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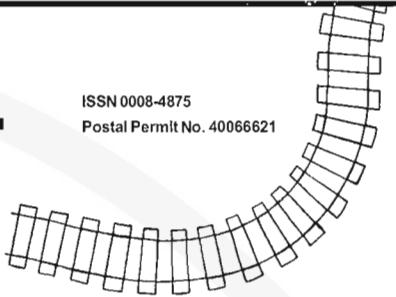


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FRONT COVER: Canadian Pacific No. 12, the Toronto section of the Canadian, pulls into West Toronto Station in the late summer of 1965. A CP freight train has just rumbled by in the same direction while a CN track crew pauses to observe the action. This Larry Fisher painting is available as a print through Heritage Art Editions of London, Ont, and is reproduced courtesy of Don Davies.

BELOW: Although previously reproduced, this photo is significant this year since it was taken exactly one hundred years ago. The location is Snowdon Junction (now the corner of Decarie and Queen Mary) in Montreal in February 1904. A 1032-class car of the Montreal Park & Island Railway (right) has arrived from downtown, en route to Cartierville, while single-truck car 1014 (left) is about to leave for Victoria Avenue and a connection with the Montreal Street railway. CRHA Archives, MUCTC Collection

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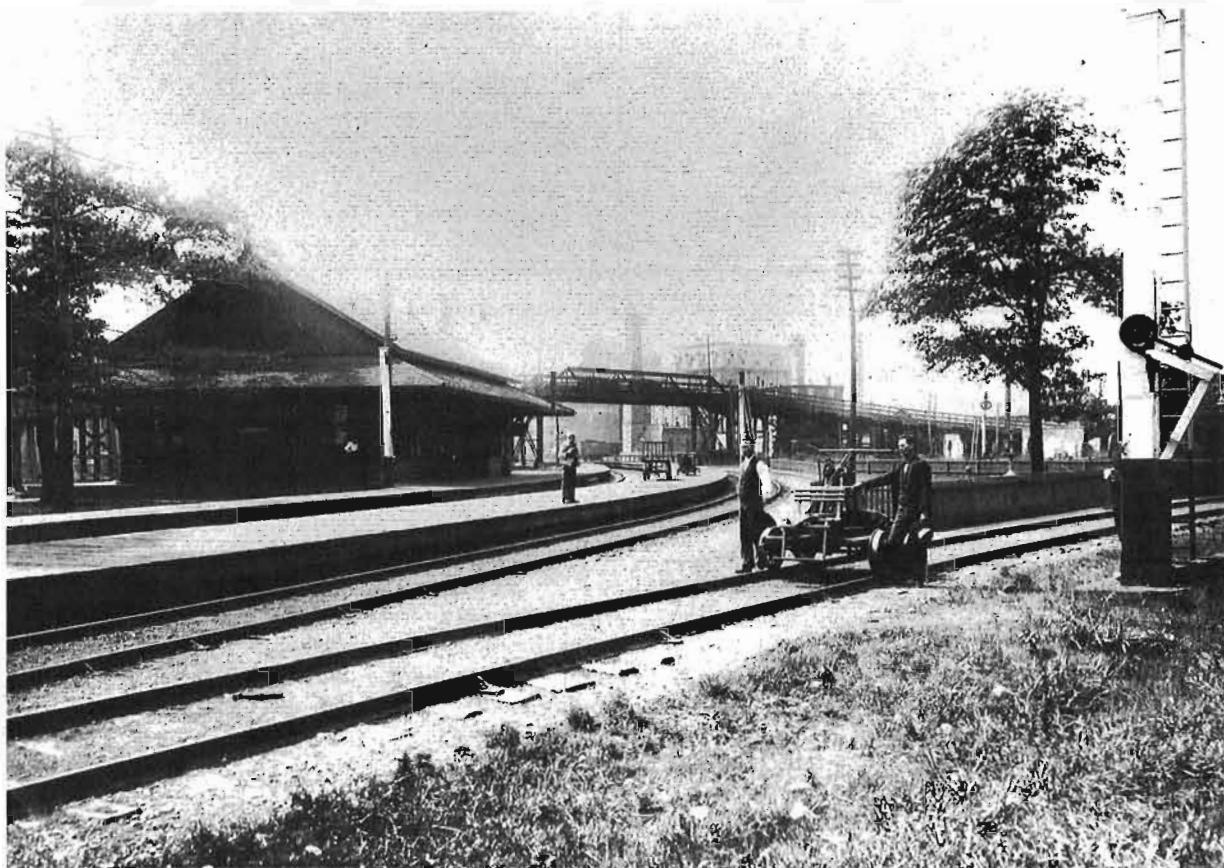
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The Canadian Pacific Railway in West Toronto

by Derek Boles



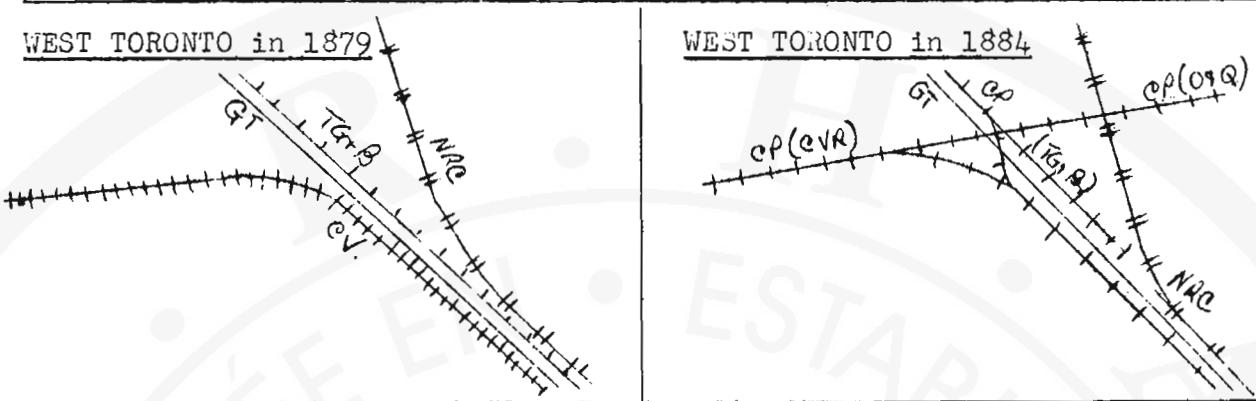
This is the second Canadian Pacific Toronto Junction station, built in 1899 to replace an earlier depot located beyond the Weston Road bridge crossing over the tracks behind the station. The straight track in the foreground was originally the Toronto, Grey & Bruce Ry. The curved tracks running by the station were originally Credit Valley Ry., later CP's Galt Sub. (West Toronto Junction Historical Society)

One of the busiest railway centres in Toronto was located in the west end within a one-mile radius of Keele Street & Dundas Street West. Three Canadian Pacific and two Canadian National subdivisions intersected in a series of diamond crossings. Both companies had West Toronto passenger stations, express buildings and freight sheds. The CPR also maintained two roundhouses, their principal Toronto freight yards, and a locomotive repair shop. The Union Stock Yards and several important industries were located in the vicinity. West Toronto also served as the eastern terminal for two interurban electric railways that extended to Guelph and to Woodbridge. The area has had many official names: first as the village of Carlton, then West Toronto Junction, then Toronto Junction and finally, West Toronto, though most Torontonians refer to the district simply as "The Junction."

