CNER had run its last train. The CNER backers invested \$75,000 in the pier, roundhouse, station and trackage.²³

The railway charter lay idle until 1919, when it was bought by the Honourable H.H. Stevens. He changed its name to the Canadian North-Eastern Railway and its route was to reach to the Finlay River only. However, nothing more was built and the charter was sold to the Consolidated Mining & Smelting Company of Trail B.C. in 1924.²⁴ Cominco already had a few holdings nearby, but it may have been prompted to purchase in order to keep out the Granby Consolidated Mining Smelting & Power Company. Granby Consolidated had large holdings in northwest B.C., including the Anyox Copper Mine and smelter located on Observatory Inlet which was only some 65 km. due south of Stewart. These operated from 1913 to 1935. When queried about the purchase in the 1950s, a company spokesman said Cominco had purchased CNER "for reasons not apparent in our files."²⁵

A serious washout of the bridge crossing over the Bear River at Stewart in 1924 was repaired. However, by this time, the only rail traffic consisted of a few shipments of ore carried by one or two 4-wheel gasoline-engine track patrolman's speeders.²⁶ A similar washout of the bridge over the wide mouth of Bitter Creek was not repaired, however. During the years of the Great Depression of the 1930's, the track was left to deteriorate: the rails were torn up in 1940/41, when they became steel salvage for the requirements of World War II.²⁷ The trackbed through the town of Stewart was later covered with blacktop and named 'Railway Avenue'. Some time after World War II the combination depot was removed and divided into three parts, two of which still survive. The larger one contains the original mansard roof covered in corrugated steel; the



PCSLR combined freight and passenger train leaving Stewart for Red Cliff. Circa 1913. (J.W. Stewart)

smaller one has a peaked roof. During renovations to the latter house in the mid-1980's, removal of an interior wall exposed the original depot ticket wicket and counter.²⁸

While he had decided to end regular train operations over the CNER, Donald Mann continued to envisage it as part of a new northern transcontinental line. In a letter written sometime after 1915, he said, "The Yellowhead line to Vancouver had hardly been completed when I discovered that a railway run due east from Portland Canal [at Stewart] through the Peace River to the Saskatchewan valley would far excel the Canadian Northern Railway for grade and curvature and in actual costs of transportation. Crossing by this route is by a pass 1,000 feet lower even than [the] Yellowhead. There are no deep rock canyons to be negotiated between the Pacific Coast and the Saskatchewan [near the present day community of Lynn Lake]."

He continued, "This line, on a wide swinging curve, would tap a bigger and better agricultural country, more coal, metal and waterpower resources than all the Maritimes put together with New England and New York thrown in. There are immense deposits of smokeless coal, billions of tons above the level of railway tracks..."²⁹

Today, the Canadian North Eastern Railway is but a memory in a small town that has had a continuing series of ups and downs in its economic life, mostly related to the vagaries of the mining industry. Today Westmin Resources operates an open pit gold/silver mine in the nearby Salmon Valley.³⁰ There is little else here now in Stewart: a small fishing fleet, a couple of hotels catering to tourists who drive in over Highway 37A while en route to Cassiar and to the Alaska Highway, an airstrip, schools and a few stores and banks. But 80 years ago, Stewart dreamed of becoming a major Canadian port, exporting mineral ores all over the world, thanks to Donald Mann and the brand-new CNER.

Although early maps show a turntable and roundhouse at the Stewart Bay Wharf, all photographs seen show both locomotives operating chimney-first

when going inland and tender-first when operating seaward. There appear to have been no wye tracks for reversing locomotive direction at Red Cliff, nor at any point between Stewart and Red Cliff.

Footnotes

1. Roy Minter, *THE WHITE PASS: GATEWAY TO THE KLONDIKE*, p. 100
2. *ibid*, p. 347
3. Guy Lawrence, *THE PORTLAND CANAL*, p. 59
4. George Stevens, *CANADIAN NATIONAL RAILWAYS*, Volume 2, p. 100
5. *CANADIAN RAILWAY AND MARINE WORLD*, June 1910
6. George Stevens, *op cit*, p. 99
7. Guy Lawrence, *op cit*, p. 59
8. *CR&WM*, May and August 1910
9. *CR&MW*, September 1910
10. *ibid*
11. *CR&MW*, February and March 1911
12. *CR&MW*, April, July and November 1911
13. George Stevens, *op cit*, p. 100
14. *STEWART TIMES*, 1911 issues
15. *CR&MW*, November 1911
16. Bruce Ramsey, *P.G.E. - RAILWAY TO THE NORTH*, p. 198
17. Wardlaw Stewart, *THE PORTLAND CANAL DISTRICT*, p. 23
18. *ibid*, p. 22



Private house on the east side of Railway Avenue in Stewart. Note the mansard roof covered in corrugated steel sections. June 1990. (M.T. Green)

19. Insurance Plan, Stewart BC
20. Stewart Museum, map displays
21. CR&MW, June 1910, p. 473
22. STEWART TIMES, 1915 issues
24. Guy Lawrence, op cit, p. 60
24. Bruce Ramsey, op cit, p. 198
25. George Stevens, op cit, p. 100
26. STEWART TIMES, 1924 issues
27. Guy Lawrence, op cit, p. 60
28. Kathleen Bogas, Personal Interview (in Stewart), June 3, 1990
29. DAILY REPORTER, Canadian National Railways, February 3, 1954
30. Alf Randall, Personal Interview and Westmin Mine Tour, June 2, 1990

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B.C. Insurance Writers' Association, INSURANCE PLAN OF STEWART BC. Vancouver BC, Surveyed July 1922, Reprinted August 1938, Population 250

Big Country Printers, Quesnel, BC: Photographs of PCSLR Locomotives #1 and #2, circa 1912

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Lawrence Guy: THE PORTLAND CANAL - B.C.'s NORTHERN MINING REGION, in B.C. Teachers' Magazine, Vancouver BC, Nov. 1949

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Stewart, J. Wardlaw: THE PORTLAND CANAL DISTRICT, in British Columbia Magazine, Vancouver BC, Jan.-June 1913

Stewart Museum, Columbia Street, Stewart BC: maps & photographic displays, 1990

STEWART TIMES weekly newspaper, Stewart BC: various issues in 1911, 1915 and 1924

COMPLETE ROSTER OF THE LOCOMOTIVES OF THE PORTLAND CANAL SHORT LINE RAILWAY 1910-1915

(Roster data courtesy of Raymond Corley)

Running numbers	PCSLR No. 1	PCSLR No. 2
Built by	Pittsburgh Works (Alco)	Pittsburgh Works (Alco)
Date completed	February, 1891	February, 1891
Construction numbers	1223	1226
Wheel arrangement	2-6-0	2-6-0
Cylinders (diameter and stroke)	19" X 24"	19" X 24"
Driving wheel diameter	53"	53"
Boiler pressure (lbs. per sq. in.)	150 lbs.	150 lbs.
Tractive effort	20,800 lbs.	20,800 lbs.
Weight on drivers	116,000 lbs.	116,000 lbs.
Built originally for	CMNO & TPR (No. 600)	CMNO & TPR (No. 597)
Sold to Canadian Northern	February, 1910	February, 1910
Received by CNor.	April, 1910	April, 1910
Sent to subsidiary PCSLR	July, 1910	July, 1910
Renumbered in January 1912	105	106
CNo / CNR Number (from 1916)	474	475
CNR Class	C4a, later D2a	C4a, later D2a
Disposition	Scrapped by CNR in May, 1923	Sold by CNR in September, 1923 to Huff Gravel Co., Edmonton Alberta.

"The Top Fifty" Rail Spots In Pacific Canada

Railway-Associated Operations on the Pacific Coast

And in The Interior of British Columbia

By Mervyn T. "Mike" Green

President, Pacific Coast Division of CRHA

INTRODUCTION

No - this is not a listing of the main railway sound records played on your local radio station. However it is an attempt to familiarise readers with the operations associated with the standard and narrow gauge railways of the Pacific Coast of Canada and Alaska and the interior of British Columbia.

A visitor to an unfamiliar town often finds it difficult to discover the location of construction plants, workshops and other buildings of railway-associated operations. To assist in this, we offer this compilation of sites, which should be of value to a visitor to the West Coast, whether travelling there by rail, road, air line or cruise ship.

The list below summarizes the fifty main railway-associated operations (both private businesses and the railway-owned workshops) that carry out most of the building, repairing, upgrading and scrapping operations of railway equipment and vehicles in B.C. and Southwestern Alaska today. It thus includes both the main sites of rail activity and of rail historical value.

It includes detailed notes on the rail and street access routes to each operation listed. With the aid of a good local map, this should assist in finding the location of each site and in telephoning for opening times (of museums and tours). However, note that most industrial sites do not welcome visitors without prior permission, while the major rail yards all have police offices near their entrances (where visitors should report before entering the property). All sites are standard-gauge operations, except where noted otherwise.

CATEGORY OF OPERATION AND TYPE OF EQUIPMENT

C = Construction & Supply of new vehicles

f = Freight cars

M = Major Maintenances & Repairs

l = Locomotives

R = Rebuilding, Repainting & Upgrading

m = Maintenance of Way equipment

S = Scrapping/cutting-Up (& Smelting Down)

p = Passenger cars

1990-94 = known dates of operation Track components

1. ABBOTSFORD - PNR RAIL CONTRACTORS

- a) Rail access - None (CPR Mission Subdivision, mile 6.7 is about 3 km. east).
- b) Street address - 2595 Deacon Street (off South Fraser Highway), Abbotsford V2S-5W6 (530-5131 or 850-9166).
- c) Category & Type -C-t; M-t, S-t.
- d) Operating - 1990-94.
- e) Description - The building & maintenance of rail trackbeds, rails, switches & other components.

2. BRITANNIA BEACH - BRITISH COLUMBIA MINING MUSEUM


- a. Rail access - None. (located adjacent to & east of BCR Squamish Subdivision, mile 31.0)
- b. Street address - Sea to Sky Highway (#99), P.O. Box 188, Britannia Beach V0N 1J0 (896-2233 in BB & 688-8735 in Van.).
- c. Category & Type - M-f,I,p, R-f,I,p.
- d. Operating - 1975-94.
- e) Description - The summer operation (May 15-Oct.14) of a 24" gauge passenger train (composed of a Mancha 'Little Trammer' 4-wheel battery-electric loco hauling two locally-built 4-wheel cars) into the ex-Anaconda Copper Mine, as part of the mine tour. Also the maintenance of 9 other compressed air front-end loader/muckers and diesel locos, (plus 23 ore and flat cars) which are on public display along Industrial Road, or nearby. The mine is a National Historic Site. Nearby is moored the ex-CNR coastal steamer 'Prince George', awaiting a buyer.

3. BURNABY - BRITISH COLUMBIA TRANSIT SKYTRAIN OPERATIONS CENTRE & WORK SHOPS


- a. Rail access - BCT SkyTrain mainline, km. 16.
- b. Street access - 6800 14th. Avenue, Burnaby V3N 4S7 (520-3641)
- c. Category & Type -M-m,p
- d. Operating - 1984-94.
- e. Description - The sole depot for the maintenance of all SkyTrain

The B.C. Museum of Mining

Under ground adventure



With Tons of Rock above, the mine train takes you into the mountain.



70 YRS. 1.3 BILLION LBS. OF COPPER!
The museum's authentic working displays recreate the hard rock mining experience.

The B.C. Museum of Mining at Britannia Beach

vehicles, including 130 passenger vehicles operating in pairs (built by UTDC in 1984-85/91) and 6 mow vehicles (including 2 Highrail grinders, built by BCT in 1986).



The Skytrain

A 4-car SkyTrain set superimposed on the B.C. Place Stadium, built in 1983.

4. BURNABY - HERITAGE VILLAGE

- a. Rail access - None.
- b. Street address-6501 Deer Lake Avenue, Burnaby V5G 3T6 293-6501
- c. Category & Type - M-f, L, p.
- d. Operating - 1975-94.
- e. Description - A collection of heritage houses, stores and churches staffed by volunteers in period costumes. Included are one steam 0.4.4T (Curly, built by Marschutz & Cantrell in 1879), one interurban car (ex.-BCER #1223, built by St. Louis in 1912) several logging flat cars and the ex-BCER Vorce tram station.

5. CLOVERDALE - CLOVERDALE RAILWAY MUSEUM

- a. Rail access -SRY Fraser Valley Subdivision, mile 13.5.
- b. Street address-17790 #10 Highway, Cloverdale V3S 1C7(576-2750)
- c. Category & Type -R-p.
- d. Operating - from June 1994 on.
- e. Description - The refurbishing of passenger stock, including NRHS vehicles stored at Braid Street, New Westminster (item #17, below). The first completed cars comprise a five-car passenger set of ex-CPR baggage and passenger stock, painted in CPR maroon colours. This was the site of the defunct BC Transportation Museum (1975-88).

6. COQUITLAM - CANADIAN PACIFIC RAILWAY MAYFAIR TERMINAL INTERMODAL YARD

- a. Rail access - CPR Westminster Subdivision, mile 2.5.
- b. Street address -11 Burbidge Street, Coquitlam V3K-5Z2 944-5800
- c. Category & Type -M-f.
- d. Operating - 1992-94.
- e. Description - The west coast terminal for all CP Rail System's TOFC & COFC trains in the 400-499 series, which are generally hauled by 3 or 4 SD40-2 & SD40-2F units.

7. CRANBROOK - CANADIAN MUSEUM OF RAIL TRAVEL

- a. Rail access - CPR Cranbrook Subdivision, mile 107.5.
- b. Street address - Box 400, 1 Van Horne Street N, Cranbrook, V1C-4H9 (489-3918). Located just east of CPR Depot.
- c. Category & Type - M-I,p, R-I,p.
- d. Operating - 1985-94.
- e. Description - A collection of five ex-CPR passenger train formations (reflecting travel styles over the last 100 years). The 1886 'Pacific Express', the 1907 'Soo-Spokane Train De Luxe', the 1929 'Trans-Canada Limited', the lightweight 1936 'Chinook' and the 1955 'The Canadian' are all on public display, together with 5 other passenger and 2 freight cars. Recent site expansion has seen the Cranbrook Water Tower relocated and preserved to tie together the new and old sites.

8. DUNCAN - BRITISH COLUMBIA FORESTRY MUSEUM PARK

- a. Rail access - None. (Located near to & west of the CPR E&N Victoria Subdivision mile 40.0, on Vancouver Island).
- b. Street address - 2892 Drinkwater Road, R.R. #4, Duncan V9L-3W8 (746-1251).
- c. Category & Type - M-f,I,p; R-f,I,p.
- d. Operating - 1965-94.
- e. Description - A large collection and public display of 16 restored steam and diesel locos, 23 freight cars and 4 coaches mostly used in narrow-gauge & standard gauge operations by the forest industry (mainly on Vancouver Island), including Shay and Climax locos. There is also summertime public passenger operation on 36" gauge track.

9. FORT STEELE - PROVINCIAL PARK & HERITAGE TOWN

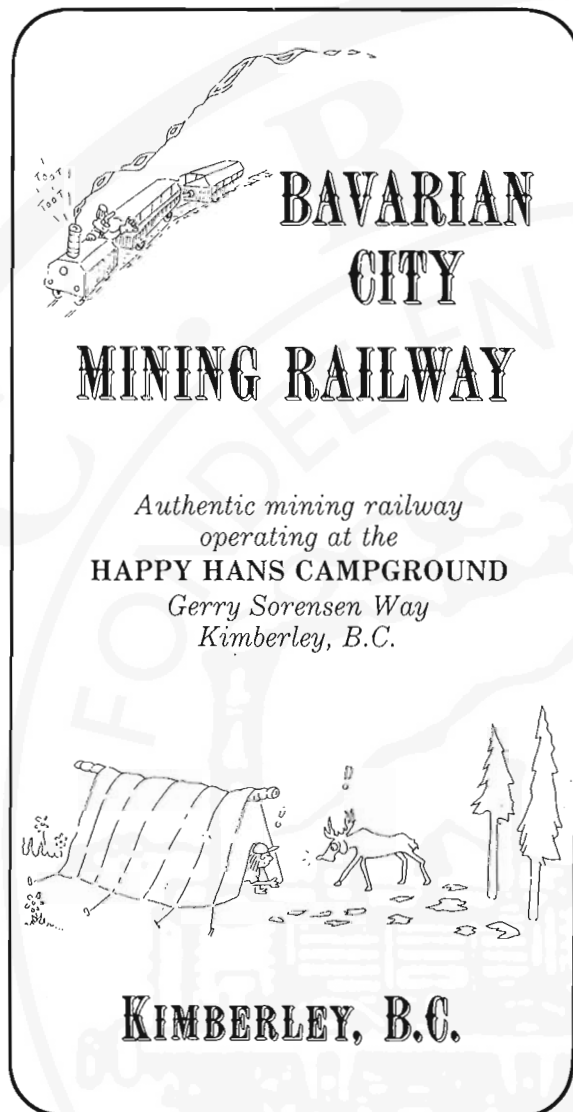
- a. Rail access - None. (Approx 2 km. east of CPR Cranbrook Division, mile 95.6).
- b. Street access - Highway 93/95, Fort Steele V0B-1N0(489-3351).
- c. Category & Type - M-f,I,p, R-f,I,p.
- d. Operating - 1967-94.
- e. Description - A collection of locos (3 steam, one diesel and one compressed air), 32 freight cars and 4 passenger cars, plus a summer public passenger service using steam locos and one or two passenger cars on the 'East Kootenay Railway'.