The first railway through the area was Toronto's pioneering Ontario, Simcoe & Huron Railway in 1853. The OS&H built a picturesque station at Davenport, which Canadian National replaced in the 1930's with St. Clair station. However, most of the railway activity in West Toronto was

located six blocks to the west. The Grand Trunk came through there in 1856 and established a station at Carlton. Next came the narrow-gauge Toronto, Grey & Bruce Railway in 1871. Then came the Credit Valley Railway in 1879, which provided the junction that would give the area its name. Finally in 1883, the Ontario & Quebec Railway from Montreal intersected all four of the existing railways. By 1884, the Canadian Pacific Railway had taken over the O&Q, TG&B, and CV railways, built a roundhouse as well as a station with a dining room, and called the area West Toronto Junction.

Where the railway went, prosperity followed. An enterprising real estate developer and speculator named D.W. Clendenan purchased 240 acres of land for a housing development south of Dundas St. By 1884, he had laid out five miles of streets, planted 1500 shade trees and sold 400 lots. In an era when most workers lived within walking distance of their place of employment, CPR employees occupied many of the new homes in the area. In the 1880's, the horse-drawn streetcars from Toronto only came as far as Lansdowne Ave., but train service to Union Station was fast and frequent and cost 15 cents.



Drawings by Omer Lavallée from CRHA News Report No. 100, May 1959.

Until 1892, all CPR passenger trains entering Toronto from any direction came through West Toronto. Trains from Montreal and Ottawa proceeded west along the North Toronto Subdivision, crossed the junction and then backed five miles into Union Station. When eastbound trains left Toronto, they made the same movement in reverse, backing up from Union Station and then proceeding east once they cleared the diamond at West Toronto. This was not an efficient way to run a railroad and the CPR sought direct access into downtown Toronto from the east. Finally, in 1892, they opened a branch from Leaside down the Don Valley and west into Union Station, eliminating the awkward train movements and considerably speeding up travel time.

The village of West Toronto Junction was formed in 1887 and became a town in 1889. The community offered the CPR attractive financial incentives and tax concessions to expand their facilities in the area. The CPR's main Toronto shops and yard were still located in the Parkdale facilities at King and Dufferin Streets that the company had inherited when they took over the Credit Valley Railway. In 1890, the CPR decided to expand in West Toronto and built a 48-acre freight classification yard, enlarged roundhouse and car and engine shops west of Keele St. between West Toronto St. and Dundas St. West. In 1891, the "West" was dropped from the name and the community became known simply as Toronto Junction.

M#	MONTREAL TO TORONTO	Toronto Express	Western Exp. ●
0	Quebec 1.....Lv	10.03 pm	* 1.16 pm
12	Mile End.....	8.86 am	* 8.03 pm
13	Montreal, Windsor St. E.	9.00 am	* 8.46 pm
14	Montreal Junc.	9.02	* 8.57
15	Dundas.....	.....	8.57
16	St. Clet.....	.....	8.57
17	Lakeside.....	.....	8.57
18	Beaconsfield.....	.....	8.57
19	Ste. Anne de Bellevue.....	8.58	8.57
20	Vaillancourt.....	10.06	8.27
21	Leaside.....	10.18	8.27
22	St. Clet.....	10.28	8.50
23	St. Polycarpe Junc. 68	10.39 .....	.....
24	St. Telephore.....	.....	.....
25	Dalhousie Mills.....	.....	.....
26	Gatineau 78.....	11.07	9.10-20
27	Maple Hill.....	11.20 .....	.....
28	Moncklands.....	11.30 .....	.....
29	Avalmore.....	11.38 .....	.....
30	Finch.....	12.01 pm	01.15 am
31	Wellesley.....	12.01 pm	11.31
32	Winchester.....	12.12	11.22
33	Mountain.....	12.28 .....	.....
34	Kemptville Junc.	12.38	11.47 pm
35	Merrickville.....	12.38	12.08 am
36	Smiths Falls 1.....	12.38	12.20
37	Brookville 12.....	2.05 pm	12.20
38	Orillia 10.....	11.50 km	* 10.45 pm
39	Carleton Junc.	12.45 pm	* 11.48 pm
40	Smiths Falls 1.....	1.25 pm	7.80 am
41	Elmsley	1.38	7.45
42	Perth.....	1.48	8.00 am
43	Bathurst.....	2.03 .....	.....
44	Maberley.....	2.45 pm	1.42 am
45	Sharbot Lake Junc 18.....	1.40 pm	9.50 am
46	Kingston.....X&P.Hy.	Ar 1.40 pm	Lv 11.30 pm
47	Mountain Grove.....Lv	3.02 pm .....	.....
48	Arden.....	3.12 .....	.....
49	Kaledar.....	3.10	2.80 am
50	Shefford.....	3.45 pm .....	.....
51	Kingston.....K. N. & W. Ry.	1.15 pm .....	.....
52	Napanee.....	11.30 pm .....	.....
53	Tweed 80.....	8.57 pm	8.00 am
54	Ivanhoe 14.....	8.50	Local Express
55	Waterloo Ontario Junc. 15.....	8.50	8.50
56	Bairton.....	8.46 .....	.....
57	Havelock.....	5.00	4.00
58	Norwood.....	5.12	q 4.16
59	Indian River.....	5.12	6.38
60	Peterboro 18.....	5.45	4.45
61	Port Hope.....	6.02	7.27
62	Markham.....	6.18	7.45
63	Markham.....	6.27	7.51
64	Burketon.....	7.05	8.08
65	Markham 17.....	7.05	8.08
66	Markham.....	7.20	8.43
67	Locust Hill.....	7.35	8.57
68	Agincourt.....	7.50	9.12
69	North Toronto.....	8.35 pm	8.65 pm
70	Toronto Junc.	8.45 pm	7.28 am
71	Toronto Junc.	8.55 pm	7.40 am
72	Parkdale 20.....Ar	8.45 pm	7.28 am
73	Toronto 19.....	8.55 pm	7.40 am

M#	CHICAGO AND DETROIT TO TORONTO	Eastern Express	Local Express	Mixed	Branch Express	Montreal Express	Mixed
0	Chicago.....Wabash Ed. Lv	* 3.00 pm .....	.....	.....	.....	* 10.30 pm .....	.....
1	St. Louis.....	.....	* 7.56 am .....	.....	.....	* 6.55 pm .....	.....
170	Auburn.....	“	8.02 pm .....	.....	.....	4.03 am .....	.....
181	Butler.....	“	8.22 .....	.....	.....	4.22 .....	.....
287	Adrian.....	“	8.46 .....	.....	.....	5.50 .....	.....
296	Detroit .82.....	{ Central Time Ar 11.20	Ar 11.30 Lv	.....	.....	* 7.30 am .....	.....
296	Detroit .82.....	{ Eastern Time Lv 12.30 am	{ Eastern Time Lv 12.30 am .....	.....	.....	* 12.45 pm .....	.....
296	Windsor.....	1.00 .....	.....	.....	.....	* 1.45	2.15
307	Leamington, L. E. E. & D. R. Ry. ....	.....	.....	.....	.....	4.25 pm .....	.....
329	Kingsville.....	.....	.....	.....	.....	4.45 pm .....	.....
302	Walkerville Junc. ....	.....	.....	.....	.....	5.12 pm	5.23 pm
303	Elmstead.....	.....	.....	.....	.....	5.28	f 5.35
318	Bell River.....	.....	.....	.....	.....	5.49	5.48
320	St. Joachim.....	.....	.....	.....	.....	5.58	f 5.62
321	Haycroft.....	.....	.....	.....	.....	5.58	5.00
328	Ringold.....	.....	.....	.....	.....	7.12	3.10
346	Chatham .84.....	.....	.....	.....	.....	7.47	3.58
452	Arkwood.....	.....	.....	.....	.....	8.00	f 3.47
453	Kenbridge.....	.....	.....	.....	.....	8.07	3.65
461	North Thameaville .97.....	.....	.....	.....	.....	8.27	4.01
462	North Bothwell .98.....	.....	.....	.....	.....	8.40	4.14
473	North Glencoe.....	.....	.....	.....	.....	8.45	4.14
486	Appin Junc. ....	.....	.....	.....	.....	9.03	4.34
489	Longwood.....	.....	.....	.....	.....	9.13	f 4.43
490	Cardo.....	.....	.....	.....	.....	9.34	4.68
491	Smokoka.....	.....	.....	.....	.....	9.45	f 5.07
492	Meorse.....	.....	.....	.....	.....	9.50	f 5.12
493	Hyde Park.....	.....	.....	.....	.....	10.05 .....	.....
410	London .90.....	Ar 2.65	Lv 4.00 am	8.00 am .....	.....	10.15 pm	5.25
418	Aylmer.....	.....	8.04 .....	.....	.....	5.35 .....	.....
419	Grundin.....	.....	8.10 .....	.....	.....	5.48 .....	.....
420	Cambridge.....	.....	8.28 .....	.....	.....	5.68 .....	.....
481	Embro.....	.....	8.46 am .....	.....	.....	5.80 pm .....	.....
471	St. Thomas .87.....	.....	.....	.....	.....	7.20	f 6.45 pm
447	Ingersoll.....	.....	8.16 am .....	.....	.....	7.28	f 6.50 pm
487	Woodstock .84.....	.....	8.60 am .....	.....	.....	8.33 pm .....	.....
443	Inverkip.....	.....	9.01 .....	.....	.....	8.46	f 6.45
446	Blanford.....	.....	9.07 .....	.....	.....	8.68 .....	.....
450	Drumbo .88.....	.....	9.16 .....	.....	.....	8.88	f 6.58
451	Wolverton.....	.....	9.18 .....	.....	.....	7.11 .....	.....
457	Port Hope.....	.....	9.38 .....	.....	.....	7.32 .....	.....
462	Dundries.....	.....	9.50 .....	.....	.....	7.32 .....	.....
468	Galt .82.....	.....	9.50 .....	.....	.....	7.32 .....	.....
478	Leslie's.....	.....	10.00 .....	.....	.....	7.53 pm .....	.....
479	Schaw.....	.....	10.20 am	10.14 .....	.....	7.53 pm .....	.....
600	Cuelph .81.....	.....	9.46 am	8.10 am .....	.....	7.60 pm	3.40 p.....
486	Guelph Junc. ....	.....	10.25 am	8.46 am .....	.....	8.88 pm	4.15 p.....
486	Campbellville.....	.....	10.28 .....	.....	.....	8.09 .....	.....
492	Milton .81.....	.....	10.45 .....	.....	.....	8.25 .....	.....
501	Markbury.....	.....	10.52 .....	.....	.....	8.33 .....	.....
500	Lisgar.....	.....	10.54 .....	.....	.....	8.33 .....	.....
603	Streetview Junc. ....	.....	11.07 .....	.....	.....	10.26 am	6.60
604	Streetview.....	.....	.....	.....	.....	10.28 .....	.....
607	Springfield.....	.....	11.22 .....	.....	.....	10.36 .....	.....
610	Cooksville.....	.....	11.28 .....	.....	.....	10.46	f 8.05
511	Markbury.....	.....	11.30 .....	.....	.....	10.50 .....	.....
516	Islington.....	.....	11.40 .....	.....	.....	11.08	f 8.24
618	Lambton.....	.....	11.45 .....	.....	.....	11.16 am	8.30 pm
620	Toronto Junc. ....	.....	Ar 7.50 am	11.40 am .....	.....	11.16 am	8.30 pm
522	Parkdale .20.....	.....	8.06 am	11.50 am .....	.....	11.25 am	8.45 pm
523	Toronto .19.....	.....	* 8.15 am	12.00 n.n. ....	.....	* 11.35 am	f 8.55 pm

These schedules, dated November 30, 1891, show how trains from both east and west had to enter Toronto from the west.



The complexity of the West Toronto Junction diamond crossings is apparent in this 1923 view looking southeast towards downtown Toronto. The two parallel tracks to the right of the tower belong to Canadian National and were acquired from the Grand Trunk Railway the year this photo was taken. The GTR was the first railway through here, in 1856, and was originally laid to the broad provincial gauge of 5'6". Next to arrive, in 1873, was the line to the left of the tower, and this was originally the narrow-gauge 3'6" Toronto Grey & Bruce Railway. The track on the far side, paralleling these lines, was originally the 1879 standard-gauge Credit Valley Railway. In 1883, the Ontario & Quebec Railway built the line crossing in front of the tower. In 1884 the Canadian Pacific Railway absorbed the CVR, TG&B and O&Q and built the connecting single track upon which the track gang is working. On the far right can be seen the platforms of the CPR's West Toronto station.

City of Toronto Archives, Fonds 1231, item No. 1095

The superior rail facilities at West Toronto had initially attracted several important manufacturers including the Heintzman Piano Factory, Wagner & Zeidler Showcases and the Canada Wire Mattress Company. By the turn of the 20th century, the Dodge Manufacturing Company, the Wilkinson Plow Company and the Comfort Soap Works had set up shop in the area.

Among the most important commercial enterprises in the area were the Union Stock Yards situated north of the CPR shops, along the south side of St. Clair Avenue. The Grand Trunk Railway had long enjoyed a near monopoly on the handling of livestock with their Western Cattle Market located west of downtown near Bathurst Street. Begun shortly after the turn of the 20th century, the Union Stock Yards initially occupied 35 acres of land and were connected to the CPR. Live cattle were brought in by rail, then slaughtered and dressed in meat packing plants such as Gunns Limited and the Harris Abattoir, which were located on the north side of St. Clair Avenue. The American-controlled Swift Company located here prior to World War I. Gunns and Harris were both absorbed by Canada Packers in 1927. By the 1950's the Canada Packers facility had grown so large that they had 26 tracks on the property.

In many ways, the Junction was a Canadian Pacific Railway company town. The CPR was the principal employer in West Toronto, employing more than two thousand men during the 1920's when it was estimated that one out of every fifty employees in Toronto worked for the railways. Municipal bylaws required that a significant percentage of CPR workers be residents of the municipality in which they were employed. The CPR also required engine road crews to live within a one-mile radius of the yards so they could be summoned for their trains by a messenger or "call boy", whose job was to rouse the crews from their residences when needed, sometimes in the middle of the night. The train crews were made up of engineers, conductors, firemen and brakemen.