10. GOLDEN - CANADIAN PACIFIC RAILWAY CAR REPAIR FACILITY

- a. Rail access - CPR Windermere Subdivision, mile 143.0, close to KC Junction (Kootenay Central Ry. line to south - part of coal train route).
- b. Street address - CP Golden Yard, Golden V0A-1H0 (344-3723).

*The B.C. Forest Museum at Duncan.*

- c. Category & Type - M-f, R-f.
- d. Operating - 1992-94.
- e. Description - Regular work is undertaken on 'bathtub' coal hopper cars used in captive unit train coal service between Sparwood coal mines and Roberts Bank export point on the Gulf of Georgia, which are hauled by 4-5 unit sets of SD40-2 and SD40-2F units.



Bavarian City Mining Railway in Kimberley B.C.

11. KAMLOOPS - GREAT CANADIAN RAILTOUR CO. LTD. STORAGE

- a. Rail access - CNR Okanagan Subdivision, mile 3.0.
- b. Street access - Station Street, CNR Heritage Depot, Kamloops (984-3315).
- c. Category & Type - M-p.
- d. Operating - 1989-94.
- e. Description - The winter storage site of 'Rocky Mountain Railtours' passenger equipment (22 cars) in winter, near to the ex-CNR Kamloops Depot, another National Historic Site. They are kept in Vancouver's VIA Pacific Central Station in summer, when they are hauled by two leased GE B36-7 units, #7488/98 (built in 1980).

12. KEREMEOS - TED MONCK TRACK SPEEDER COLLECTION

- a. Rail access - None. (All vehicles are moved by road vehicle).
- b. Street address - 1100 2nd Street, Keremeos V0X-1N0 (499-5441)
- c. Category & Type - R-m.
- d. Operating - 1990-94.
- e. Description - A collection of around 20 ex-CPR & ex-CNR 4-wheel Fairmont gas-engined passenger track cars, including one rare ex-CNR 4-wheel Beaver car.

13. KIMBERLEY - BAVARIAN CITY MINING RAILWAY

- a. Rail Access - None. (Approx. 5 km. north of CPR Kimberley Subdivision, mile 16.3).
- b. Street address - Happy Hans Campground, Box 465, Gerry Sorenson Way, Kimberley V1A-3B9 (427-2929).
- c. Category & Type - M-I,p, R-I,p.
- d. Operating - 1984-94.
- e. Description - A summer public passenger service using two Swedish-built 4-wheel diesel locos hauling 2 or 3 4-wheel locally-built passenger cars around the campsite, on 36" gauge track. Along the eastern edge are displays of 6 mining locos & 14 wagons of the Kimberley District Historical Society. The mine may close in 1996.

14. KIMBERLEY - COMINCO (TECK)'S SULLIVAN MINE RAILWAY

- a. Rail access - CPR Kimberley Subdivision, mile 16.3.
- b. Street address - Mill Road, Kimberley V1A-2Y3 (427-8226)
- c. Category & Type - M-f,I,m.
- d. Operating - 1895-96.
- e. Description - The extraction of lead, silver and zinc ores, using 36" gauge and 18" gauge trains of 4-wheel ore cars. These are hauled by 4-wheel overhead electric-powered 'mine mules' (built by GE in 1948 & Jefferys in 1948-62), which operate on several different mine levels.

15. LADYSMITH RAILWAY MUSEUM

- a. Rail access - CPR/E&N Victoria Subdivision, mile 58.4.
- b. Street address - Ladysmith Waterfront Site, on Vancouver Island, P.O. Box 777, c/o Radio Shack, 514 1st. Avenue, Ladysmith V0R-2E0 (245-2341).
- c. Category & Type - M-f,I,m,p, R-f,I,m,p.
- d. Operating - 1985-91.
- e. Description - A collection of one steam and one diesel loco and 13 rail vehicles, including some used in the logging industry. For eventual public display, but now they are stored in the MacBlo Timberland site, north of the city. Future prospects are poor.



The Ladysmith Railway Historical Society (LRHS) was formed to preserve the "golden age of railroading" for the benefit of young and old, residents and tourists alike.

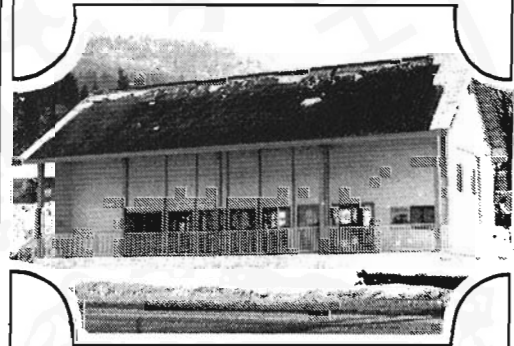


**The #11 Baldwin 2-8-2,
built in 1923.**

The Ladysmith Railway Historical Society.

16. NELSON - ELECTRIC TRAMWAY SOCIETY

- a. Rail access - None. (A loop of track approx. 100m. north of CPR Nelson Subdivision, mile 137.0).
- b. Street address - Lakeside Park, off 2nd. Street at foot of Kokanee Street, Nelson V1L-3N6 (352-3433).
- c. Category & Type - M-p, R-p.
- d. Operating - 1991-94.



For further information contact the Nelson and District Chamber of Commerce, phone: 352-3433

We are a non-profit society dedicated to the restoration and operation of Streetcar 23 - a valuable heritage asset to the city of Nelson.

The Nelson Electric Tramway Society, including street car 23.

- e. Description - A summer public operation for passengers of Nelson Electric Tramway 2-truck car #23 ex-Nelson Street Ry., nee Cleveland OH (built by Stephenson in 1906). There are also 3 other trams and a caboose on display. The CPR depot nearby is another National Historic Site.

17. NEW WESTMINSTER - BURLINGTON NORTHERN RAILROAD DEPOT & YARD

- a. Rail access - BNR New Westminster Subdivision, mile 144.8.
- b. Street address - 400 Brunette Avenue, New Westminster V3L-3E8 (520-5218).
- c. Category & Type - M-f,I.
- d. Operating - 1971-94.
- e. Description - located between Westminster Junction (BNR, CNR, CPR & VIA Trains) and Fraser River Swing Bridge (BNR, CNR, CPR & SRY trains), there is joint use of the immediate tracks by BNR & CNR trains, including all CNR traffic to North Vancouver. Just east of CPR New Westminster Subdivision from Poco to New Westminster & South Vancouver (Marpole, etc.).

18. NEW WESTMINSTER - NATIONAL RAILWAY HISTORICAL SOCIETY, B.C. CHAPTER

- a. Rail access - BNR Cascade Division, New Westminster Subdivision, mile 155.7.
- b. Street address - Woodward's Distribution Warehouse, 109 Braid Street, New Westminster V3L-5H4 (520-5811).
- c. Category & Type -M-p, R-p.
- d. Operating - 1980-94.
- e. Description - A fleet of ex-CNR, CPR, NAR, SPR and VIA heavyweight baggage-mail, cafe-parlour, coach, combine, dining, and observation passenger cars is available for lease in both Canada & USA. All are painted dark green with yellow trim.

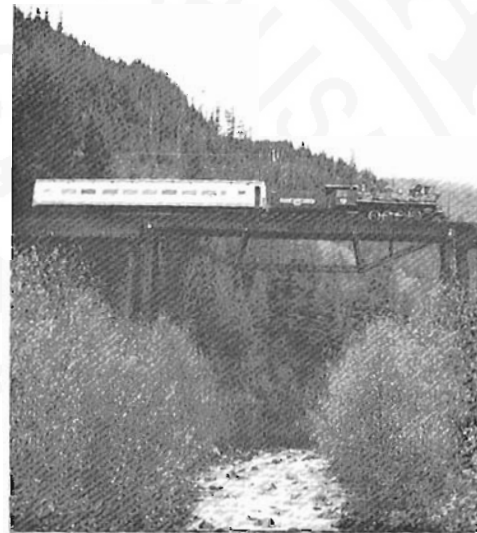
19. NEW WESTMINSTER - SOUTHERN RAILWAY OF BRITISH COLUMBIA LTD.

- a. Rail access - SRY Vancouver Subdivision, mile 14.32.
- b. Street address - 6300 Trapp Road, Burnaby V3N-2V4 (526-2421).
- c. Category & Type - M-f,I,p; R-f,I,p; S-f,I,p.
- d. Operating - 1961-94.
- e. Description - The main workshops of SRBC (ex-BC Hydro & power Authority Ry., nee BCER) just west of its largest switching yard at 21st. Street, New Westminster. It maintains all of SRY'S 19 diesel-electric units (painted red, white & blue) and the blue 'The BCE Route boxcars, with reporting marks 'WCTR'. It contains a Hagenscheidt wheel-turning lathe, often also used for repair of CNR units Port Mann Yard.

20. NIMPKISH - CANADIAN FOREST PRODUCTS WORKSHOPS

- a. Rail access - At Nimpkish, off 122km. Canfor-owned Englewood Railway main line from Vernon Reload to Beaver Cove, on Vancouver Island.
- b. Road access - Canfor, Englewood Road, off Highway #19, V0N-3P0 (281-3338).

Steam Locomotives of the Nimpkish Valley (1917 - 1990)



The Grey Ghost passenger car pulled by the 1113 locomotive.

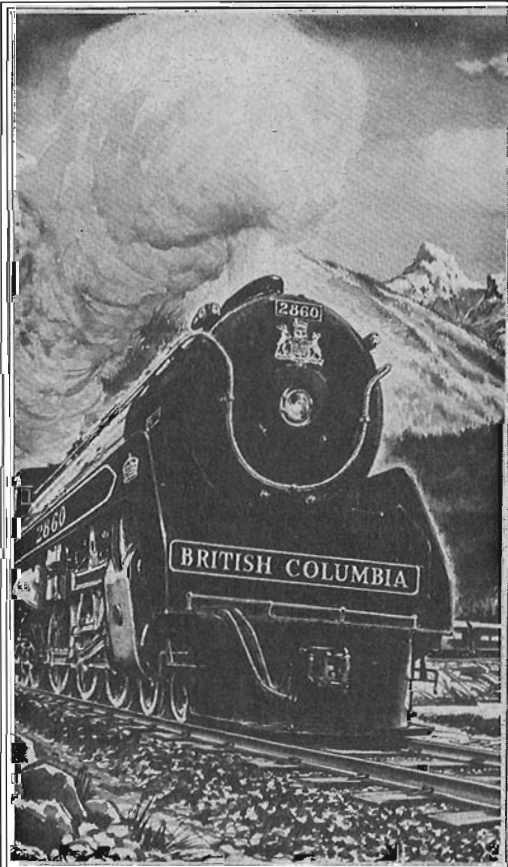


Canadian Forest Products Ltd. Englewood Logging Division

The Nimpkish Valley logging railway.

- c. Category & Type -M-f,I,m, R-f,I,m.
- d. Operating - 1990-94.
- e. Description - This works maintains all the vehicles of the last logging railroad in B.C., including 4 SW1200 Diesel units (built by EMD & GMD in 1954/6/9, one steam loco (2.8.2 #113, Schenectady-built 61859, of August 1920), 2 rail cranes, several dozen MOW units and hundreds of log flatcars. There are summer passenger operations from Woss, with #113 hauling one ex-CPR day coach and one or more flat cars equipped with benches.

THE "ROYAL HUDSON" NORTH VANCOUVER TO SQUAMISH EXCURSION



The "Royal Hudson" train which runs between North Vancouver and Squamish.

21. NORTH VANCOUVER - CANADIAN NATIONAL RAILWAYS LYNN CREEK YARD

- a. Rail access - CNR Greater Vancouver Terminal, Zone N.
- b. Street address - 1155 Cotton Drive, North Vancouver V7J-1B9 (665-5462).

- c. Category & Types - M-I.
- d. Operating - 1970-1994.
- e. Description - The main North Shore yard for interchange with BCR to the west and to various private waterfront yards (#24 below). Two or more GP9RM units in the 7202/09/22/43/78-80 series, each with slugs in the 200-03/11-13/26/78-80 series are stationed here, while most grain unit trains are headed by two SD40/40-2W/50F/60F units from the East.

22. NORTH VANCOUVER - BRITISH COLUMBIA RAILWAY ENGINE DEPOT

- a. Rail access - BCR Squamish Subdivision, mile 0.7.
- b. Street address - 1381 McKeen Avenue, North Vancouver V7P-3H9 (984-5533).
- c. Category & Types - M-I,p.
- d. Operating - 1965-94.
- e. Description - Located just west of North Vancouver Passenger Depot and the wye leading to the barge load, this depot services diesel-electric mainline and yard engines (including several 'slug' units), and the Budd cars used on the daily passenger services. South of the depot is the Vancouver Wharves operation (now owned by BCR), unloading mineral hopper & gondola cars on the waterfront, using 4 ALCO/MLW switchers (built in 1956/59) and 2 EMD switchers (built in 1965/66) - street access to VW is via 1995 West 1st. Street, North Vancouver V7P-1A8 (980-9331).

23. NORTH VANCOUVER - 'ROYAL HUDSON' STEAM TRAIN

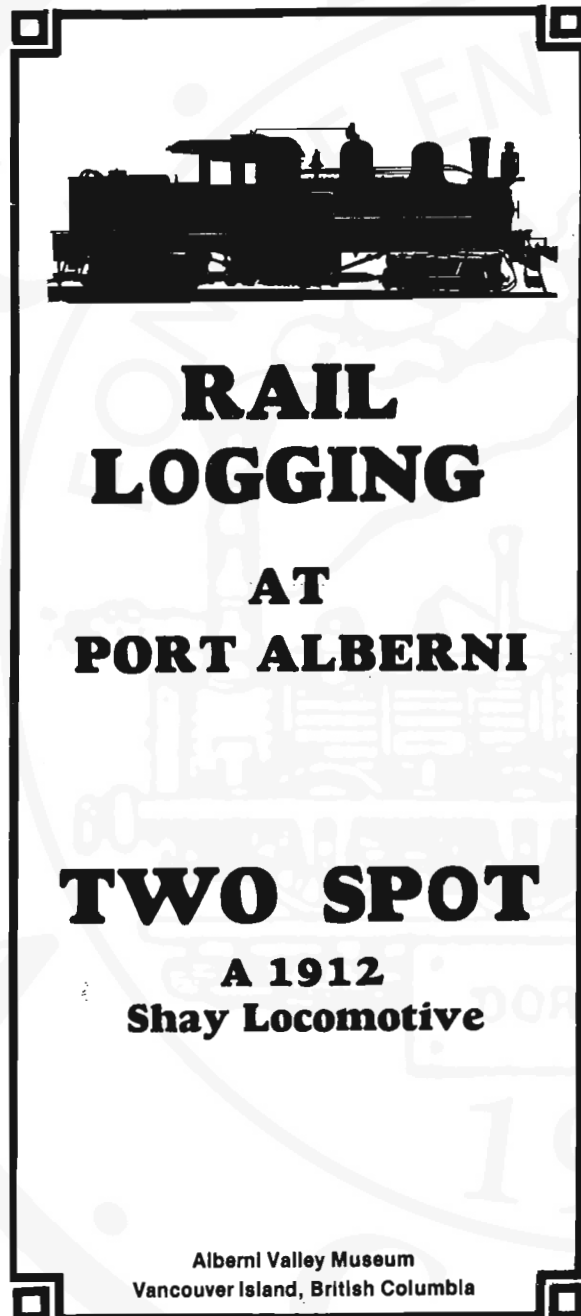
- a. Rail access - BCR Squamish Subdivision, mile 2.4; west of & adjacent to North Vancouver Passenger Depot.
- b. Street address - 1311 West 1st. Street, North Vancouver V7P-1A6 (688-7246).
- c. Category & Type - M-I, R-I.
- d. Operating - 1973-94.
- e. Description - The maintenance and rebuilding of the two steam locos used in regular 'Royal Hudson' summer passenger service from North Vancouver to Squamish: ex-CPR class H-1e 4.6.4 #2860 (MLW 69292, built in June 1940) and ex-CPR class N2B 2.8.0 #3716 (MLW 61628 built in 1912).