Based in the roundhouse were a wide variety of specialized employees. Skilled tradesmen who worked in the shops included machinists, boilermakers, blacksmiths, carpenters and electricians. Apprentices worked under the tradesmen while they spent years undergoing training and writing examinations in order to obtain certification. The railway also employed hundreds of semi-skilled men and labourers including engine wipers, engine cleaners, ash-pit men, light-up men, and trimmers.



LEFT: This 1997 view shows a portion of the Ontario & Quebec Railway roundhouse built in 1884. This building was demolished in 1998.

(West Toronto Junction Historical Society)

RIGHT: This 1997 view shows a portion of the machine and erecting shops built in 1909. The West Toronto engine shop was CP's principal Ontario repair facility. During both World Wars, when Montreal's Angus shops were converted to military production, heavy duty engine repairs were carried out here.

(West Toronto Junction Historical Society)



No matter what their skill level, the railway men worked long and hard. A ten-hour shift, six days a week was common until World War II. In the 19th and early 20th centuries, working in a railway roundhouse was dirty, dangerous and noisy. Industrial accidents were frequent and occasionally gruesome. Employees froze in winter and roasted during the summer. The roundhouses were sometimes so smoky that workers needed to carry lights in order to avoid bumping into each other and falling into the pits. Respiratory illnesses were common among shop employees. Gradually these appalling working conditions would improve, especially after World War I.

The railway industry's quest for profits could compromise safety, especially in the early years before trade unions became influential enough to negotiate safer working conditions. A foreman was in charge of the shops and was expected to keep costs down by insisting on a minimum turn-around time for locomotives entering the roundhouse. Repairing a hot engine that hadn't cooled down yet was a particularly miserable job, especially in and around the boiler.

A worker could endure this for about 15 minutes before he dragged himself out with red face, gasping breath and bathed in sweat. His partner would then take his turn in the boiler.

Such working conditions made for parched employees and there were six licensed taverns and two liquor stores in the area to help slake their thirst. Evidently the arrival of the CPR pay car on the 17th of each month saw a rise in drunken behaviour and a temperance movement took hold, spearheaded by various local churches. In 1904, West Toronto became completely "dry" and prohibition would remain in effect for the remainder of the 20th century.

In 1907, the CPR closed its redundant Parkdale engine facilities, although the freight yard remained in service. The West Toronto facilities were further expanded with a rectangular erecting shop for locomotive overhauls, an engine house, an enlarged machine shop, passenger car shops, a carpentry shop, freight car repair shop, tender repair shop, wheel shop, two transfer tables and a new turntable. With these extensive additions, the West Toronto facilities became the CPR's principal Ontario repair shops.

RIGHT: The West Toronto roundhouse and turntable, 1915. This shows the full 31 stall roundhouse with its 3-stall addition on the left. (CP Archives A.3517)



LEFT: This 1997 view across the turntable is aligned with a track running through the roundhouse and the entire engine shop. A portion of this turntable survives on site in 2004. (West Toronto Junction Historical Society)

The Grand Trunk Railway had two lines running through West Toronto, both of them originally built in the 1850's and each with a passenger station. Unlike their rivals, the CPR, the Grand Trunk never built shop or yard facilities in the area. In 1907 the GTR built a new West Toronto station on the west side of Old Weston Rd. south of Davenport Rd. The GTR also had two freight and express facilities, one to the north of the station and the other just north of St. Clair Avenue on the east side of Weston Road.

In 1908, Canadian Pacific extended the old Toronto, Grey & Bruce line north to Sudbury, giving Torontonians direct access to the CPR Montreal-Vancouver main line for the first time. When regular service on the transcontinental line began in 1886, CPR trains bound from Toronto to western Canada had to travel almost as far east as Ottawa before finally proceeding west. Later the company negotiated running rights on the Grand Trunk line between Toronto and North Bay. Over twenty years after the driving of the Last Spike, CPR trains could now travel all the way from Toronto to Vancouver on company tracks. The CPR's most prestigious transcontinental trains would stop at West

Toronto station for the next seventy years, including the "Vancouver Express", the "Trans-Canada Limited", the "Dominion" and "The Canadian".

Following the Great Fire of 1904, the city of Toronto and the railways planned on building a new Union Station on the burnt-out rubble a block east of the existing station on Front Street. The old station had opened in 1873 and was expanded in 1895, but within a few years was overcrowded and considered hopelessly inadequate. The Canadian Pacific and Grand Trunk railways were partners in the construction of the new Union Station and the building itself was substantially complete by 1920. Unfortunately it would be another ten years before the railway tracks actually entered the station. The City of Toronto insisted on a viaduct that would elevate the tracks above the numerous roads leading to the waterfront. The CPR objected to the cost of the viaduct and the fact that an elevated right of way would render obsolete the company's passenger yard and engine servicing facilities at John Street. Negotiations dragged on until 1924 and the CPR explored alternatives to a complete reliance on Union Station as their Toronto passenger terminal.



Toronto Union Station finally opened in 1927 after years of delay. This photo was taken during the 1920s.
Canadian Pacific Corporate Archives, photo No. 11305

The company planned on using their North Toronto branch, which had not seen much use by passenger trains since the line down the Don Valley had opened in 1892. CPR timetables from this period show a shuttle train service operating between Leaside Junction, North Toronto and Toronto Junction, providing convenient connections with principal long-distance trains. The trips took anywhere from 25 minutes to an hour depending on how long the trains stopped at North Toronto station. The shuttle trains were a convenience for passengers who did not want to travel all the way downtown to Union Station. The Toronto city limits were rapidly expanding north and the CPR's more affluent passengers were moving with them to prosperous new suburbs such as Lawrence Park.

Following complaints by Junction residents of increasingly bourgeois sensitivities that the word "Junction" was too parochial and suggestive of a grimy railroad backwater, the town name was changed once again, this time to West Toronto when the municipality was incorporated as a city in 1908. The following year, West Toronto was annexed to the city of Toronto. Some of the more affluent West Torontonians already used the frequent train service to shop in downtown Toronto. Both the CPR and GTR made these shopping expeditions economical by commuting the regular fare of fifteen cents to a nickel, provided passengers purchased books of 50 tickets at a time. Local merchants were chagrined by the loss of business. One local druggist experienced a sharp decline in business when his wife was

seen alighting from a CPR train onto the platform at North Toronto station laden with conspicuous shopping bags from downtown stores. The majority of West Torontonians, however, shopped locally or used the streetcar to travel downtown where stores such as Eaton's provided a vast selection of merchandise and an efficient delivery service.

In 1912, the CPR introduced the "North Toronto Limited", a prestigious overnight passenger train from Montreal that entered Toronto by way of Leaside, North Toronto and West Toronto, completely bypassing Union Station and downtown Toronto. The CPR complained that they were frustrated by the interminable delays to the construction of the new Union Station, even though the company was more responsible for those delays than any other agency. The CPR then embarked on an ambitious plan to elevate their tracks through North Toronto and build a new station at Yonge Street, which was completed in 1916.