24. NORTH VANCOUVER - WATERFRONT PRIVATE YARDS

- a. Rail access - CNR Greater Vancouver Terminals, Zone N.
- b. Street addresses - Pioneer Grain Terminal Ltd. elevator, 375 Low Level Road (987-8855); Neptune Bulk Terminals (Canada) Ltd., 1001 Low Level Road (985-7461); Saskatchewan Wheat Pool, 801 Low Level Road (985-4812) all three are just west of Lynn Creek Yard, North Vancouver.
- c. Category & Types - M-f.

d. Operating - 1970-94.

e. Description - The delivery and the dumping of grain hopper cars (PG, using two Plymouth switchers, built in 1979; SWP, using CN switchers from Lynn Creek) and mineral hopper & gondola cars (NBT, using 3 Alco switchers, built in 1955/68).



RAIL LOGGING AT PORT ALBERNI

TWO SPOT A 1912 Shay Locomotive

**Alberni Valley Museum
Vancouver Island, British Columbia**

The Rail Logging display at Port Alberni includes 3-truck Shay locomotive No. 2.

25. PORT ALBERNI - ALBERNI VALLEY MUSEUM

- a. Rail access - CPR/E&N Port Alberni Subdivision, mile 37.0.
- b. Echo Centre, 4255 Wallace Street, Port Alberni V9Y-3Y6 (723-2181), on Vancouver Island.
- c. Category & Type - M-I,p,R-I,p.
- d. Operating - 1981-94.
- e. Description - A restored 2-TruckShay loco #2 (LIMA 2548, built in June 1912) and other rail logging vehicles are open to public display. A summer passenger service is operated by the Shay and an ex-CPR day coach.

26. PORT COQUITLAM - CANADIAN PACIFIC RAILWAY POCO YARD & DEPOT

- a. Rail access - CPR Cascade Subdivision, mile 111.9.
- b. Street address - General Yardmaster, 760 - 2775 Lougheed Highway, POCO V3B-1B6 (944-5730); Diesel Shop, 1500 Lougheed Highway, POCO V3B-5P5 (944-5771).
- c. Category & Type - M-f,I,m.
- d. Operating - 1890-1994.
- e. Description - The yard is the main West Coast centre for collecting & distributing freight cars to other yards in loco, Vancouver Waterfront & South Vancouver. Locos: 67 diesel units of 8 different types are assigned here for regular maintenance. Visiting road units (& leased power) come in from all over the CPR system. Two or more GP9U units in the 15XX and 16XX series switch the large yard.

27. PORT MANN - CANADIAN NATIONAL RAILWAYS THORNTON YARD & DEPOT

- a. Rail access - CNR Great Vancouver Terminals, Zone P, mile 116.0.
- b. Street address -11717 -138th. Street, Surrey,V3R-6T5 589-6514
- c. Category & Type - M-f,I,m.
- d. Operating - 1980-1994.
- e. Description - The yard is the main West Coast centre for collecting and distributing freight cars to other yards along Vancouver Waterfront, in North Vancouver and in Richmond.

Locos: 56 diesel units of 5 different types are assigned here for regular maintenance. Visiting road units come in from all over the CNR system. Two or more SW1200RS units in the 12XX & 13XX series switch the very extensive yard.

28. PRINCE GEORGE - BRITISH COLUMBIA RAIL YARD & DEPOT

- a. Rail access - BCR prince George Subdivision, mile 460.4.
- b. Street address - 1108 Industrial Way, Prince George, V2N 2K8 (561-4074).

- c. Category & Type - M-f,m.
- d. Operating - 1983-94.
- e. Description - Regular work is undertaken on the coal hopper cars used in captive coal train service with CNR between Tumbler Ridge BCR & Ridley Island in Port Rupert CNR and on MOW equipment.

29. PRINCE GEORGE - CANADIANNATIONAL RAILWAYS YARD & DEPOT

- a. Rail access - CNR Fraser Subdivision, mile 146.1.
- b. Street address - 855 River Road, Prince George V2N 2S6 (565-8203).
- c. Category & Type - M-f,l,m.
- d. Operating - 1916-1994.
- e. Description - The main CNR yard for northern BC. Locos: 17 diesel units 4 different types are assigned here for regular maintenance.

30 PRINCE GEORGE - CENTRAL B.C. RAILWAY & FOREST INDUSTRY MUSEUM

- a. Rail access - CNR Nechako Subdivision, mile 1.1.
- b. Street address - Cottonwood Park, P.O. Box 2408, 850 River Road, Prince George V2N 2S6 (563-7351).
- c. Category & Type - R-f,l,m,p.
- d. Operating - 1984-94.
- e. Description - A very large collection of about 48 rail vehicles (including ex-CNR 4.6.0 #1520, built by CLC in 1906) and buildings. This is the largest group of rail artifacts open for public display in this province.

31. PRINCE RUPERT - CANADIANNATIONAL RAILWAYS YARD

- a. Rail access - CNR Skeena Subdivision, mile 94.6
- b. Street address - VIA Depot, Station Street, Prince Rupert (627-0724).
- c. Category & Type - M-f.
- d. Operating - 1916-1994.
- e. Description - The Pacific terminal of the northern BC line and the terminus of the VIA Rail "Skeena" service from Edmonton via Jasper & Prince George, the station here is another National Historic Site. Fairview Grain Terminal, to the east on Ridley Island (mile 92.27), is switched by two EMD units.

32. REVELSTOKE RAILWAY MUSEUM

- a. Rail access - CPR Shuswap Subdivision, mile 0.6.
- b. Street address - 1st. Street W & Boyle Avenue, P.O. Box 3018, Revelstoke VOE 2S0 (837-6060).
- c. Category & Type - R-f,l,m,p.

- d. Operating - 1993-94.

e. Description - A newly built Museum building contains a growing collection of rail vehicles, including ex-CPR 2.8.2 #5468 (built MLW in Sept. 1948) from CRM Delson, open for public display.

33. RICHMOND - COLUMBIA CRANBERRIES RAILWAY

- a. Rail access - None. (About 3 km. southwest of the CNR Greater Vancouver Terminal, Zone D, Lulu Island Line, Mile 7 Yard).
- b. Street address - 15300 Cambie Road, Richmond V6V 1H1 (278-8127).
- c. Category & Type - M-f,l.
- d. Operating - 1982-94.
- e. Description - A 24" gauge rail operation is in use for the annual cranberry harvest only. October to November, using 4 diesel-mechanical units built in Austria, England & the USA. An American 4.4.0 steamer also operates at rare intervals, pulling 3 2-truck passenger cars, with a 1915 Sawyer-Massey steam road tractor on view also, nearby. (CNR's Mile 7 Yard is switched by 2 GP9RM units in the 7004-13/44-49 series, with a slug apiece from the 200+ series. Street access is off River Road)

34. RICHMOND - NATIONAL METAL CORP. LTD.

- a. Rail access - CNR Yale Subdivision, Lulu Island Line, mile 8.5.
- b. Street access - 14600 River Road, Richmond V6V 1L4 (276-4621).
- c. Category & Type - S-f,m,p.
- d. Operating - 1978-94.
- e. Description - The dismantling and cutting up of SRBC boxcars, CNR hopper cars & a plough and VIA steam generator cars in 1992-93, also many BC Transit diesel buses and 2 PCC streetcars ex-TTC (in 1993). 5 rail-mounted American & Industrial cranes (including one ex-UPR) are in use to separate and transfer scrap pieces around the very busy yard.

35. RICHMOND - NORTRAK LTD.

- a. Rail access - CNR Yale Subdivision, Lulu Island, mile 7.8.
- b. Street address - 16160 River Road, Richmond V6V 1L6 (273-3030).
- c. Category & Type - C-t, S-t.
- d. Operating - 1980-94.
- e. Description - The renewal & relaying of trackbed, rails and switches and reclaiming of disused track components.

36. RICHMOND - STEVESTON INTERURBAN RESTORATION SOCIETY

- a. Rail access - CPR Vancouver Terminal, Van Horne Spur, end of track (mile 3.1).

- b. Street address - South foot, #1 Road (in Steveston), c/o 6751 Chelmsford Street, Richmond V7C 4J1 (274-0280).
- c. Category & Type -M-p. R-p.
- d. Operating - 1993-94.
- e. Description - The restoration of ex-BCER 2-truck interurban tramcar #1220 (built St. Louis 1913) for eventual operation within the City of Richmond over part of the CPR Van Horne Spur (ex-Vancouver & Lulu Island Railway), once operated by BCER.

37. SAVONA - NELSON MACHINERY CO. LTD. (NELMACO)

- a. Rail access - CPR Thompson Subdivision, mile 25.2.
- b. Street address - P.O. Box 279, Trans-Canada Highway, Savona VOK 2J0, (373-2427), 40 Km. west of Kamloops.
- c. Category & Type - C-t, M-l, R-l, S-f, l, t.
- d. Operating - 1950-94.
- e. Description - A supplier & maintainer of all kinds and (all narrow) gauges of mining & tunnelling equipment, including diesel-mechanical, diesel-electric & compressed-air locos.

Previously located in North Vancouver, but now in the "dry belt", where rust and corrosion are minimal, this yard contains the largest permanent collection of several hundred "dead and alive" rail equipment pieces anywhere in this province.

38. SKAGWAY - WHITE PASS & YUKON ROUTE WORKSHOPS

- a. Rail access - WPYR mainline, mile 2.0.
- b. Street access - 23rd. Avenue, Skagway AK (1-983-2217).
- c. Category & Type -M-f, l, m, p, R-f, l, m, p, S-f, l, m, p.
- d. Operating - 1969-94.
- e. Description - This is the main facility for the 36" gauge WPYR, operating diesel units for the daily passenger service to Fraser Lake BC and Carcross YT. It also operates a summer passenger service from/to Skagway Docks on cruise ship trains to White Pass, hauled by 2.8.2 #73 (built by Baldwin in May 1947). There are many withdrawn boxcars, refrigerator cars and cabooses in use in the yards & in residential areas as storage sheds, shops, garden sheds, house extensions and childrens' play houses, plus two steam locos on public display in Skagway (& one diesel in #8 above).

39. SQUAMISH - BRITISH COLUMBIA RAIL WORKSHOPS

- a. Rail access - BCR Squamish Subdivision, mile 42.0.
- b. Street address - 39500 Government Road, Squamish BC VON 3G0 (898-2420).
- c. Category & Type -C-f, t, M-f, l, m, p, R-f, l, m, p, S-f, l, m, p.
- d. Operating - 1972-94.
- e. Description - The main BCR Works (ex-PGER), providing for all of the needs of the Company's vehicles.

THE Sooke River Railway

PRESERVATION
SOCIETY



*Enjoy a ride on historic rails through
the hills along the Sooke River.*

The Sooke River Preservation Society.

40. SQUAMISH - WEST COAST RAILWAY MUSEUM

- a. Rail access - BCR Squamish Subdivision, mile 42.1.
- b. Street Address - 39650 Government Road, Squamish BC VON 3G0 (327-2876). Located across street and north of BCR Works in Squamish.
- c. Category & Type -R-f, l, m, p.
- d. Operating - 1993-94.
- e. Description - A large collection of about 46 restored vehicles, open for public display, including the ex-CPR business car "British Columbia" (built by Barney & Smith in 1890).

41. SURREY - AMIX SALVAGE & SALES LTD.

- a. Rail access - CNR Yale Subdivision - Greater Vancouver Terminal, mile 117.0.
- b. Street address - 12301 Musqueam Drive, Brownsville, Surrey V3V 3T2 (580-0251). Located between Fraser River Swing Bridge and CNR Thornton Yard at Port Mann.
- c. Category & Type -S-l,p
- d. Operating - 1980-94.
- e. Description - The scrapping of switching locos (ex-UGG #1, 1990), sleeping cars (ex-CPR, 1991), and baggage cars (ex-CNR #74381, 1994) using a crusher/compactor to prepare scrap items for shipment.

42. SURREY - TITAN FOUNDRY LTD.

- a. Rail Access - SRY Fraser Valley Subdivision, mile 7.7.
- b. Street address - 13101 78A Avenue, Surrey V3W 9B6 (596-1781).
- c. Category & Type - S-f,l.
- d. Operating - 1970-94.
- e. Description - The scrapping & smelting of rail equipment including 2 ex-RAR English-built diesels in 1976) in an electric furnace, using one rail-mounted American electro-magnetic crane to unload & transfer scrap shipments.

43. VANCOUVER - CANADIAN NATIONAL RAILWAYS WATERFRONT YARD

- a. Rail access - CNR Greater Vancouver Terminal, Zone W.
- b. Street address - Off Heatley Avenue, at Ballantyne Pier, Vancouver.
- c. Category & Type -M-l.
- d. Operating - 1980-94.
- e. Description - The main waterfront yard, with interchange to BNR& CPR, including a short spur to house the two switches normally allocated here for a week at a time (usually 2 GP9RM units in the 7044-51 series).

44. VANCOUVER - CANADIAN PACIFIC RAILWAY MARPOLE 'O' YARD

- a. Rail access - CPR Vancouver Terminal, Marpole Spur, mile 5.8.
- b. Street address - 200 East Kent Avenue N (at Main Street), South Vancouver.
- c. Category & Type - M-l.
- d. Operating - 1960-94.
- e. Description - The main distribution yard for freight trains from Poco to here over the Westminster Sub., then sent forward over the Marpole Sub. to Vancouver & over the Van Horne Sub. to Richmond. It includes a short spur to house the local switcher (one SW1200RSu unit in the 1237-39 series and one caboose).

45. VANCOUVER - CANADIAN PACIFIC RAILWAY WILLISTON YARD (a.k.a. WATERFRONT or "L" YARD)

- a. Rail access - CPR Vancouver Terminal, mile 127.5).
- b. Street address - 351 North Victoria Drive, Vancouver V5L 4C1 (643-6501).
- c. Category & Type - M-l.
- d. Operating - 1990-94.
- e. Description - The distribution yard for grain hoppers destined for various waterfront silos on Burrard Inlet's south shore (see #48 below), usually hauled from Poco by two SD40-2 units. Switching chores are handled by 6 units (4 SW1200RSu in the 1206-10 & 8100/06/13/15 series & 2 GP9u in the 1520 & 1600 series).

46. VANCOUVER - ROUNDHOUSE & ENGINE 374

- a. Rail access - None. (Originally, off CPR English Bay Branch).
- b. Street address - 431 Pacific Boulevard, Vancouver V6B 5M6 (738-9818) - just south of BCT's Stadium Station on SkyTrain.
- c. Category & Type -M-l.
- d. Operating - 1993-94.
- e. Description - The ex-CPR Drake Street Roundhouse is now a community centre in the Concord Pacific redevelopment of the EXPO "86" lands, along the north side of False Creek. After sitting on the turntable outside from 1986 to 1993, ex-CPR 4-4-0 #374 (built in June 1886) is now housed inside the Roundhouse (a National Historic Site) - this loco hauled the first transcontinental passenger train into Vancouver in 1887. Plans are to put it on permanent public display inside a glass structure attached to the east end of the Roundhouse.

47. VANCOUVER - VIA RAIL CANADA INC. MAINTENANCE DEPOT

- a. Rail access - CNR Yale Subdivision, through VIA Rail Coach Yard, mile 131.2.
- b. Street address - 1150 Station Street, Vancouver V6A 2X7 (640-3702). Located adjacent to and east of CNR/VIA Terminal Depot (now called Pacific Central Station and housing a long-distance bus terminal as well).
- c. Category & Type - M-p.
- d. Operating - 1990-94.
- e. Description - This depot undertakes all maintenance & repair of all VIA coaching stock in use west of Winnipeg MB, which are switched by a VIA 4-Wheel HiRail vehicle #4500. The Pacific Centre Station is the terminus for the "Canadian" service from Montreal via Winnipeg & Edmonton.