In 1911, the CPR built a new West Toronto passenger station, an attractive structure in the mock-Tudor style then fashionable for important but suburban depots. This substantial brick building replaced an earlier wooden structure 500 feet to the east built in 1899. By this time, there were thirty-two daily passenger trains stopping at West Toronto. When the new North Toronto Station at Yonge St. and Summerhill Avenue opened in 1916, there was no engine servicing facility adjacent to the depot. Passenger trains unloaded at North Toronto, then the locomotives proceeded three miles to West Toronto for servicing.



CP built the third West Toronto station about 500 feet east of the second station in 1911. At the peak of passenger train travel in the early 1920s, up to 40 trains a day stopped here. CP demolished this station in 1982. (West Toronto Junction Historical Society)

The local railway station was far more important to the surrounding community than simply a place where passengers boarded or alighted from trains. As West Toronto evolved from village to town to suburb to part of the city of Toronto, the CPR station retained its significance as a community centre. The grounds were carefully maintained and station agents took pride in the appearance of their depot. The agents sold tickets to anywhere in the CPR's far-flung transportation empire, which extended from Asia and eastward across the Pacific Ocean by Empress ocean liner to North America. CPR tracks then ran from British Columbia to Nova Scotia and an additional fleet of Empress liners crossed the Atlantic Ocean to Europe. The agents provided additional services besides the selling of train tickets. The small parcel delivery system or express was a virtual monopoly of the railway companies before that business was taken over by trucks and airplanes.

The early years of the 20th century were very prosperous for the CPR and both freight and passenger traffic increased rapidly. The freight yard and engine shops at West Toronto were soon inadequate and the company continued to expand their facilities. In 1912, the CPR began construction of an extensive locomotive servicing facility and freight yard at Lambton, two kilometers to the west to relieve the

overtaxed facilities at West Toronto. Both yards were further enlarged in 1917 due to the increased traffic generated by World War I. During the war, the Union Stock Yards were used by the military as a corral for thousands of horses that were moved in and out by train.

The war had a dramatic impact on the operations of the CPR in West Toronto. Many skilled employees had enlisted in the armed forces and there were chronic shortages of labour. Of the 11,340 CPR employees who fought in World War I, 10 percent were killed, including Captain Fred Shaughnessy, son of company president Lord Shaughnessy. On September 14, 1915 the funeral train carrying Sir William Cornelius Van Horne, who supervised the construction of the CPR and became the second company president, passed through West Toronto on its way from Montreal to his hometown of Joliet, Illinois for interment.

The early 1920's represented the pinnacle of passenger train service throughout North America and there were up to 40 trains a day stopping at the CPR's West Toronto station. Most mainline express trains had sleeping, dining or parlor cars, depending on the time of day they ran, and almost every train offered the convenience of checked baggage. Few railway lines were freight only; virtually anywhere the CPR went, they ran a passenger train. This



This panoramic view is looking east towards the Lambton roundhouse in the mid-1930s, and was taken from the 300-ton coaling tower. The Lambton facilities opened in 1912 at the southwest corner of St. Clair and Runnymede Avenues, a mile west of the West Toronto facilities. The tall smokestacks over each stall of the roundhouse were intended to alleviate complaints from nearby residents about the smoke problem. Prominent numbers enabled city smoke inspectors to identify an offending locomotive. The presence of passenger cars is a mystery to the author as Lambton was a freight facility. Photo by Al Paterson

prosperity began to change in the mid 1920's as rural short-haul trains were abandoned in favour of the automobile and improved roads. For trains calling at West Toronto station, this was most noticeable in the services to the Bruce Peninsula and connecting trains to southwestern Ontario.

In 1924, the adjacent West Toronto and Lambton yards were linked and then operated as one combined facility. The locomotive shops became more specialized with the Lambton roundhouse carrying out routine maintenance of engines while the West Toronto shops were devoted to heavy repairs. Passenger train locomotives on the North Toronto branch continued to be serviced at West Toronto. The new downtown Union Station finally opened in 1927, although the tracks would remain at the old grade until 1930. On September 27, 1930, the CPR closed North Toronto Station and transferred its ten trains a day to the downtown terminal. The Toronto Locomotive and Car Facilities at John Street had recently been rebuilt and expanded and these became Toronto's principal CPR passenger yard and engine facilities.

As the shop facilities were expanded and renovated over the years, improved heating, lighting and ventilation made conditions more pleasant. Trade unions negotiated better working conditions and salaries. The introduction of mechanical devices such as cranes and hoists made the backbreaking manual labour somewhat easier. Personal safety equipment was gradually introduced, although hard hats and reinforced construction boots didn't become the norm until the late 1970s.

Even though West Toronto was the CPR's major repair facility in southern Ontario, the most extensive repairs, as well as the building and rebuilding of locomotives, were still carried out at the mammoth Angus Shops in the east end of Montreal. During both world wars, Angus was converted to building tanks and munitions and West Toronto assumed some of the heavy-duty repairs that would otherwise have been sent to Montreal.

The prosperity provided by the railways to the West Toronto community came at a steep cost. As in downtown Toronto, the level crossings of road and railway became increasingly dangerous as the city grew and traffic increased. The solution was either a road underpass or a bridge carrying the road over the tracks. Either of these projects was expensive and complex negotiations between the city and the railways were necessary to determine who would pay for them. In the 1890's, an underpass had been built at the Keele Street crossing and a bridge was constructed at Old Weston Road.

The second problem was environmental. Steam locomotives burned coal and sometimes over a dozen of them were steamed up at any one time. Residential neighbourhoods were located close to the railway facilities and noise and pollution became critical points of contention. The Lambton roundhouse was the worst offender due to the high volume of engine turnover. In 1930, there were 74 locomotives assigned to Lambton. The CPR extended the height of the chimneys over each stall so as to better disperse



The Old Weston Road bridge provided a fine vantage point for photographing CP 2-8-0 No. 3725 at West Toronto Junction in 1947. The parallel tracks to the left of the tower are part of CP's North Toronto Subdivision, which still carries about 60 trains a day. CP demolished the wooden tower in the early 1960s.

Photo by Al Paterson

the emissions. Each stack also had a large numeral mounted on it so that most egregious polluters could be easily identified by nearby residents and by city smoke inspectors who monitored industrial emissions throughout the city.

The usually prosperous Canadian Pacific Railway did not escape the impact of the Depression in the 1930's. Company profits plunged from \$35 million to \$5 million per annum. Between 1929 and 1935, the number of passengers riding the rails was cut in half. As freight and passenger services were cut back, hundreds of CPR employees in the Junction were laid off or found their working hours and salaries reduced. The most illustrious victim of those years was the celebrated "Trans-Canada Limited", a luxury all-sleeping car train that ran from Montreal and Toronto to Vancouver during the summer months only. In 1930, the train's last year of operation, the Limited stopped at West Toronto at 11:20 p.m. outbound and 7:02 a.m. inbound.

The Depression also hastened the demise of the remaining electric interurban railways in West Toronto, or radials, as they were known in Ontario. The Toronto Suburban Electric Railway had been built from Toronto into the Junction in the 1890's. It operated as a local streetcar line until it was acquired by Sir William Mackenzie in 1911 and folded into his Canadian Northern Railway empire. Mackenzie extended the line northwest to Woodbridge in 1914 and built a new line from Lambton to Guelph, which opened in 1917.