48. VANCOUVER - WATERFRONT PRIVATE YARDS

- a. Rail access - CNR & CPR, Vancouver Terminal areas.
- b. Street access - Foot of Vernon Street (for United Grain

Growers), 1300 Stewart (for Vanterm), Foot of Salsbury Drive, off Stewart (for Pacific Elevators) & Commissioner Streets (for Coastal Containers at #2525 and Columbia Containers at #2775), along Burrard Inlet, Vancouver.

c. Category & Type - M-l.

d. Operating - 1994.

e. Description - The switching operations of grain hopper cars onto piers, docks & silos on Burrard Inlet. The locos used are:- UGG #3 (Built by EMD in 1966), 3 Pacific Elevators" units (built by Hunslet in 1968/71/74); and CNR & CPR switchers elsewhere (see #43 & 45 above).

49. VICTORIA - GREATER VICTORIA ELECTRIC RAILWAY SOCIETY

a. Rail access - None

b. Street address -c/o B. MacDonald, Box 8737 Victoria V8W 3S3 on Vancouver Island (383-1171).

c. Category & Type -M-p,R-p.

d. Operating - 1990-94.

e. Description - The restoration of ex-BCER 2-truck interurban car # 1231 (St. Louis 1913), for public operation within the City of Victoria.

50. VICTORIA - ROUNDHOUSE MUSEUM SOCIETY

a. Rail access - CPR/E&N Victoria Subdivision, mile 1.5.

b. Street address - 95 Esquimalt Road, Victoria V9A 3K8 on Vancouver Island (c/o P.O. Box 68, Victoria V8W 2M1 (380-3996).

c. Category - R-f,l,m,p.

d. Operating - Planned, from 1995 on.

e. Description - This will house a collection of mainline equipment, on public display in the ex-E&N roundhouse, built in 1912-13 & now a National Historic Site.

CONCLUSION

In addition to the above, there are several other interesting sites, where a building or a locomotive or a major construction can be seen. These include: the CPR Mount Macdonald Tunnel at mile 84.9 of the Mountain Subdivision, between Ross Peak and Rogers; the CPR Spiral Tunnels, between Partridge at mile 128.0 and Cathedral at mile 132.4 about 10 km. east of Field on the Laggan Subdivision; the Northwood Pulp & Timber operation at Fraser Flats (northeast of Prince George), where two EMD switchers are at work; the VIA/CNR Pacific Central Station, the western terminal for VIA's "Canadian" service and another National Historic Site; the preserved British-built 4-wheel battery-electric mine loco in Clayburn Village at 4315 Wright Street; the track of the defunct

Sooke River Railway in the Galloping Goose Linear Park in Sooke (Vancouver Island); the rotary coal dumping operations at CPR Port Moody; the Canadian Occidental Petroleum Plant in North Vancouver, where another two EMD switchers are at work; the twin rotary coal dumping operations (soon to be joined by COFC and unit grain trains) at Roberts Bank Superport in Delta (where the rail operations are controlled by BCR); the 3 locos and 3 passenger cars on display outside the motel at Three Valley Gap, west of Revelstoke; and the "last Spike" site (and ex-CPR caboose) at Craigellachie, also west of Revelstoke. Many other single items of rail equipment are also preserved in local museums or are in use as part of private homes. To find these, the most useful source is the annual "Canadian Trackside Guide".

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Personal Interviews & Correspondence - Garry Anderson, of Cranbrook; Douglas Battrum, of Coquitlam; Paul Crozier-Smith, of Victoria; David Davies, of Kamloops; Mike Jeffrey, of Savona; Ron Meyer, of Vancouver; Ted Monck, of Keremeos; Lorne Nicklason, of Surrey; Brian Peters, of Surrey; Rick Shantler, of Vancouver; Vic Sharman, of Richmond; Robert Turner, of Victoria.

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Working Timetables for: BC Hydro & Power Authority Railway Division (now SRY), Timetable 87, New Westminster BC. 1974; BC Rail, Timetable 8, North Vancouver, 1981; BNR Northern Corridor,

Timetable 1, St. Paul MN, 1993; CNR Mountain Region, Timetable 5, Edmonton AB, 1992; CP Rail System, Timetable 87, Montreal, Que., 1992.

The Fire At the Salem and Hillsborough Railway

Early in the morning of Friday, September 16, 1994 a disastrous fire completely destroyed the main building of the Salem and Hillsborough Railway in New Brunswick. This building housed the offices, maintenance bay, woodworking and metal shop and parts storage area in addition to the rolling stock kept in the building. A large number of smaller artifacts, as well as much of the archives maintained by the S&H, were also destroyed. By coincidence, September 16 was also the date of the tragic fire at Montreal's Hochelaga car barn in 1898, when 76 street cars were destroyed.

It is reported that 12 pieces of rolling stock were in the building and were either destroyed or badly damaged in the fire. According to the latest reports, the following is the status of these pieces of equipment as of October 10, 1994:

29. Ex CPR 4-4-0, built 1887. Badly damaged but fully restorable.

208. Ex CN 8208, ALCO RS1 diesel, built 1946. Had been operational. Completely destroyed, being scrapped.

209. Ex CN 8209, ALCO RS1 diesel, built 1950. Had been held for parts. Burnt to frame, being scrapped.



View of the ruins of the building, October 10, 1994.

Photo by Fred Angus.

1001. Ex CN lounge car 2310, built 1920. Burnt and buckled, being scrapped.

4381. Ex CN baggage car. Had been used to store artifacts. Burnt and buckled, being scrapped.

58976. Ex CN business car "VIOLET", built 1896, rebuilt 1954 and 1974. Burnt to frame, remains being scrapped.

56471. Ex CN flanger, built 1952. Burnt to frame, but is a candidate for rebuilding.

662101. Ex CN flat car, built 1944. Deck burned completely off frame, will be rebuilt.

70005. Ex CN 40-foot box car, built 1927. Burned and buckled, being scrapped.

8665. Ex CN 77-foot mail car, built 1923. Scorched on one end; will be repaired.

6578. Open air passenger car, originally 40-foot box car, built 1930, converted 1984. Woodwork destroyed, but can be restored.

6581. Open air passenger car, originally 40-foot box car, built 1931, converted 1984. Woodwork destroyed, but can be restored.

In addition, two lightweight sleeping cars, acquired from VIA, are being scrapped as they were found to be in poor condition, even though they were not burned in the fire.



Ex CPR No. 29 looks a bit the worse for wear, but still in surprisingly good condition after its fiery experience.

Photo by Fred Angus, October 10, 1994.

All scrapping is being carried out by Tri-Provinces Enterprises of Moncton, who have been cutting up the steel parts prior to their removal as scrap.

Ex CP 29 was removed from the fire area on its own wheels and, upon examination, it was found that damage was limited to all wood and paint being burned. This includes all the woodwork in the cab (but not the cab itself as the latter is of steel), the tender floor, front and rear pilot beams and all beams under the tender. It is planned to restore this locomotive to operating condition.

A number of hand steam tools and some parts have been recovered from the ruins. However all of the specialized machinery, consisting of lathes, milling machine, compressor, welder, air tools etc. have been destroyed. In addition, all of the spare and specialized tools for diesel maintenance have been lost.

Ex CN 4-6-0 1009 was parked outside less than ten feet from the burning building, and it suffered only a broken rear light when it was hit by a beam as a burning wall came down. Some blistering of paint was noted on the tender top. However the damage was minimal since the tender was full of water. The locomotive was later towed to the station, repaired and steamed. It made an unofficial trip out and back, on its own power eight days after the fire, and it is now operational.

All the rest of the rolling stock at the S&H, including the two passenger cars from the Canadian Railway Museum, were some distance from the burning building and were not damaged in any way.

The Salem and Hillsborough has suffered very badly from this disaster and would welcome donations of duplicate material which CRHA divisions and members may have. They have lost all their records, office supplies and many of their tools, including motor cars (speeders) which are of great importance in maintaining the line. CN had loaned them a motor car for several months; however they would welcome one from any source. The S&H is still very much in business, but is in need of help.

By coincidence, the article on CPR 29, beginning on the next page, was scheduled to be printed in this issue of Canadian Rail. In fact the manuscript was mailed from Hillsborough only two days before the fire and received by your editor after that tragic event. It is all the more timely than we realized when the article was planned, and it is good to know that the story of 29 will continue, and it will be restored.



Ex CN 1009 as it appeared on August 14, 1994. The building which burned is in the background. 1009 suffered little damage and still looks like this now.

Photo by Fred Angus.



1914 Ex Grand Trunk first class coach on a train of the Salem and Hillsborough on August 14, 1994. This car, as well as the entire train, were not damaged in any way by the fire.

Photo by Fred Angus.

CPR 29 at Hillsborough

By Richard Viberg.

Richard is a third generation railroader and has been involved in the restoration of CN 1009, CP 29 and CN coach 11152. He also plans to undertake the second restoration of 29.



29 and 1009 at the head of a passenger train on the S&H on Labour Day weekend, 1987.

Photo by James L. O'Donnell. Collection of Richard Viberg.

CP 29 was moved from the Canadian Railway Museum to Hillsborough on a flat car during the fall of 1983, arriving during the month of November. For several years thereafter it was at the head of a static display adjacent to Main Street where it spent the summer months.

During 1986 it was felt that, since 29 would be 100 years old in 1987, we should perhaps have a birthday party on the Labour Day weekend to celebrate this event. Permission was sought to explore the possibility of steaming it, and it was agreed that we would only operate the locomotive in a double-headed

consist. Work began on the refurbishment during the month of July, 1987 by the mechanical staff and a few volunteers who steam-cleaned the flues and tubes which were plugged up solid with soot. The locomotive was then moved up into the repair bay and partly dismantled in order to have a complete inspection by the provincial boiler inspector. It was during this visit that we discovered a number of cracks on the boiler shell water feed connection which had to be ground out; also several flexible stay caps had to be replaced. After this work was completed, we successfully passed a hydrostatic water test and were ready to reassemble all of the

inside cab equipment. The locomotive received one coat of black paint and was returned outside to be fuelled with coal and water.

A week before the dedication day, the boiler inspector recommended that we set the pop valves at only 80 lbs. and steam the locomotive only for the dedication day event. A further inspection would be done in 1988 to re-evaluate the boiler and feed connection which he was concerned about.

Dedication day Sunday on Labour Day weekend dawned in sunshine, and the fire was lit for the first time in 27 years. A final coat of gold lettering paint was applied to the tender, and it was topped up with water. All of a sudden a small hole developed on the engineer's side. A quick repair was made, consisting of a tree branch jammed in, cut off flush, covered with black paint to hide this minor repair, and all was ready. 29 was pushed backwards down to Gray's Island to await the returning tourist train, hauled by 1009, from Salem. Finally the two locomotives were hooked up and came forwards up the long grade into Hillsborough, to the delight of many photographers on hand to record the event. At the station a short ceremony was held, a special cake cut and given out to those assembled. Old 29 had lots of cab visitors and lots of stories told of how well she had served in service. Finally it was time to call it a day, the fire was dumped and the locomotive was put away.

During 1988, additional work was carried out and the pop valves were reset to 120 lbs. During July, 1009 lost a tyre and broke a spoke on the rear driving wheel on the fireman's side. Accordingly, for three weeks, 29 filled in at one end of a push-pull train operation with RS1 No. 8208 (later 208).

On Labour Day weekend of 1988, the New Brunswick Division hosted the annual CRHA convention, and on the Sunday we once again featured two double headed excursions with 29 and 1009, to the delight of all the participants. Later that month we also ran another double header for the pensioners of CP-CN-VIA, and almost 200 pensioners enjoyed a great afternoon of steam railroading.

29 ran its last trip in 1989 for a video which was recently released. It is the only time that the locomotive had pulled a passenger train on its own since 1960 when it ran a CRHA



29 at Hillsborough, September 1987.

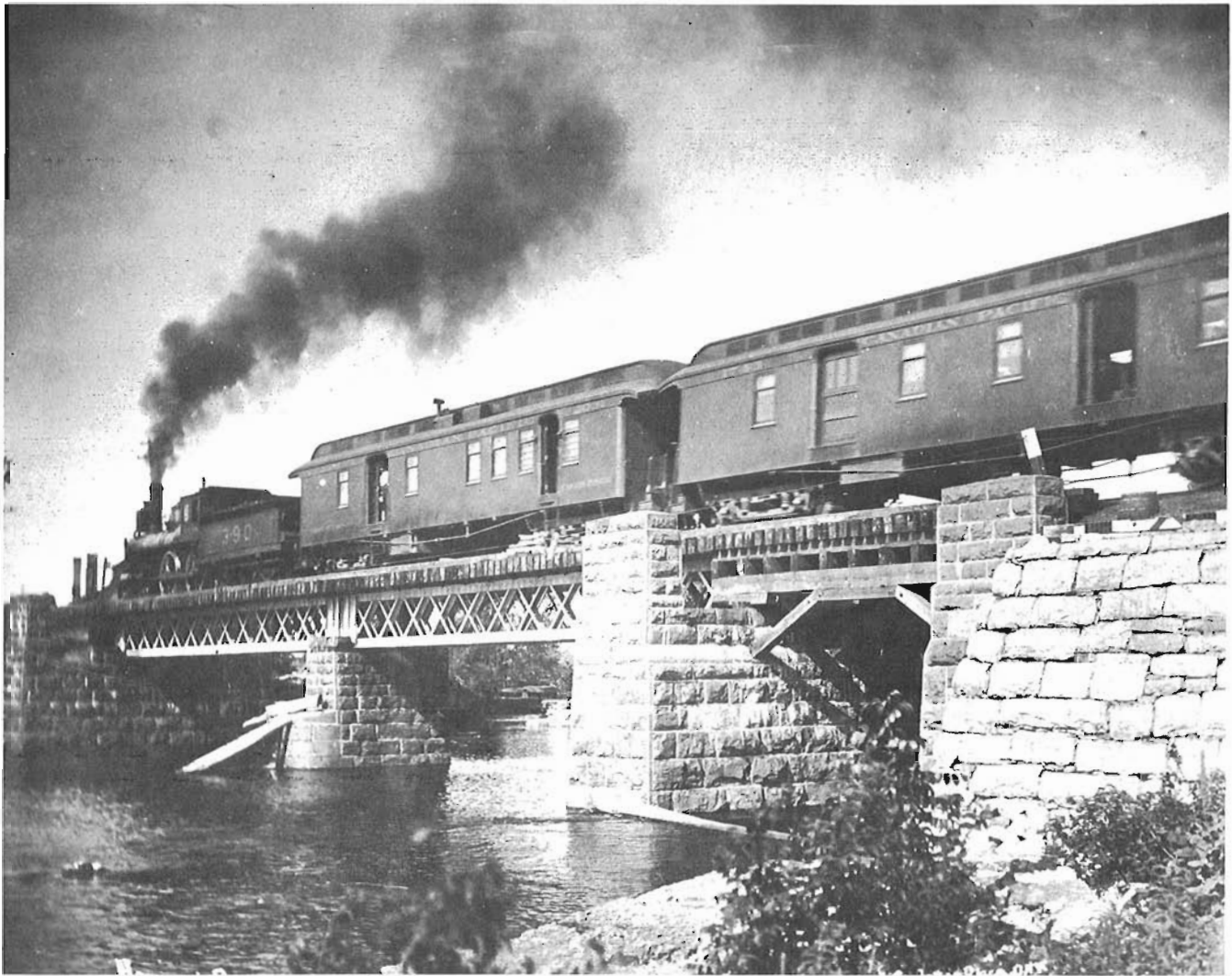
Photo by James L. O'Donnell. Collection of Richard Viberg.

excursion from Montreal to St. Lin and return; at the very end of CP steam operation.

Bringing back 29 was made possible by the dedication and hard work of the mechanical staff of the S&H, complimented by volunteers from the New Brunswick, Rideau Valley and St. Lawrence Valley Divisions who were involved with both mechanical repairs and in the operation of the locomotive. Thanks for a job of making a dream in 1986 possible.

Just before the 1994 fire, repairs were being carried out due to some leaking tubes. It had been hoped to have 29 back in limited service in 1995. Obviously these hopes have had a major set-back, but it is still hoped that 29 will run again under its own steam.





OPPOSITE TOP: 29 and 1009 hauling the special train on labour day weekend, 1987. The building which was destroyed in the 1994 fire appears at the right of the photo.

OPPOSITE BOTTOM: 29 under steam during its 100th birthday celebrations.