After 1923, the line was operated as Canadian National Electric Railways. The CNR built a new entrance east from Lambton to St. Clair and Keele via a private right of way with an underpass under the CPR. However the era of the radials was clearly over. The Weston-Woodbridge line was abandoned in 1926, followed by the line to Guelph in 1931.

In 1936, the CPR celebrated the 50th anniversary of its first transcontinental train by introducing new trains that utilized fast streamlined steam locomotives pulling lightweight smooth-sided passenger cars. This equipment was assigned to the "Royal York" between Toronto and Detroit. For the next two decades, F2a 4-4-4 Jubilee steam locomotives No. 3000 & 3002 would call at West Toronto on a regular basis.

As the 1930's gave way to World War II, rail traffic significantly increased at West Toronto and Lambton and further expansions were made at both facilities. Lambton received a new longer turntable and the roundhouse was expanded from 30 to 37 stalls. In 1944, the Ontario government nationalized the Union Stock Yards, which became the Ontario Stock Yards. An amusing incident in an otherwise grim war also occurred in 1944 when diesel-electric locomotives operated for the first time in West Toronto shunting freight cars. The Alco S-2 engines were equipped with turbochargers, which made a whistling noise that sounded like bombs falling from the sky. When the freight



CP No. 629, westbound for London, pauses at West Toronto in May 1954. The previous year, Rail Diesel Cars had taken over this run, but heavy weekend traffic required extra coaches and a locomotive. Engine No. 3002 is a streamlined 4-4-4 Jubilee, built by the Montreal Locomotive Works in 1936. On the left CN No. 8202 is running in reverse with some freight cars, while CP No. 3727 simmers in front of the station waiting for the passenger train to clear the crossing. Photo by Al Paterson

cars banged together, nearby residents thought that the bombs had landed and that West Toronto was under attack by the German air force.

After the war, a brick and concrete coaling tower replaced the wood structure at Lambton and the wooden water tank gave way to a 60,000-gallon steel tower. West Toronto received a new transfer table in 1950. These improvements would prove to be poor long-term investments for the CPR. In 1949, the last new steam locomotive was delivered to the railway and diesel-electric locomotives would completely replace steam engines within the next decade. Lambton yard remained busy with over 260 engine crew shifts scheduled every week.

In 1953, a radically new type of passenger equipment appeared at West Toronto on the daytime trains between Toronto and Detroit. The Rail Diesel Cars were self-propelled coaches with the engines mounted under the floor and were built by the Budd Company of Philadelphia. The CPR called them Dayliners and they would eventually take over most of the company's short- and medium-distance passenger trains. The cars were economical, requiring a smaller crew than a regular train. They could also accelerate and brake quickly, speeding up timetables wherever they ran. The streamlined stainless steel fluting of the Dayliners projected a modern look and attracted many passengers back to the rails.

As steam gave way to diesel-electric locomotives during the 1950's, the CPR's West Toronto station remained a busy place with as many as 25 daily passenger trains calling there in 1955. That year the company introduced "The Canadian", a diesel-electric daily transcontinental train with streamlined stainless steel cars and scenic domes built by Budd. By the late 1950's, the CPR had begun to regret their multi-million dollar investment in new passenger equipment.

Improved highways and faster, more economical airplanes siphoned away the rail passenger business and the CPR began canceling passenger trains with depressing regularity. The shrinking number of trains listed on the Arrivals/Departures board at West Toronto station told the story.

In 1963, the CPR discontinued the "Bala Weekend", the last remnant of a once extensive summer-only train service that carried vacationers north to Muskoka and Haliburton resorts on Friday afternoon and returned them to Toronto on Sunday evening. In 1964 the CPR converted the remaining Toronto-Detroit trains to Dayliners. By this time, the Budd cars provided 60% of all CPR passenger service.

One of the CPR's most unique trains disappeared in the fall of 1965. Twice a week throughout the summers, a boat train complete with parlor car had run from Toronto to Port McNicoll on Georgian Bay. Passengers then walked across an immaculately manicured lawn and boarded either the "Keewatin" or the "Assiniboia", two beautifully appointed lake steamers that the CPR had operated between Georgian Bay and Fort William since 1908. This cancellation brought an end to the last regularly scheduled boat train in North America.

On December 31, 1959, the last CPR through freight with an assigned steam locomotive departed Lambton for Montreal, headed by P2g Mikado 2-8-2 No. 5411. The nature of the freight business had changed as well as the motive power. The express parcel business was being taken over by trucks and airplanes and less than carload freight was no longer profitable. Numerous freight houses owned by the railways were no longer needed, including several in West Toronto. The CPR concentrated on what would become the core of their business: bulk freight, such as grain, coal and



Canadian Pacific No. 20, the overnight train from Chicago, is crossing the Humber River on the last leg of its journey to Toronto Union Station in June 1955. Pulling the train are original Jubilee No. 3000 and Royal Hudson No. 2856. Just ahead is West Toronto Junction. Train No. 20 was known as "The Canadian" before that name was transferred to CP's transcontinental streamliner just a few months before this picture was taken. The first bridge over the Humber at this location was built by the Credit Valley Railway in 1874 and has been extensively rebuilt and upgraded by Canadian Pacific over the years.

Photo by Al Paterson

timber; and intermodal, which the railway had pioneered in 1952. Intermodal is a system whereby containers of freight can be transferred from highway to rail and back without being unpacked and with minimal transfer time. Intermodality enabled the railways to recapture some of the freight traffic lost to the trucking industry.

With the disposal of the last steam engines, the maintenance facilities at Lambton and West Toronto were adapted for diesels but they were never ideal for such a completely different form of technology. The CPR demolished the Lambton roundhouse in 1960. By the 1960's real estate values within the city of Toronto had appreciated considerably and any new railway facilities would be built well outside the city limits where land was cheaper.

In April 1964, the CPR opened Toronto Yard at Agincourt, a new freight marshalling yard and diesel engine facility east of the city in what were then considered the rural wilds of Scarborough. This 432-acre yard was fully automated, contained 140 kilometres of track and cost \$15

million. Most CPR employees were transferred from Lambton to the new facility but so many of them continued to live in the Junction that the CPR established an employee-only commuter service between Lambton and Agincourt using a surplus Budd car.

The West Toronto locomotive shops remained in use as a local maintenance facility and a base for the diesel locomotives used in yard service and on local freights in the Toronto area. The local freight train consisted of a crew with a small switch engine and caboose shunting freight cars in and out of industrial sidings and then bringing them to the freight yard for marshalling where they were dispersed onto long distance trains. By this time local freight trains were becoming an endangered species. Modern industrial subdivisions were not being built with railway access and the CN and CP were increasingly relying on unit trains, intermodal terminals and bulk shippers as the backbone of their freight service. Even the caboose would be gone by 1990, replaced by an electronic device.



CP No. 26, an all-stops local train from Sudbury, is seen clattering across the West Toronto diamonds in this 1955 view. G5c Pacific No. 1260 was only nine years old when this photo was taken, and it would be scrapped in 1961. Photo by Al Paterson

Since the turn of the century, an interlocking tower had protected the diamond crossing at West Toronto Junction where four sets of tracks intersected the double tracks of the North Toronto Subdivision. The two-storey wooden structure had 38 levers operating switches, derails, and semaphores. In 1964 the CPR demolished the tower and replaced it with Centralized Traffic Control.

One of the biggest factors in the demise of passenger service was the cancellation of lucrative mail contracts that had kept many lightly patronized trains in operation. In 1966, the CPR discontinued their secondary transcontinental train, the "Dominion", although it was briefly resurrected during the summer of 1967 as the "Expo Limited." By 1970, the trains to Owen Sound were gone after years of dwindling and inconveniently scheduled service. In 1971, the trains between Toronto, London and Windsor were cancelled, ending all CP Rail passenger service to southwestern Ontario, as well as the last vestige of local service at West Toronto station. The Toronto-Vancouver "Canadian" continued to stop at West Toronto until it was taken over by VIA Rail in 1978. VIA rerouted the Canadian to CN tracks within Toronto and West Toronto station closed to the public after 67 years of operation, although CP railway offices remained in the building for some time after.

All three passenger stations in the Junction have since disappeared. On the CN Newmarket Subdivision, St. Clair station was closed in 1986 after VIA Rail's rerouted "Canadian" no longer stopped there. On February 19, 1997 the building was destroyed by fire. CN's West Toronto station lasted the longest. CN commuter trains to Guelph

were discontinued in 1975 after GO Transit began their service to Georgetown and Guelph. GO chose not to stop at West Toronto; instead they built a station at Bloor St to allow passengers to transfer onto the TTC cross-town subway line. The CN West Toronto station was closed and became increasingly derelict until it was finally demolished in 1999.

It would be the fate of the CP West Toronto station that was the most contentious. Efforts were made to preserve the building by the West Toronto Junction Historical Society. The city of Toronto was also interested in converting the structure to a farmer's market. CP made their standard offer when disposing of old stations; the structure could be purchased for a dollar, provided it was moved off railway property, an expensive proposition. There was no money for this and negotiations with CP dragged on for three years.

Meanwhile, in 1981, GO Transit began a new commuter train service to Milton along CP's Galt Subdivision, the only GO train operation to use CP tracks. Due to heavy freight traffic along this line, an additional track with a wider curve was required for the GO trains to pass through West Toronto. Unfortunately the projected route of this track ran too close to the West Toronto station for CP's comfort. At dawn on November 25, 1982, a CP demolition crew moved in and began dismantling the structure. Toronto mayor Art Eggleton rushed to the scene and arranged for city officials to issue a stop-work order. The wrecking crew ignored the order and within hours the building was reduced to rubble. The Canadian Transport Commission later ruled that CP had acted improperly.

One positive result of this act of corporate vandalism was federal legislation that resulted in the Heritage Railway Stations Protection Act in 1990. Ironically when the legislation was presented to the Senate, the only senator to vote against it was Ian Sinclair, who as CP President had authorized the demolition of West Toronto station. The West Toronto fiasco was a public relations disaster for CP and may have partly led to the company's donation of the John Street roundhouse and the valuable land it sits on to the city of Toronto for the establishment of a railway museum. CP was also currying favour with the city as they were planning a huge real estate development to the east of the roundhouse.

In the 1980's the railways withdrew from the untidy and logically difficult business of transporting livestock by rail and the Ontario Stock Yards were finally closed in 1995. Lambton had been the base for a number of transfer and yard assignments; two or three of them a day had operated in a circular route around the city. The loss of heavy industry in the Toronto core and the closing of local switching yards and freight houses dramatically reduced the need for these trains. Today, there is very little industrial rail traffic left within the city of Toronto.

Lambton was also the base for CP's branch lines northwest of the city and these unprofitable routes were abandoned or sold in the 1980's. In 1987, there was an ill-fated attempt to downgrade the Lambton yard by consolidating its functions at Toronto Yard in Agincourt. This scheme was abandoned in 1994.

In the 1990's the Lambton/West Toronto yard became a busy freight intermodal centre and extensive modifications were made to the facilities. The CPR had been seeking ways to make intermodality more efficient by reducing the amount of time necessary to carry out the interchange between road and rail. Two variations of this were employed at the yards. One was "RoadRailer" or "Triple Crown" where the highway trailers themselves had railway trucks and wheels attached enabling them to become rail cars rather than having to be loaded onto special flatcars. Another variation was the "Iron Highway" whereby rail cars could handle a wider variety of highway trailers and truck drivers could enter the terminal, drop or pick up their loads and leave, all within fifteen minutes. The Iron Highway was renamed Expressway and transferred to a new CP intermodal terminal near Milton in 2000; RoadRailer was taken over by CN.

Despite these cutbacks, both Lambton and West Toronto yards continue to see heavy use, with up to 60 freight trains a day passing through. In 1999, CP built a new connecting track at the junction allowing freight trains coming south on the Mactier Subdivision to proceed directly into the yard without backing up. The yards also serve as a base for several industrial and road switching trains that still service industries in the northwest part of the city and in the Halton and Peel Regions.

In the 1990's, there were efforts to preserve the West Toronto engine house, one of only three 19th century roundhouses left in Canada. In 1997, a report was published by the West Toronto Junction Historical Society, in which they outlined the history and heritage significance of the building. Unfortunately the preservation efforts failed and

the remaining buildings were demolished in 1998, although the turntable and transfer table remain. A big-box retail shopping centre now occupies the site, typical of the sad fate of so many railway heritage sites throughout North America.

While passenger trains no longer stop in West Toronto, several trains pass through the Junction every day. CN's Newmarket Subdivision, once the route of the first train in Toronto and later, the Super Continental to Vancouver, has had the track lifted north of Bradford. Three GO trains a day run in each direction between Toronto and Bradford. VIA's Canadian also uses part of this route three times a week in order to perform a complicated maneuver necessary to position the unidirectional train in the right direction. A hundred years ago, CPR trains had to perform a similar contortion to reach Union Station. Now, ironically, the last remnant of a famous CPR train must do so in order to leave the city.

CN's Weston Subdivision carries GO trains to Georgetown and VIA Rail trains for Guelph, Kitchener, London and Sarnia as well as Amtrak's "International" to Chicago. The Galt Subdivision is the only CP line to host GO trains and sees six trains a day in each direction on the Milton service. There is no passenger service on the CP's Mactier Subdivision.

The community of West Toronto, still known as the Junction, is experiencing a revival. As industrial and railway jobs left the area, the Junction experienced a slow decline. The prohibition against the sale of alcoholic beverages was not completely repealed until 2000. Now restaurants and small businesses are starting to flourish in the area. As house prices have escalated throughout Toronto, homeowners are finding West Toronto a more economical neighbourhood to purchase property.

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*This web site was established to complement an exhibit at the Toronto Reference Library held in 2000 and provides a well-illustrated and comprehensive history of railways in Toronto.***Old Time Trains**<http://www.trainweb.org/oldtimetrains>

Raymond L. Kennedy

*Ray has extensively researched CPR operations in the Toronto area and generously shares this information on his web site.***Rails in Toronto**<http://members.rogers.com:81/railsintoronto/>

Paul C. Cordingley

Paul provides a comprehensive overview of contemporary railway activity in the Greater Toronto Area.