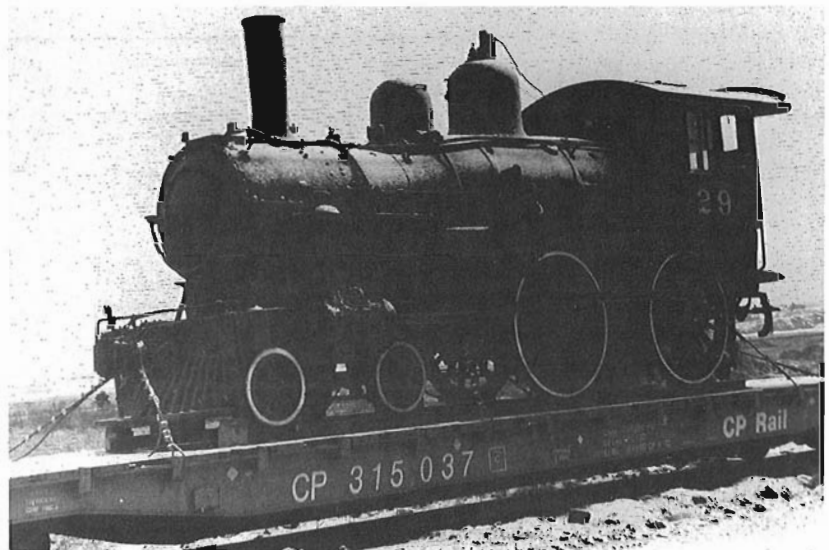
Both photos by James L. O'Donnell. Collection of Richard Viberg.

ABOVE: Probably the earliest photo of No. 29, originally CPR No. 390, taken at Carleton Place, Ontario about 1888, when the locomotive was only about one year old.

National Archives of Canada, Photo No. C-3823.

RIGHT: Photo of 29 as it arrived on a flat car at Hillsborough.

Photo by James L. O'Donnell. Collection of Richard Viberg.



RIGHT: The S&H fire, and the plight of 29 received nationwide coverage. This article appeared in the Winnipeg Free Press on October 3, 1994.



CP PHOTO

Ed Bowes, right, and Pat McKinley inspect locomotive damaged by fire.

Fire not enough to derail No. 29

By Tom McDougall
Canadian Press

OLD NO. 29 is one sorry-looking steam locomotive since the big fire.

But she's not dead and neither are the nostalgic excursions of the historic Salem and Hillsborough Railroad in southeastern New Brunswick.

No. 29, built for the Canadian Pacific Railway in 1887, was one of Canada's oldest operating locomotives.

But then the railway's yardhouse in Hillsborough, N.B., burned to the ground two weeks ago with No. 29 inside — along with two diesel locomotives, a rare wooden business car, eight other cars and all of the railway's tools and spare parts.

No. 29 is begrimed with sooty residue. The wood trim in her cab is burned off and the massive timbers on her undercarriage are charcoal. Her paint is seared down to the bare metal.

For a while, it looked like she might be a goner.

But when Ed Bowes and another of the train buffs who run the Salem Hillsborough checked her out, they found good news.

They climbed into the cab and tried out the levers — throttle, Johnson bar reversing control, brakes and others. All worked. They inspected the metal for sags and warps. They found none.

They refilled the evaporated oil in her wheel-bearing journals,

replaced the heat-warped rails in front of her and earlier this week they towed her to a siding. She rolled along fine with no seized bearings.

"It wasn't in the hottest part of the fire," Bowes said. "It should be OK."

It can definitely be restored as a static display, he said, and it might run again. Until the railway's board determines how or when to fix up No. 29, it will probably be sprayed with rust-preventing oil.

There's a happy precedent for steam locomotives surviving bad fires.

In 1989, fire engulfed the roundhouse of the Durango and Silverton narrow-gauge railroad in Durango, Colo., a similar operation to Salem Hillsborough but larger.

All six of the Durango and Silverton's steam locomotives were inside, some of them severely damaged. But a six-man crew fixed them all, one at a time. By April, the least damaged was running again.

"It proves the skill factor of the men who work here," said Valerie Swanson, the Durango and Silverton's marketing co-ordinator.

At the Salem Hillsborough, the burned diesel locomotives are writeoffs. The one that had been in operating condition was burned so badly its crankcase exploded, its side panels melted and its springs collapsed. Products of 1946 and 1950, the two diesels had no great historical value.

But the business car — with an open-air platform on the back — was a major historical loss. It was one of the few cars left in Canada with truss-rod construction — tongue-and-groove plank walls held together by turnbuckle rods.

"In terms of showing early railroad construction, it was a very significant piece of history," Bowes said.

Fortunately, the railway's other operating diesel and all of its operating cars were outside and survived, along with a lot of museum pieces ranging from cabooses to a double-ended snowplow and a 1913 steam crane.

The railway's other steam engine, No. 1009, barely survived with nothing but a burned steam hose.

Meanwhile, the Salem and Hillsborough hasn't let the fire stop its Sunday passenger-car excursions or its dining-car charters. A charter ran only 12 hours after the fire.

But the fire left the railway without a spare diesel or a place of its own to fix its rolling stock.

Fortunately, nearby Moncton is the railway hub of the Maritimes and site of CN Rail's regional offices.

CN is lending tools as needed, along with a motorized car and trailer for track maintenance. The Salem and Hillsborough lost both its motorized cars in the fire.

The building was insured for \$93,000 but the cars and locomotives weren't.

Two CN Coaches in North Carolina

By Jackson McQuigg

Sharp-eyed readers of Canadian Rail will find the heritage of these two pictured cars to be readily apparent. They are, indeed, Canadian Car & Foundry coaches built for the Canadian National Railways, and later used in Montreal area commuter service. They now reside in the collection of the North Carolina Transportation Museum at Historic Spencer Shops in Spencer, North Carolina.

The story of the cars' passage from Quebec to Tobacco Road is an interesting one. A 1991 equipment planning survey by Jim Wrinn of the N.C. Transportation Museum and Clare Arthur, Collections Curator for the Museum's parent entity, the North Carolina Historic Sites Section, pointed up a great need for additional coaches within the Museum's fleet. While the Museum had three ex-Reading Railroad commuter coaches capable of servicing the Museum's on-site train ride, extensive use of the coaches with little down time for maintenance was resulting in increased equipment failures. When combined with the Reading equipment's reliance on non-standardized wheels, this fact provided a real impetus for a search for coaches which could quickly be added to the Museum's pool of available equipment.

It was a twist of fate that brought the CN cars to North Carolina, however. In the spring of 1992, I happened upon Canadian Rail's editor Fred Angus aboard an excursion over the Lancaster and Chester Railroad, a shortline which runs between its namesake cities in South Carolina. Conversation eventually turned to the ex-CC&F fleet in Montreal and I soon found out that a number of the cars would be for sale in short order. Upon returning to Montreal, Fred helped the Museum in North Carolina with some of the legwork in investigating the availability of the equipment and even went so far as to recruit volunteers from the Canadian Railway Museum to inspect a group of the coaches as to their mechanical condition. The N.C. Transportation Museum remains grateful for this assistance.

After arranging the sale with CANAC, CN's division for equipment sales, and enlisting the help of a customs broker, cars 4953 and 4955 began an arduous trip in freight service to North Carolina. They arrived at the Museum, which is located at a former Southern Railway shop facility, in the fall of 1992.

The cars have already proved their worth to the Museum in this new incarnation of life for the coaches. "The high-density seating and the durability of the seats themselves makes the cars perfect for school groups", notes Kelly Wrinn, Programs Specialist for the Museum. Indeed, the high seating capacity in each car allows for groups from one particular school to stake out an entire car, rather than be forced to split a single group up between several cars, as was required when the Reading coaches were used for school groups.

The Museum has, at this point, only put minimal capital in the equipment. Both cars received rubberized roof skins. The

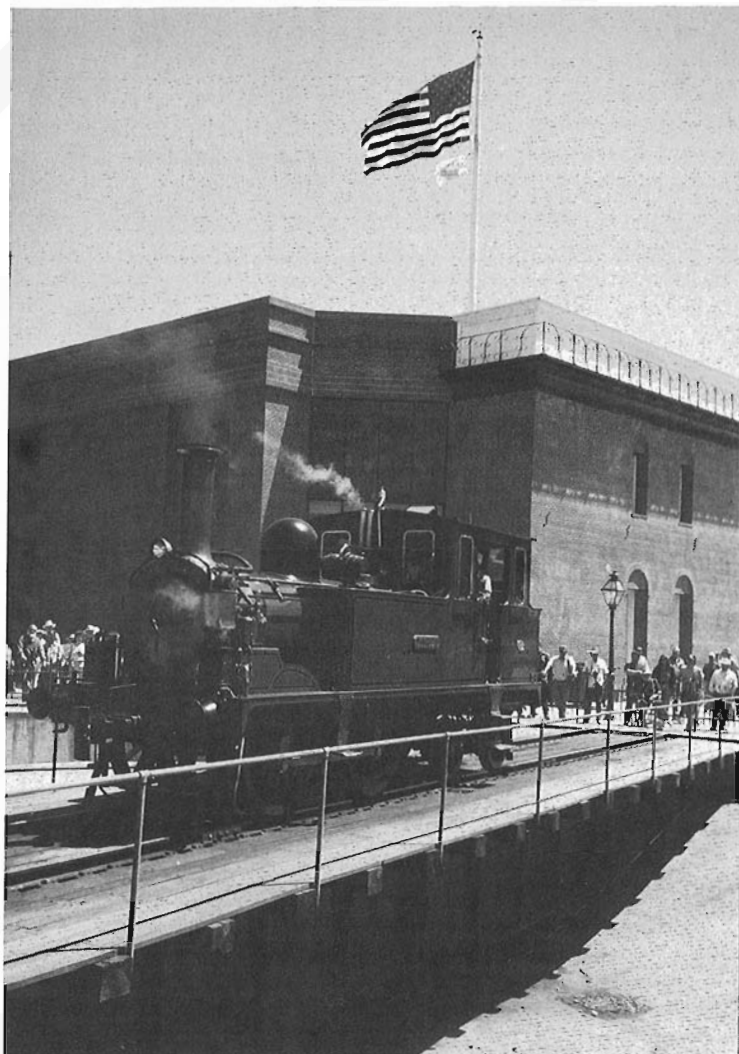


CC&F cars are all steel except the roofs, which are made of wood. These wooden roofs are problematic, but the advantages of the equipment, even when this fact is taken into consideration, still far outweigh the disadvantages. In addition, car 4955 has received new paint (Pullman green) and now bears the name *James A. Bistline*. Mr. Bistline, on the board of the support organization for the Museum, is the retired General Council of the Southern Railway. He is perhaps best known for his role as Vice-President, Steam Operations during his years with the Southern and Norfolk Southern Steam Excursion Program. Car 4953, still in CN-applied paint, is held in reserve service and is scheduled to be repainted this winter. It has, however, operated at peak periods at the Museum, the only evidence of its change of ownership being the removal of the CN "wet noodle" logos that were once on the car.

One final note: During 1993 repair work on the cars, Museum volunteers were replacing a masonite panel in the ceiling of one of the cars when they noticed a bit of exposed wood veneer under the section of masonite which they had just removed. Delicate use of a stripping compound revealed that the original wood veneer work in the cars had not been removed when the cars were modernized by CN in the 1960's; rather the woodwork was merely covered with latex paint. It is hoped that perhaps one day the cars can undergo extensive reworking and that the veneer can be brought back to its original glory.

Dunrobin's Trip to Railfair 91 at Sacramento

By Ernie Ottewell



Dunrobin on turntable at Sacramento Railfair, May 3 to 12, 1991

All photos by the author.

This event all started for *Dunrobin* and crew with an invitation from the California State Railroad Museum (CSRM) to bring this 1895 locomotive for display. It would be required to be under steam for display daily with moves around the area as required to get coal and water.

The crew consisted of Jim Deck, second engineer, Dave Morley and Doug Howg from Fort Steele Heritage Town, and me as first engineer.

The engine was loaded for transport at both places by using two cranes. This was the fastest way to do the job as *Dunrobin* is not top heavy; when it is in slings it hangs like a plumb bob.

On arrival at Sacramento, there was a difference of opinion as to how the engine was to be unloaded. CSRM wanted to ramp it off, but we insisted in using cranes; this was done after absolving both CSRM and the crane company of responsibility. We knew this would work as the engine had been handled the same way when it went to Vancouver in 1986 for Steam Expo.

Amtrak transported crews, wishing to use rail transport, free. Our trip began by my driving from Revelstoke to Cranbrook; once there we all went in Dave Morley's car to Sand Point, Idaho where we boarded Train No. 7, "Empire Builder", at 0054. At Spokane, our portion of the train was cut off and became the Portland section, No. 27, arriving at Portland at 1015. There was a wait until 1510 for No. 11, "Coast Starlight" which arrived at Sacramento at 0618 the next morning. We were all impressed with the accommodation, food and handling while on the train.

At Sacramento, we were booked into the Capitol Plaza Holiday Inn which is just across Interstate 5 from CSRM in Old Sacramento. The days were long as we had to get up in time to have breakfast in the Amtrak station, then go to prepare the engine for showing from 0900 to 2000. The work consisted of cleaning the firebox, washing the engine inside and out, wiping the rods and wheels, as well as putting out printed matter for distribution. We were helped for a few days by Mike and Helene Westren and Jim Cullen from Calgary; all three are members of the Calgary and Southwestern Division of the CRHA.

Due to the limited space available at the site, a parade, such as took place at Vancouver in 1986, was just not possible. However we were not static either; moves were made by all engines to go out to get coal, water or oil, and engines were also placed on the turntable and slowly turned so both sides could be photographed. For an English magazine, "Steam World", it was arranged to have *Dunrobin* and an 0-6-0, No 1247, built in the same place as *Dunrobin*, on the turntable. The 0-6-0 was four years younger, having been built in 1899.

Attending Railfare along with No. 1247 was the replica of the 1825 Stockton & Darlington "Locomotion". This replica was built in 1975 by Mike Satow who was along with the engine. He also built replicas of "Rocket", "Sans Pareil", Trevethick's 1804 gear operated engine and a Great Western broad gauge locomotive.

There were about 20 standard gauge steam engines and a number of diesels from early F series GM to latest GE freight engines. Amtrak exhibited a three coach set. There was one two-foot gauge wood burner, three 15-inch engines and a number in 7 1/2 inch gauge, but the latter were not in steam.

Three times a day, at 1100, 1500 and 1900, there was a musical review about development of transportation; it also used engines of different periods to illustrate the scene. Seats were set up for about 1800 viewers, and these all seemed to be full any time we went by the site. All the exhibitors were invited for the final dress rehearsal on May 2.

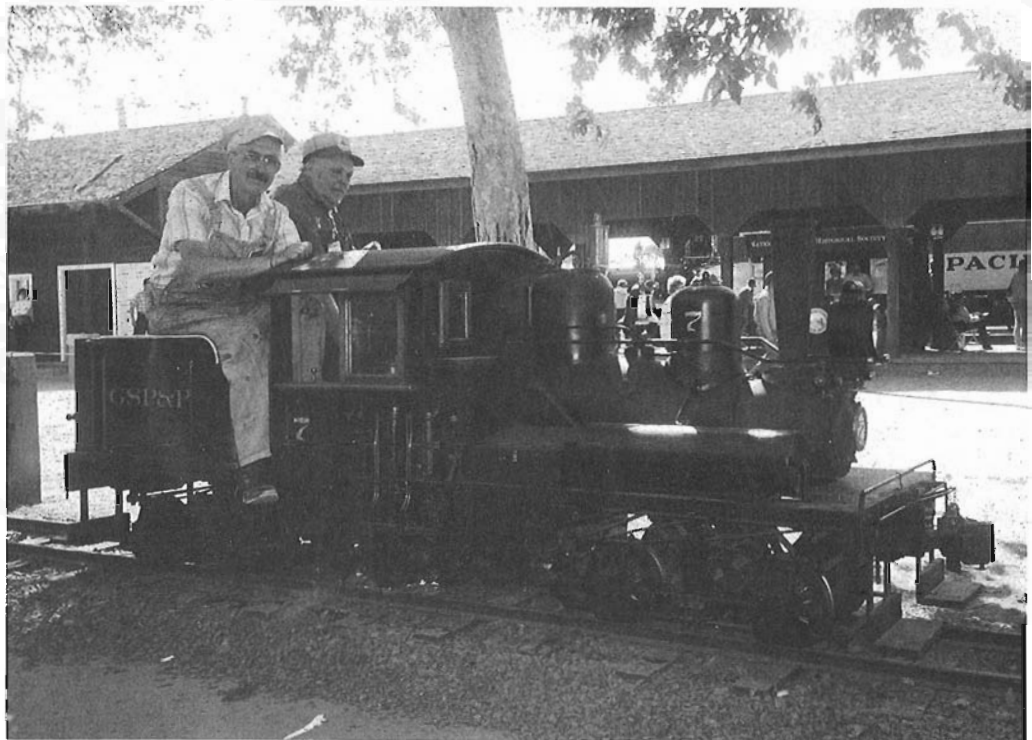
Total attendance was hard to determine as local papers had it at 180 to 200,000. Terry Stefani, operations manager, told me the first day was 16,000, the second day 22,000 and the third day 26,000, after that I lost count. I do know we took down 8000 brochures on Fort Steele and most of them were distributed. Not all the people going through the engine took brochures, lots of family groups took only one, so I do not think it would be too far wrong to say we had about 10,000 through *Dunrobin* in 10 days.

On Thursday, May 10, 1991, a telegraphic hook up was made with Promontory Utah to celebrate the 122nd anniversary of the driving of the last spike in 1869. To mark this event, CSRM engine Union Pacific 4466 was to blow its whistle at the required time but, as 4466 was required elsewhere that day, *Dunrobin* was asked to do the honours. At the signal I was to blow one long whistle, to be followed by every engine with a whistle to blow for ten seconds. This was done with great enthusiasm.

Railfair was a complete success, and the staff of CSRM are to be congratulated. The show was only ten days but the planning took years to accomplish.



Ernie Ottewell, then President of Selkirk Division of the CRHA, doing another TV interview at Sacramento. This happened as many as three times a day.



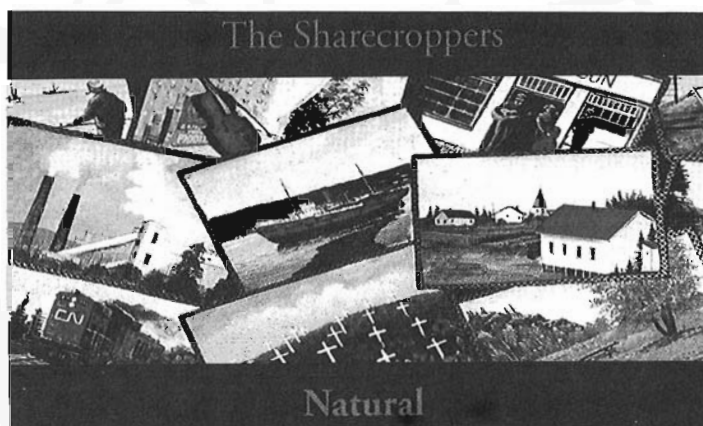
Ernie Ottewell trying a 15" gauge Shay. Unlike her full size sisters, this one runs quiet!

More Music and Trains

The popularity of Lynne Macleod's recent article "Music at the Railway Station" in our May-June 1994 issue has prompted another article on the same subject. In particular, we have the pleasure to review two very fine recent recordings, both of which contain music related to railways. Of even more interest is the fact that the recordings differ greatly in the type of music, yet the railway theme is prominent in each.

NATURAL

By The Sharecroppers
11 Ross Avenue
Pasadena, Newfoundland
AOL 1K0



This recording, available on both tape and compact disc, contains thirteen songs, all but one original compositions, dealing with life in Newfoundland. While only one is directly related to the railway ("The Engineer's Song"), others touch on topics connected with the railways, and all depict the Newfoundland way of life, of which the railway was so long a part.

A mere list of the names of the songs is enough to make one realize how well they portray the spirit and tradition which is so much a part of the Newfoundland story. The recording offers: "One Room School", "The Mill Whistle", "Engineer's Song", "Katie's Tune", "The Kyle", "The Legionnaires", "Newfoundland Autumn", "Freddie's Tune", "Yesterday's Fishermen", "My Grandfather's Fiddle", "Newman's Reel", "Mermaid", "Twenty-Five Miners". All are excellent, but three should be noted especially from our point of view. The Engineer's song is a nostalgic lament by a retired engineer thinking of the old days on the Newfoundland Railway, abandoned in 1988. In the first chorus he says "The days on the rails may be over, but that doesn't mean it's all gone. The memories can live on forever, as long as we're singing our song". The second chorus says "All aboard, all aboard, we're off to the Gaff Topsail Plain. Come hell or high water, come blizzard or rain, we'll take you to heaven and back home again. All aboard, all aboard, and gaze through the side window pane, with scenery so lovely and a rush in your veins, we're off to the Gaff Topsail Plain".

Songs like this will go a long way to ensure that the memories do, indeed, live on forever.

Another song concerns the Kyle, the famous ship, once owned by the Reid Newfoundland Company, and later the CNR, which has for many years been lying aground at Harbour Grace. At the present time there is some interest in preserving this ship and restoring it in time for the 500th anniversary of the landing of Cabot in 1497.

"The Legionnaires" tells of the veterans of both world wars, and their desire to keep alive the memories of their comrades in arms who died in battle. This song appears to be the most popular of the series and helps to preserve the memories of these brave Newfoundlanders.

The Sharecroppers, a trio consisting of Ed Humber, Mike Maddigan and Guy Romaine, are teachers who combined their musical talents to perform; as they put it, a "hobby gone wonderful". They got their first big break when John Bonnell of Cable Atlantic asked them to do a 30 minute special on television. The show began at the artistic Newfoundland Emporium, swung through the Corner Brook Pulp and Paper Mill, with the song "The Mill Whistle", examined the old locomotive and train museum in Humbermouth with "The Engineer's Song", took a quick jaunt to Harbour Grace to sing about "The Kyle", then ended back in Corner Brook with "Newfoundland Autumn".

All three write, but there is a difference in the songs which reflects each member's background. Mr. Romaine is from an outport so his songs reflect the fishery or growing up in an outport. Mr. Humber wrote "The Mill Whistle", which is obviously proof of roots in Corner Brook, while Mr. Maddigan writes about his family, and he wrote "The Kyle" while teaching in Harbour Grace. Other tunes getting lots of air play are "one Room School", "Yesterday's Fishermen" and "The Legionnaires - Lest We Forget", played across Canada on Remembrance Day.

All in all, this is a great recording, and we look forward to further releases by The Sharecroppers in the future.

MOSTLY RAILROAD MUSIC

By Eldon Rathburn

This compact disc contains nineteen instrumental selections, all but one of which are his own compositions, and most of which deal with, or are inspired by, railway subjects. Mr. Rathburn, a long-time CRHA member, was born in 1916 in Queenstown, New Brunswick, and studied composition with Healy Willan at the Royal Conservatory of Music in Toronto. He was a staff composer with the National Film Board of Canada from 1947 to 1976. Since then he has written scores for IMAX films and has been researching the subject "Music and Railroads". His film scores include "The Romance of Transportation", "City of Gold", "Universe", "Canon", "The Railrodder", "Labrynthe" (Expo 67), and the IMAX films "Circus World", "Skyward", "Beavers" and "Transition and Momentum" (Expo 1992, Seville, Spain).

The selections on this recording are:

The St. Lawrence Tubular Bridge Polka Mazurka. This lively piece was written in 1854, by a composer known only as "WH", to commemorate the start of construction of Victoria Bridge at Montreal. It is here arranged by Mr. Rathburn and played on a steam calliope.

Stravinsky on the Delta Queen. Let us imagine the great man enjoying a cruise on the broad Mississippi. The calliapist departs from his usual repertoire of popular tunes and plays this short tribute to the great composer. Stravinsky's reaction is not known.

Honky Tonks (from "City of Gold"). The NFB film depicts life in Dawson City during the Gold Rush of 1898. The honky-tonks were one source of pleasure for hard working gold seekers.

Junction. Clapham Junction, London, 1959. A bewildering array of trains coming and going from all directions, different speeds, overlapping sounds.

The Rise and Fall of the Steam Railroad. If confronted with the question "would you like to see a return to the days of steam railroading with its belching smoke and shrieking whistles?" the answer from most railroad enthusiasts would be "yes!". After some dramatic gestures this piece settles down into bright dialogue between the instruments. Part two features percussive elements suggesting the rhythm of the rails and passing trains. The appearance of the synthesizer (the villain of the composition) evokes the modern, confused computer age. This orgy of sound is wiped out by pounding steam blasts. Although doomed to die, the steam locomotive has its final revenge. There remains the sad throaty wail of the calliope accompanied by light wisps of banjo and funereal Jew's harp triads.

Ghost Train. This piece sets on a comfortable road bed in C minor with its roots in boogie-woogie. It could depict a slow freight with a mysterious cargo of a look back at a troubled train in the past.

Great little Train of Wales. They operate on narrow-gauge track and were first used to transport minerals from the quarries in the hills during the middle of the 19th century. They attract tourists from all over and are beautiful to see, winding their way through the hills and forests of Wales.

Tiddles of Paddington. This huge cat, now deceased, occupied a special place in Paddington Station, London. This is a lullaby for Tiddles as she dreams about Scarlatti's cat pawing out the subject of a fugue, Confrey's "Kitten on the Keys".

Spiral Tunnel Boogie. A twisty trip through a spiral tunnel in the Canadian Rockies, "the biggest corkscrew in the world".

In Memoriam - Jumbo. The famed Barnum and Bailey circus elephant Jumbo was killed by Grand Trunk locomotive 88 on September 15, 1885 at St. Thomas, Ontario. Always remembered by the circus community.

Thoreau's Train. Thoreau was not a lover of the railroad. The roaring of the passing train near Walden Lake interrupted his transcendental thoughts. "That devilish Iron Horse".

Amtrak. Pennsylvania Station, New York. Trains to the north, south and west. A sweaty confused mixture of crowds and rails, but very exciting.

The Iron Horses of Delson. The Canadian Railroad Historical Association's museum at Delson, Quebec houses all varieties of steam locomotives. They are kept well groomed, but appear like corpses in a funeral home. Let us imagine their breaking out of



MOSTLY RAILROAD MUSIC



ELDON RATHBURN

their prison and scurrying all over the country, only to return to reality.

Schönberg vs. Gershwin. Friends in Hollywood, partners in tennis, both ends of the musical pole. Their melodies rub elbows with each other, sometimes are violently contrasted, but always in good humour.

Dorion Crossing. One October night in the mid-60's at Dorion, Quebec, a group of young people were on their way to a party. They never made it. Their bus was hit at a railroad crossing and 22 lives were snuffed out. As a frequent train passenger between Montreal and Ottawa, I relived this accident every time the train approached Dorion. This piece is in memory of those young people.

Dvorak at 155th Street. During Dvorak's stay in New York he was often seen at 155th Street watching the trains going in and out of Grand Central Station. Dvorak was an ardent railroad buff, but it was not reflected in his music as far as we know.

Hindemith Rides the Merchants Limited. We know that Hindemith was interested in perusing railroad timetables and in model trains. This piece suggests a trip from Yale University to New York, possibly to attend a performance of one of his "Kammermusiks" or maybe just for a rest from his teaching activities.

The Nomadic Five. After a cranky tune-up, a group of strolling musicians are off in many directions including some Handel, a flash of an old pop tune, a bow to Liszt, Beethoven, Shostakovich, and ragtime. After a soulful tuba solo they finish with a spicy cadence.

Turbo. The CNR's experimental Turbo was doomed from the start. It frequently broke down and once even caught fire. This piece recalls one of its trips. After a struggling start, it is on its merry way, only to encounter another breakdown. After a series of solos "con frustrato", the Turbo is on its way two hours late.

This recording is a great easy-listening selection with lots of inspiration from the railways, past and present.

Rail Canada Decisions

By Douglas N.W. Smith

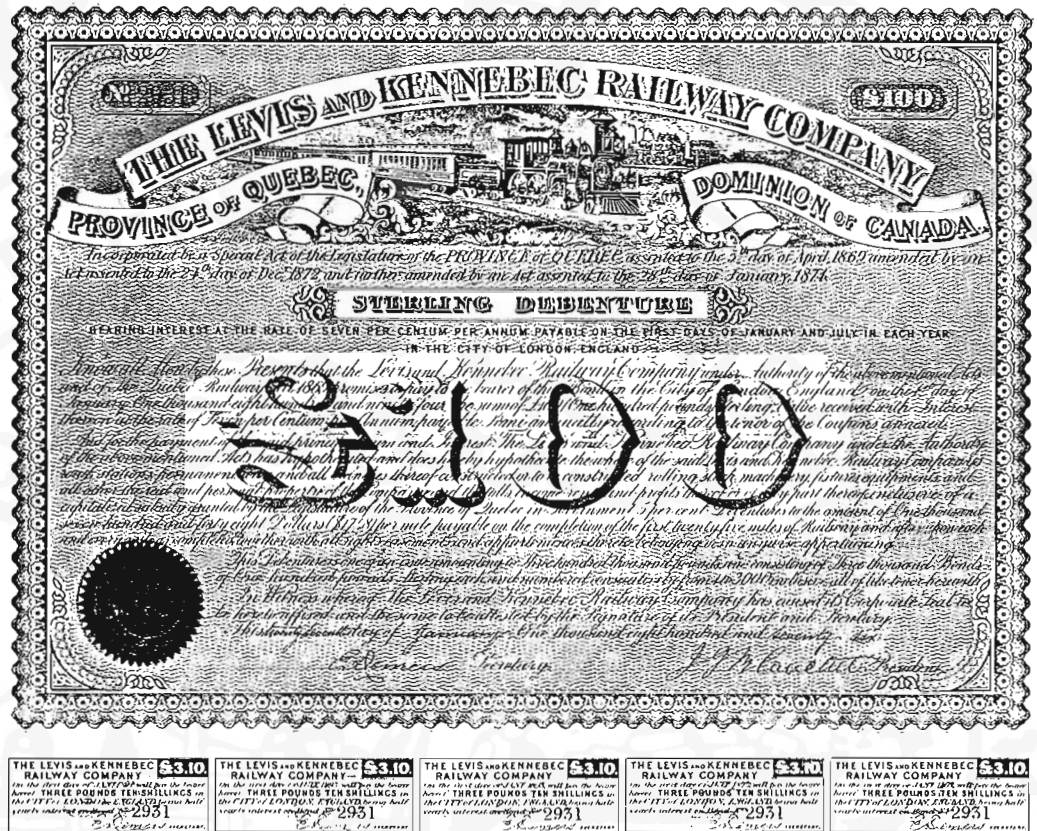
FAREWELL TO THE QUEBEC CENTRAL

The Agency authorized CP tear up all the remaining 237.4 miles of trackage of the former Quebec Central Railway on August 10, 1994. At this time the rails remained between Sherbrooke and Harlaka, near Levis, Scott Junction and Diamond, and Vallee Junction and Lac Frontiere.

The Quebec Central had its origins in two ill-fated companies, the Sherbrooke, Eastern Townships and Kennebec Railway and the Levis and Kennebec Railway. Both companies were incorporated by the Quebec legislature on April 15, 1869. This legislation established five colonization railways to open the hinterlands of the province to settlement. As traffic volumes were expected to be light, these railways were to be built with wooden rails rather than the more expensive iron rails. Two of these colonization railways, the Quebec & Gosford and the Drummond Richelieu & Athabaska Railway, were built with wooden rails. These rails did not stand up to the rigours of the climate and were quickly discredited. In 1873, the SET&K or the L&K decided to use iron rails.

Under the terms of its charter, the SET&K was to build eastwards from Sherbrooke to the Chaudiere River where it would effect a junction with the L&K. The latter company had international ambitions as its line from Levis, opposite Quebec City, was to run to the Maine border where it would link up with a projected line from Wiscasset on the Atlantic Coast.

The L&K was the first to lay rails. By the end of 1873, the company had laid its rails from Levis to St Fereole, a distance of seven miles. The following year the SET&K opened its line from Sherbrooke to Westbury, a distance of 13.7 miles. The SET&K was reorganized as the Quebec Central Railway the following year. The new company successfully sold its bonds in the British financial markets and its rails crept ever eastward. Twenty three miles of track were laid to Weedon in 1875; 21 miles to Coleraine by 1877, 18 miles to Robertson in 1878; 10 miles to East



A £100 bond authorized by the Levis and Kennebec Railway Company in 1874 and sold in England in 1876. It was to pay 7% interest and mature in January 1894. Notice the attached coupons; no interest was paid on this bond after January 1877! A small hoard of L&K bonds were found in the 1980's.

Broughton in 1879; and the final 15 miles to the banks of the Chaudiere River, opposite the L&K in 1880.

In contrast to the QC, the L&K had a chequered existence. The initial contract to build the line was given to Mr Hulburt, the gentleman who had promoted the concept of the wooden railway in Quebec. With the failure of the Quebec & Gosford Railway and general deterioration in the North American economy, Hulburt became financially embarrassed in 1873. Like the QC, the L&K turned to British sources for its capital. The first three mile section of track was completed from Carrier, on the Grand Trunk, to St Henri de Levis on October 4, 1873. In 1874 sufficient resources were scraped together to permit laying four miles of track from Levis to Carrier. The following year, the company completed twenty one miles of line to Scott Junction, which was expected to be the meeting point with the SET&K. This accomplishment was marked by an excursion which officially opened the track on June 23, 1875. This was followed by the construction of an additional 15 miles of line. While it was heading for St Joseph, the company ran out of steam in 1876 on the banks of the Rivière Doyen, some two miles short of its goal. Nothing daunted, the L&K simply built

a station at the end of track and called it St Joseph.

The L&K lurched along for the next five years before succumbing to the inevitable foreclosure. It was sold at a sheriff's sale on March 22, 1881 to none other than the Quebec Central.

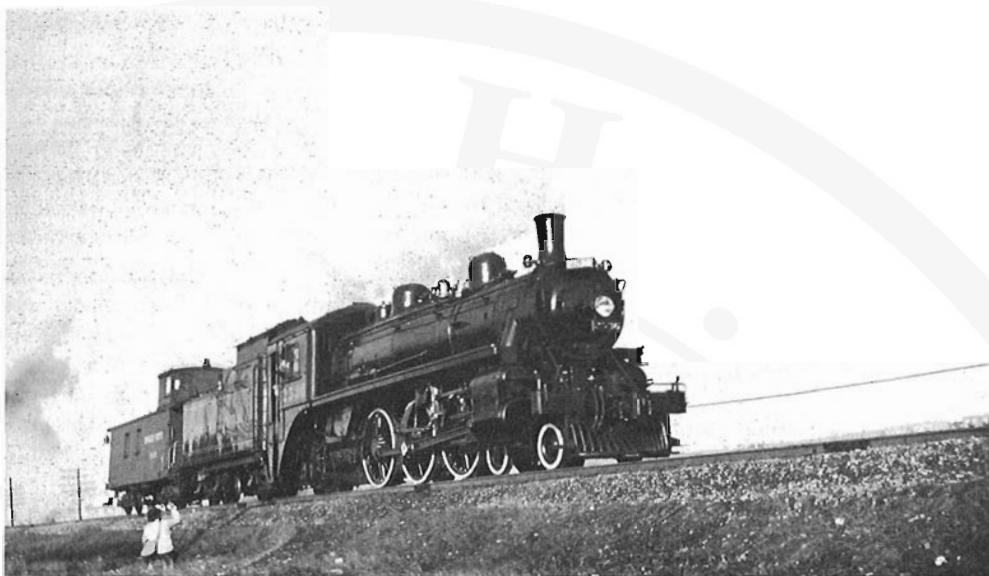
As if to celebrate its acquisition and point out the new state of affairs, one of the first measures taken by the QC in 1881 was to extend the L&K line the two miles to St Joseph after a five year hiatus. The other step was to complete its bridge across the Chaudiere to effect a junction with the L&K. On May 23, 1881, the QC began to operate through passenger trains between Sherbrooke and Levis and between St Joseph and Levis.

The QC was hamstrung by the location of its station in the upper town at Levis. All passengers and freight had to surmount the precipitous cliff which led to the St Lawrence River wharves and ferry to Quebec City. During 1881, it approached the federal government seeking a subsidy for a new line from St Henri to the Levis waterfront. As the ICR was planning to build a new line along the greater part of this alignment to bring its Maritime trains directly into Levis, the government demurred. When the ICR completed the new line in 1884, the QC abandoned the original line to Levis. It built a new line from St Henri to Harlaka, the junction point with the new ICR line.

Pursuing the dreamed of connection to the Maine coast, the QC extended the track from St Joseph to Beauceville in 1886. As the Dominion government refused to offer a subsidy to the portion of the line to be built in Maine to achieve a connection with the American railways, the company shelved plans for further construction. When CP completed its short line in 1889 between Montreal and Saint John, NB, Quebec City interests again took up the cause of a new link to reach Atlantic tidewaters. The QC settled upon the Tring Junction-Megantic line as the shortest and cheapest means to make the connection. This line was completed in 1895. After the turn of the century, the QC extended its line from Beauceville to Lac Frontier between 1906 and 1915 to open new timberland to the forest industry.

Unlike many of their Canadian ventures, the QC had been a very profitable railway for its British investors. Determined to bring the QC into its orbit, the CPR made an attractive offer to lease the company for a period of 999 years. The offer was accepted and the property became part of the CP system on January 1, 1913.

After forty five years of existence, Scott Junction finally became a junction in more than name when the QC built a line northward to a point called Diamond, near Charny, to reach the



Quebec Central 4-6-2 No. 2536 hauling a CPR wooden caboose. This locomotive was built at CP's Angus Shops in March 1908 as CPR 1136. In September 1912 it became 2536, and in May 1926 it was "sold" to the Quebec Central where it became No. 60. In July 1935 it became QCR 2536, and it remained in service until October 1959 when it was retired and scrapped.

CRHA Collection.

Quebec Bridge. This line allowed the QC to operate a number of its passenger trains directly into Quebec City.

The final extension to the QC occurred in 1926 when CP took over the Boston and Maine Railroad's line between Wells River and Sherbrooke. While CP integrated the Wells River-Newport portion of this line into its system, it leased the Newport-Sherbrooke segment to the QCR on June 26, 1926.

The Tring Junction-Megantic line was the first significant portion of the QC to be abandoned. Permission was given to cease operations in 1987. The next section to vanish was 31 mile line between Sherbrooke and Beebe Junction, on the Quebec-Vermont border. This line and the 2 mile Beebe Junction-Rock Island spur were abandoned in 1989. The only other major change was the the surrender of running rights over the Quebec Bridge and the removal of the junction with the CNR at Diamond.

As a significant number of QC shares are still in private hands, CP deferred taking steps to abandon the remainder of the system. While the tracks have remained in place, it has been several years since the trains have operated north of Thetford Mines. Service between Sherbrooke and Thetford Mines was confined to a once per week local.

OTHER QUEBEC LINES

Harbour Branch Spur: On December 10, 1993, CN received permission to abandon the easternmost section of its rail line to reach the wharves along the Montreal harbourfront from Mile 0.4 to 1.3. The Grand Trunk had laid the first portion of its original line along the harbourfront in the 1860s. Montreal had long been seeking the closure of this track which ran down the centre of a street for several blocks.

ONTARIO

Fonthill Spur: CN received permission to abandon this spur from Thorold, Mile 6.3 to Fonthill, Mile 11.9 on June 9, 1994. This trackage formed part of the last section of the Niagara St Catharines & Toronto Railway to be constructed. Unlike most interurban track, this line was built for its freight-potential. Originally the trackage left the NSC&T main line at Thorold. The line reached Fonthill in 1907 and to Welland in 1908 and Port Colborne in 1911. On March 28, 1959, this line hosted the final day of interurban train service in Canada.

Graham Subdivision: On May 31, 1994, CN received authority to abandon the line between Thunder Bay, Mile 0.0 and Superior Junction, Mile 159.5.

This line was built to serve as the eastern outlet for the Grand Trunk Pacific Railway. Chartered in 1903, the GTP was the government's response to the boom in prairie settlement and grain production. The main line of the GTP extended from Winnipeg to Prince Rupert. East of Winnipeg, the Dominion Government built the National Transcontinental Railway. Designed to carry grain to the St Lawrence, this superbly engineered line ran far to the north of the Great Lakes in a direct line to Quebec City.

The Grand Trunk Railway's Board of Directors, who had less faith in the abilities of their new western subsidiary to compete with low-cost water transport, considered it imperative that its subsidiary have a line to the head of navigation on the Great Lakes. To accomplish this end, the GTP built its own line from Superior Junction on the NTR to Westfort, adjacent to Fort William which is now part of Thunder Bay, Ontario. The first sod for this line was turned by no less a personage than the Prime Minister, Sir Wilfred Laurier on September 11, 1905.

As the GTP would be bottled up on the prairies without its access line to the Great Lakes, the company moved to complete its line to Fort William very quickly. The 160 mile line was opened for service on November 27, 1908. However, the completion of the NTR line between Superior Junction and Winnipeg was delayed by heavy rock work and sink holes and a dispute with the Canadian Northern over trackage rights in the Winnipeg area. While one experimental grain train ran from Winnipeg to Westfort in the fall of 1909, the poor condition of the NTR's unballasted track stopped any plans for further use of the line. It was not until April 1911 that the NTR line was ready for service.

While the GTP was supposed to operate the NTR under a lease with the government, the GTP refused to carry out its agreement with the government. The original contract had set the annual lease costs as three per cent of the cost of the NTR. As the lease was completed before any surveys of the route of the NTR were carried out, the original cost estimates proved woefully low. The cash strapped GTP simply could not afford to fulfill its agreement. The government turned its unwanted line over to the Canadian Government Railways for operation pending resolution of the impasse on June 12, 1914. The disconnected Superior Junction-Westfort line was leased to the Dominion government on July 1, 1915.

Manitowadge Subdivision: CN was given permission to abandon from Hillsport, Mile 0.9, to Geco, Mile 22.3, on June 23, 1994. This leaves only a 0.9 mile spur from the transcontinental

line. The Manitowadge Subdivision was built in 1958 to tap newly opened mines.

Meaford Subdivision: The Agency ruled CN could not abandon this line which extends from Barrie to Collingwood and the Penetang and Pretty River spurs. This marks the second time the Agency has turned down CN's application to close the line; the earlier application was refused in 1990. The Agency said it would review its decision within two years.

Midland Subdivision: Authorization was given on July 8, 1994 for CN to abandon its trackage between Uthoff at Mile 52.0 to Midland at Mile 75.2 as well as the Midland and Coldwater spurs. This decision leaves only the 9.5 section of line between Orillia and Uthoff for which CN has filed a notice of intent to abandon. A detailed history of this line appeared in the November-December 1992 issue of Canadian Rail.

Petrolia Spur: CN was authorized to abandon this 4.7 mile spur off the Strathroy Subdivision on June 10, 1994. The line was built by the Great Western Railway to Petrolia to tap the booming oil traffic in 1866.

Scarborough Industrial Spur: CP received permission to abandon this 0.76 mile spur off the Mile 301.36 of the Belleville Sub in the Toronto suburb of Scarborough on August 3, 1994.

MANITOBA

Erwood Subdivision: CN was given authority to truncate this Subdivision from the current end of track near Baden at Mile 50.8 to near Birch River at Mile 22.9 as well as the 5.9 mile spur to a cement plant off mile 45.3 on June 30, 1994.

The Canadian Northern built this trackage as part of its line from Winnipeg to Prince Albert, Saskatchewan. This subdivision extended from Swan River, Manitoba to Hudson Bay, Saskatchewan. The first section from Swan River, north of Dauphin, to Erwood was completed in 1900. Remaining portion to Hudson Bay was officially opened in 1905.

In 1989, the NTA authorized CN to abandon the western most 49 mile section of the line from Baden to Hudson Bay. Now only a 22.9 mile stub remains of this route.

SASKATCHEWAN

Weyburn, Bengough, and Meadow Lake Subdivisions: On April 12, 1994, the Agency approved an agreement between CN and CP to swap trackage. CN will turn over the section of the Weyburn Subdivision from mile 13.37 to Mile 39.6 and the Bengough Subdivision from Mile 0 to the terminus at Willow Bunch, Mile 71.5. CN will acquire the Meadow Lake Subdivision from Mile 0.0 to Meadow Lake, Mile 93.4. CN has been operating the Meadow Lake Subdivision and CP the other two subdivisions since August 1, 1990.

BRITISH COLUMBIA

Slocan Subdivision: CP received permission on August 2, 1994 to abandon its track from Mile 1.4 to Slocan City at Mile 31.3. This trackage was built by CP in 1897 under the provisions of the charter for the Columbia & Western Railway.

CRHA Communications

CRHA CONFERENCE 1994

By Chris Kyle

Reprinted from "The Turnout"

June 30, 1994 was the start of the CRHA Conference, hosted by the Selkirk Division at Revelstoke B.C. Members came from all across Canada, those from the east flying [due partly to lack of suitable train service. Ed.] to Calgary and driving to Revelstoke. After dinner, the delegates went to the Revelstoke Museum to register.

After breakfast on July 1, we went to the Revelstoke Railway Museum to board a bus for a tour of the Revelstoke Hydroelectric dam. We then returned to the Railway Museum to be present for the dedication of the Museum and CP 5468. Albert Coughlin provided music for the festivities. Then after lunch, we watched Revelstoke's Canada Day parade and then went to the CP Rail yard to observe the demonstration of CP Rail MOW trucks.

That evening, a bull session was held at the Railway Museum. The delegates discussed a wide range of topics including volunteer burnout, succession planning and communications within the CRHA.

Activities on July 2 were centred on the Seniors' Centre in the Revelstoke Community Centre. After a hearty breakfast, the Annual General Meeting of the CRHA was held. At the Board meeting following the AGM, Walter Bedbrook was chosen President for another term.

After lunch, there was a series of presentations. Dean Handley, President of the Selkirk Division, host for the conference, made a formal request for CP No. 5935, a Selkirk. The locomotive would be displayed in the railway museum. This request is tied in with Revelstoke's centennial in 1999. [This is its centennial as a city. Revelstoke had existed as early as 1885. Ed.] Harry Home reported on the state of repair of CN No. 6015 in Jasper. He also discussed plans to establish a CRHA division in Jasper. Larry Buchan presented a railway watch to the Selkirk Division for probable display at the Revelstoke Railway Museum. The Calgary and South Western Division followed with a presentation of the original Connaught Tunnel bronze letters to the Selkirk Division. David Llewellyn Davies followed, with an account on activities in Kamloops being undertaken by the 2141 Restoration Society, with a view to returning the locomotive to steam.

Ruby Nobbs made a presentation on the history of Revelstoke before the arrival of the Canadian Pacific Railway. This was followed by the National Film Board Video "Snow Wars" and a program of slides on the building of the Mount Macdonald Tunnel.

That evening, at a banquet attended by over seventy persons, including civic officials and CP Rail management, we were all regaled by Nicholas Morant on his activities with Canadian Pacific. We were all enchanted by this truly great Canadian. That made me doubly proud to be able to present to him the 1993 Lifetime Achievement Award. I also had the honour to present the 1993 Book Award to John F. Garden, and the Preservation Award

to Brian Fremantle on behalf of the Nelson Electric Tramway Society. Albert Coughlin's musical entertainment combined to make this a high point of the conference.

The next day, after breakfast, the delegates headed east for the Rogers Pass. Visits to the Connaught Tunnel and the Mount Macdonald Tunnel portals, and various historic sites, took up the balance of the morning and the afternoon. A highlight was a "tailgate lunch" at the east portal of the Mount Macdonald Tunnel.

The fellowship developed over the course of the conference augers well for the Association.

1993 ANNUAL AWARDS

By J. Christopher Kyle

I am pleased to announce the winners of the 1993 CRHA Annual Awards.

Lifetime Achievement: Nicholas Morant.

Also nominated were Walter Bedbrook and Ed Bowes.

Preservation: Nelson Electric Tramway Society.

Also nominated was the Museum of the Highwood, High River Alberta, for the restoration of ex-CPR mail-express car No. 3622.

CRHA Article: Fred F. Angus for "The Canadian Railway Troops in World War I - Lest We Forget", Canadian Rail issue 437.

Also nominated were:

David L. Davies for "The Railway History of Kamloops B.C. - A Century Old Story", Canadian Rail Issue 436

Mervyn T. Green for "Point Grey - A Railway Wasteland? Not!", The Sandhouse, March 1993, and "Canadian Railway Cartophily - Canadian Railways in British Cigarette Cards", The Sandhouse, December 1993.

Non-CRHA Article: Adolf Hungry Wolf for "Cranbrook's Wheels of Luxury", Locomotive and Railway Preservation, May-June 1993.

Also nominated was Stafford Swain for "Canadian National's 1937 AAR Design 40-foot Steel Boxcars", Railroad Model Craftsman, August 1993.

Book: John F. Garden for "Nicholas Morant's Canadian Pacific", Footprint Publishing.

Also nominated were:

Adolf Hungry Wolf for "Route of the Cariboo - PGE / BC Rail", Canadian Caboose Press.

Charles Bohi and Les Kozma for "Canadian Pacific's Western Depots".

Mervyn T. Green for "Industrial Locomotives, Second Edition", Pacific Coast Division, CRHA.

Lawrence A. Stuckey for "Prairie Cinders", Nickel Belt Rails.

All of these nominees are to be commended on the high quality of their achievements.

I also wish to thank the members of the Awards Committee and the Judges' Panel for their contribution to the success of the Annual Awards programme.

Committee: Chairman - J. Christopher Kyle. Toronto, Ontario.

Walter J. Bedbrook. Picton, Ontario.

Hadrian Evans. Calgary, Alberta.

Robert V.V. Nicholls. Merrickville, Ontario.

R. Dyson Thomas. Saint John, New Brunswick.

Judges' Panel: Raymond Corley. Scarborough, Ontario.

Gerard Frechette. Montreal, Quebec.

Colin Hatcher. Edmonton, Alberta.

Derek Booth. Lennoxville, Quebec.

Allan Graham. Alberton, Prince Edward Island.

Christopher Andreae. London, Ontario.

Robert D. Turner. Victoria, British Columbia.

COMMENTS

Mr. Don McQueen of London, Ontario makes the following very interesting comments on the photo that appeared on the back cover of our July-August 1994 issue:

It's what you say and don't say in the caption for the private car 103 SHAWINIGAN (on pp 163-164 July-Aug 1994 issue of Canadian Rail) that intrigues me.



The 1993 Lifetime Achievement Award was awarded to Al Patterson and the late Dick George. RIGHT: The Award is presented to Margaret George, Dick's widow. TOP: The award is presented to Al Patterson. Both presentations took place at the T&Y Annual Dinner May 14, 1994.

ABOVE: The 1992 Preservation Award is presented at Cranbrook in September, 1994.

If the photo was taken in 1903, then "Officials of the Canadian Northern Quebec Railway Co." are there three years too soon; CNQ came into existence on July 19, 1906. [This is an editorial goof on my part. Ed]. What likely is going on is the inspection trip of the Great Northern Railway of Canada officers. That company's principal owners, H.H. Melville (of Boston) and J. McNaught (also president of the NP&Man Rwy), on behalf of the Mackenzie, Mann & Co., acquired the M&GCRy at a bankruptcy sale on October 3, 1902. Within four months of this purchase (January 22, 1903) these two had sold their controlling interests in

the GNRC to Mackenzie and Mann. Melville and McNaught then sold the M&GCRy to the GNRC on February 10, 1903. Could some of the "officials" on the vestibule of SHAWINIGAN be Melville and McNaught, or even Mackenzie or Mann?

But what the private car SHAWINIGAN's subsequent history was is also interesting. I've outlined what is known about it from my research files, and have included two CNR diagram sheets that suggest the car was basically unaltered during its 41-year (or more) history. [Unfortunately, the diagrams would not reproduce well enough for printing here. Ed.]. If the person who has the print would scrutinize the faint lettering on the letterboard above the windows, over the word SHAWINIGAN, I wonder if it would say Great Northern Railway of Canada? That tid-bit would help confirm the date of the photo and add more detail to the car's history. [Editor's note: Examination of the photo reveals the words "Northern Ry. of" faintly visible on the letterboard. This confirms Mr. McQueen's theory.]

Thanks for a great historical photo; and the memory of my trip to Huberdeau with the CRHA and GMD-1 No. 1914 on October 15, 1960!

Brief history of the car "SHAWINIGAN"

Built by Jackson & Sharp of Wilmington, Delaware for the Great Northern Railway of Canada, as car 103. Date unknown. GNRC existed 1883 to 1906, and was amalgamated into Canadian Northern Quebec.

About 1906 became private car 103 of CNQ.

By 1916 it was listed as Canadian Northern Railway private car SHAWINIGAN, weight 66,500 lbs.

About 1918, became CaNor private car 25.

Also about, 1918 became CNR business car 25 (1st.).

In September 1926 it was converted into a school car by the CNR and was known as School car No. 1 and was used by the Ontario Government. It was wired for 110 volts to connect with station lights. The car was displayed at the Canadian National Exhibition in Toronto in 1926.

In February, 1941 it was retired and scrapped at London, Ontario.

CORRECTION

Mr G.J. Cavanagh of Etobicoke, Ontario, writes:

Regarding your issue May-June 1994, which I thoroughly enjoyed, I noticed a slight error in the picture caption on page 99. The picture illustrating MSR 274 is actually on St. James Street (not Notre Dame Street). The Royal Bank building is on the extreme left, the Ottawa building, the James Walker hardware store and, finally, Hemsly's clock, just to the left of the streetcar, clearly identify the view as looking east from McGill Street.

MORE CORRECTIONS

Mr Ray Corley submitted the following corrections to the article on "Public Transportation in Toronto" which appeared in the July-August issue:

Page 143. "Yonge" route opening ceremonies were on September

10, 1861. Public service commenced on September 11.

Page 144. The charter stated that the gauge was to be such "that ordinary vehicles may travel on the tracks". No dimension was given. Easton complied by selecting 4' 10 7/8".

Page 146. An independent company was responsible in 1883. Van de Poole took over in 1884 using an improved conduit system. In 1885 he introduced the rudimentary trolley pole. J.J. Wright took over in 1886.

Page 146. The "Church" route was as described in references (2) and (3). The lady picked up at Carleton, when her horse car was removed, was on a trial run on August 10. She paid no fare.

Page 147. Mr. Zwick leaned out of his car and hit his head as he passed the stationary electric car. He then fell out on to the road and injured himself further. The electric car never moved.

Page 147. The 47(?) old horse cars which were electrified were all withdrawn by 1900.

Page 147. The TRC's subsidiary, the Convertible Car Company, built cars, or car components, for: Montreal, Winnipeg, London, Hamilton, Woodstock, Saint John, Oshawa, Toronto & York Radial Railway, Monterrey (Mexico).

Page 148. The T&Y "beyonds" were: Metropolitan - to Sutton, Scarboro - to West Hill, Mimico - to Port Credit. The TSR original main line was via Lambton to Guelph.

Page 148. The Metropolitan race track was at Glengrove (park) - stop 26.

Page 149. The PCC test - downgrade through Mount Pleasant cemetery - is apocryphal. Balancing speed on the level was 42 MPH - It was "estimated the car was doing 60".

Page 149. Yonge subway opened March 30, 1954.

Page 149. The UTDC caused the car to be developed in Switzerland. 200 cars were to be built - 10 in Switzerland, 190 in Canada, but parts of 4 Swiss cars were "withheld" to possibly build 2 articulated prototypes. (This refers to the following paragraph where UTDC built one articulated car using some of these components).

Page 149. The first CLRV was delivered in December, 1977.

Page 149. A LRV demonstrator, numbered TTC 4900, was operated on the "Queen" route until February 25, 1983. It was then stored and used for special (VIP / charter) trips until 1987 when it was returned to UTDC.

HELP WANTED

Mr. Lee Burbage, BMCM USGC-Ret., P.O. Box 143, Ocean View DE. 19970-0143 U.S.A. writes:

I am a retired serviceman and Railroader and for years I have been collecting Switch Keys and I have been searching for a key from the old Montreal and Southern Counties Ry. for my collection.

Would any member of your Association know of anyone who worked for this line or of someone who could help me locate a key?

I would appreciate any help and reply in this matter please. Maybe I could help someone up there too.

The Business Car

NEW STAMP DEPICTS SAINT JOHN STREET CAR



On August 19, 1994, Canada Post issued a set of six very attractive stamps depicting public service vehicles. This is the second set in a series of historic land vehicles. The stamps come in small sheets containing one of each of the six stamps, two of 43 cents (an ambulance and a police patrol wagon), two of 50 cents (a snow blower and a fire engine) and two of 88 cents (a street car and a bus). The street car depicted is car No. 40 of the Saint John Railway Company (Saint John N.B.) which was built by the Ottawa Car Company in 1894. Your editor played a small part in the design of this stamp, by advising the designers on such points as the correct colours (thanks to the existence of an 1896 scale model in the CRHA collection) and making corrections to the preliminary drawing originally submitted. Several exchanges of correspondence, phone calls and a trip to Ottawa, resulted in all the suggested modifications being adopted in the final design. This is one of the few times that a Canadian stamp has shown a street car, and the result is first rate. By coincidence, it was exactly 100 years ago, in 1894, that the Saint John Railway Company was organized following the bankruptcy of the earlier company. Canada Post is to be congratulated on the choice of subject, and for the production of this fine stamp.

"ATLANTIC" TO BE DISCONTINUED DECEMBER 15

In the first cut to Canadian long-distance passenger rail service since the massive reductions of January 1990, VIA Rail has announced that its eastern transcontinental train the "Atlantic" will be discontinued on December 15, 1994. The final runs will depart from Montreal and Halifax respectively on Thursday, December 15, and reach their destinations the following day. At the same time, VIA's other eastern transcontinental, the "Ocean", will start operating six days a week; thus passengers between Montreal and points between Moncton and Halifax will not be affected. However points between Richmond Que. and Sussex N.B. will lose all service. An interesting coincidence is that the two largest cities affected, Sherbrooke Que. and Saint John N.B., are represented in the Canadian Parliament by the only two Conservative members to be elected.

The reason for the discontinuance is, of course, CP Rail's authorized abandonment of the "Short Line" through Maine effective January 1, 1995. Why VIA has chosen to discontinue the service more than two weeks early, just before the holiday season, is not clear. In September, negotiations for CP to sell the line to Nortrak fell through; however there is a good chance that some, or all will be sold.

The discontinuance of the "Atlantic" will mean that Saint John New Brunswick will lose all passenger train service for the first time since 1857 when the first train left the city for a three mile trip on the line that eventually (in 1860) reached Moncton, and is now part of the Canadian National system.



Beutel, Saint John, N.B.

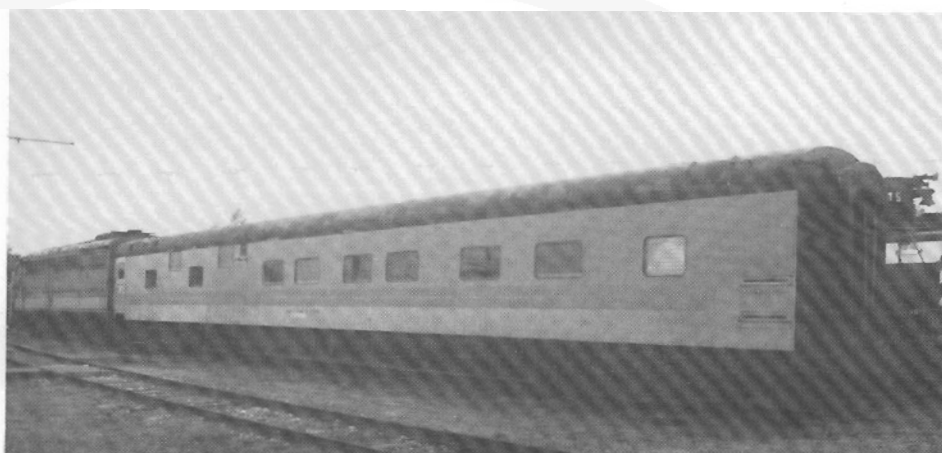
CP's "Short Line" through Maine opened on June 2, 1889, and passenger trains on this line continued until November 15, 1981 when service was discontinued. However service from Fredericton to Halifax, via Saint John, continued. After a 1293-day hiatus, the "Atlantic" was reinstated on May 31, 1985. If you have not ridden this scenic and historic international line, better do it soon!

CANADIAN PACIFIC MAKES OFFER TO PURCHASE CN'S EASTERN LINES

Recently it was announced that Canadian Pacific has offered to buy all of Canadian National's lines east of Winnipeg. This follows the collapse of talks involving a merger of certain lines, and the creation of a joint corporation, tentatively named "Newco". It remains to be seen whether the offer will be accepted and what effect this will have on Canada's rail network.

BOMBARDIER TO ASSEMBLE RAILWAY CARS IN PLATTSBURGH

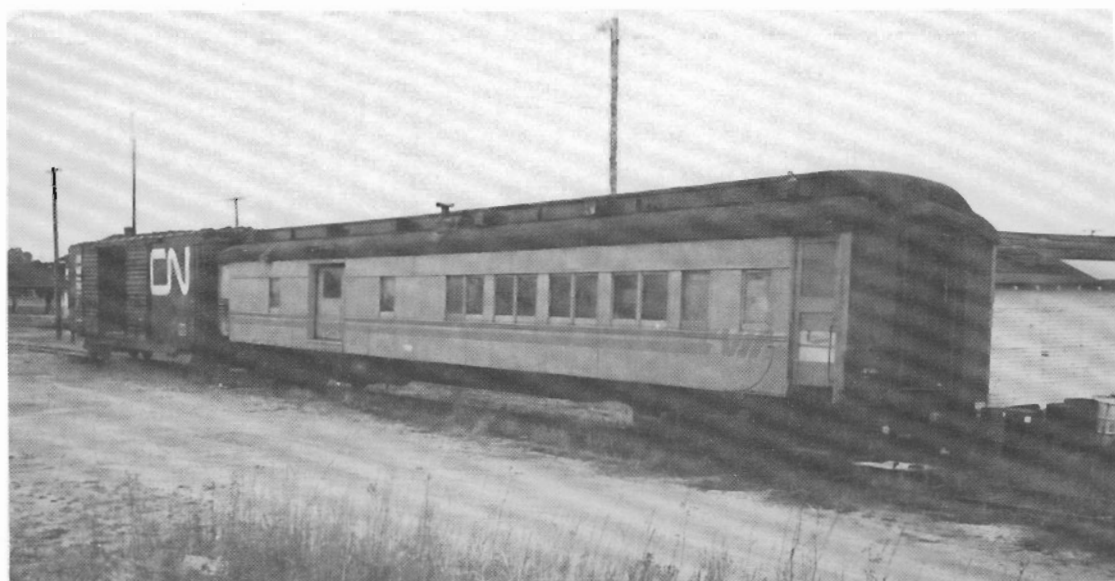
On September 9, 1994, Bombardier Inc. announced that it is building a railcar assembly plant at the former Plattsburgh Air Force Base in Plattsburgh, NY, and also that it has been awarded a \$59.3-million contract to build commuter coaches for Metro North Railroad of New York. The deal also carries an option for 15 additional push-pull commuter cars valued at \$24.9 million. The car bodies would be built in Bombardier's plant in La Pocatière, Que., and will be assembled at the Plattsburgh factory. The order is expected to be completed in August, 1996. Since the end of the Cold War, the Air Force Base has been closed, and the Bombardier plant will be a welcome industry for the Plattsburgh area. It will also mean that commuter equipment for New York will be assembled in the same state. Bombardier previously built 825 subway cars for New York City, and 106 push-pull commuter cars for Metro North. The 825 cars built for New York constituted the largest single group of cars ever acquired by that transit authority.



*Sleeping car "Eureka" at the Canadian Railway Museum in July, 1994.
Photo by David Morris.*

SLEEPING CAR FOR CANADIAN RAILWAY MUSEUM

The latest addition to the collection of the Canadian Railway Museum is the sleeping car "Eureka", built for Canadian National Railways in 1954 as part of their great modernization program of the 1950's. This car saw almost four decades of service with CN, and later with VIA, before being retired. A few similar cars are still in service. The "Eureka" will be a very significant addition to the collection.



ABOVE: What is almost certainly VIA Rail's most remote service is the once-a-week mixed train operating between Wabowdin and Churchill, Manitoba. Train 295 operates north from Wabowden to Gillam on Sunday, Gillam to Churchill on Monday, while No. 294 runs south from Churchill to Gillam on Wednesday, and Gillam to Wabowden on Saturday. Passenger accommodation is provided by one combine car on the end of what is called locally "The Wayfreight". Here we see combine 7201 waiting at Wabowden for a freight connection from the south on Sunday, October 2, 1994.

Photo by Fred Angus.

BACK COVER: The date was June 2, 1956 when Montreal and Southern Counties car No. 605, waited at St. Lambert station prior to its departure for Marieville. This arrangement had started on June 19, 1955 when M&CS cars ceased crossing Victoria Bridge to Montreal. A shuttle train took passengers from Montreal's Central Station to St. Lambert where they boarded the M&SC. Although a wooden car, 605 was built by National Steel Car in 1913. Early in the morning of October 14, 1956, a little more than four and a half months after this photo was taken, the M&SC made its final run.

Photo by Fred Angus.

Canadian Rail

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