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The Great Railway Shops of Montreal

The recent closing of the Alstom plant in Montreal, the former Pointe St. Charles shops of the Canadian National Railways, and before them the Grand Trunk, marks the end of an era. Not so long ago, Montreal was home to many large shops which served the railway industry. Among these were the main shops of Canadian National Railways and Canadian Pacific Railway, the Montreal Locomotive Works, the Canadian Car and Foundry plants, the Montreal Tramways Company shops, the Dominion Bridge and Dominion Engineering, as well as others, such as Vickers, which made some railway equipment. Today, most of these great shops are gone, or converted to other uses.

The year 2004 marks the centennial of the establishment of two of Montreal's greatest railway shops; the Montreal Locomotive Works and the Angus Shops of the Canadian Pacific Railway. In commemoration of these events, we propose printing a series of articles devoted to the railway shops which have existed in Montreal in the past.

To start this series, we will consider one of the earlier shops. Before Angus Shops were built, the CPR had two shop facilities in Montreal, one for locomotives at Delormier and one for cars at Hochelaga. This issue we will consider the Hochelaga car shop as reported by the *Montreal Herald* in its issue of April 24, 1897. The representative of that paper spent an afternoon touring the facility, and the article that resulted is reprinted here exactly as it first appeared 107 years ago, before steel replaced wood as the chief material for car construction. Next issue we plan to feature the Grand Trunk car shops of the same era.

C.P.R. CAR SHOPS.



An Afternoon Spent in the Big Works at Hochelaga. . . .



THE VARIOUS DEPARTMENTS

VISITED BY A HERALD.

REPRESENTATIVE.



Where the Cars of Every Description Are Built for the Transcontinental Road.



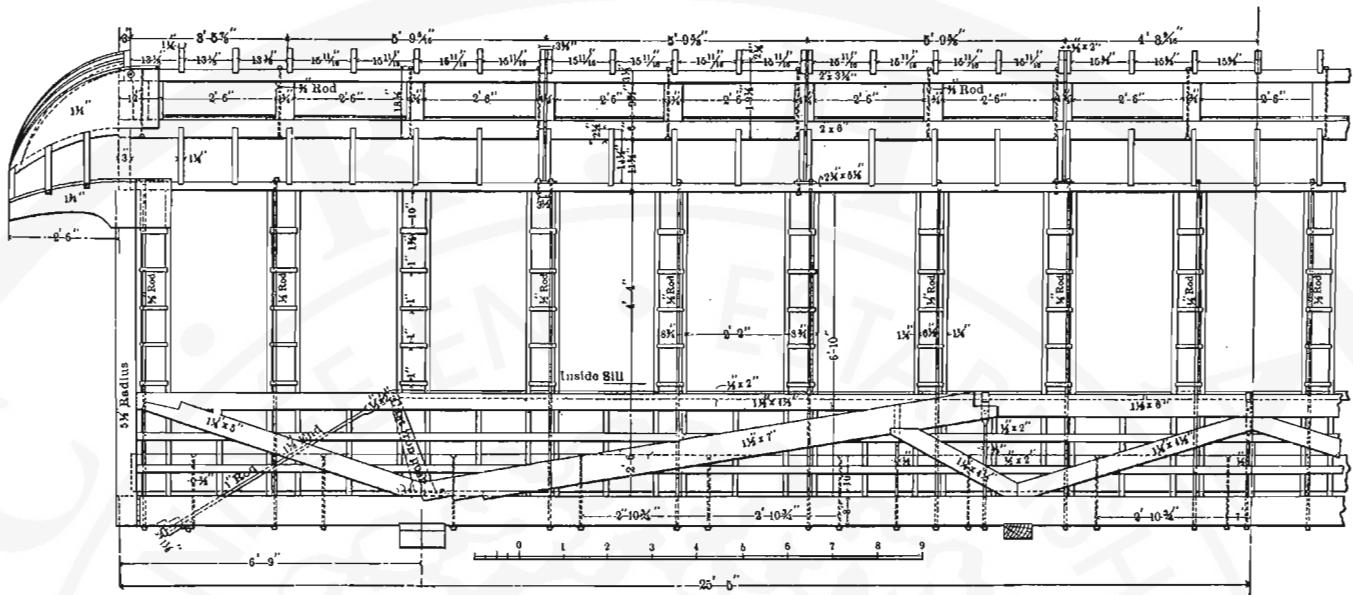
In these days of cheap travel everyone, no matter what his station in life may be, knows something about a railway carriage, with its comforts and discomforts. At the same time, few may have had an opportunity to examine the varied operations necessary for the building of even the simplest car. A *Herald* representative called on Mr. Wm. Apps, the master car builder of the Canadian Pacific Railway, and requested his permission to take a trip through the shops and take a few notes of what he saw there. Mr. Apps kindly consented, and gave every facility for seeing all the various operations which are carried on in the works.

The shops are situated one block east of the Street Railway stables at Hochelaga, and here it is that all the cars used on the great transcontinental road, from the homely but useful flat car to the sumptuous sleeper, built for the use of the directors, or for some special occasion such as the great Columbian exposition, are made.

THE ROUND HOUSE

Upon entering the grounds, the attention is first attracted to the round house, a large low building, the sides of which are almost entirely made up of windows. Here the cars are built and repaired. The building is circular, with an empty space in the centre, provided with a turn table for changing the cars to different tracks. The size of the building may be judged from the fact that the outside measurement is a quarter of a mile.

Inside, it is divided into six sections, in each of which, with one exception, there are six tracks converging to the turn table in the centre. On these tracks the cars are built. On the first two of No. 1 section of the shed are manufactured the trucks for the coaches, which are growing under the hands of workmen in other parts of the building. The remaining thirty-three tracks are filled with passenger coaches. Some of them have already seen service, but the majority are quite new, and indeed, many are in such an elementary stage of construction that few but railway men would know that they were railway coaches at all. These appear at present just a couple of heavy



The framing for a wooden passenger car like those constructed at Hochelaga shops in the 1890s.

beams, to which are fastened a series of uprights; farther on is one with the roof half on; to the right is another, recognizable, but with unstained mahogany sides, while a little farther still is a splendid sleeping car, which the uninitiated might regard as ready for the road, but which still requires a few deft touches to bring it up to the standard of excellence demanded by the master car builder.

FITTED WITH INSIDE BRAKES

Five new first-class coaches have just been sent out of this building, which are probably as fine as any ever manufactured on this continent. They are the standard size, 56 feet long, and will seat 56 persons, 44 in the main car and 12 in the smoking compartments. Two arches, handsomely carved, take away the appearance of sameness, so noticeable in the ordinary car. The inside is finished in quartered oak, with buckram headlining. The very latest conveniences are to be found in the toilet rooms, and there are catches in the walls so that tables can be set up for playing cards or serving lunch. Outside, all is finely polished mahogany, stained a deep rich brown. These magnificent cars are equipped with Westinghouse quick action automatic brakes and air signals and steam heat, and have the inside brakes, the first to be used in this country. This lessens the cost and labor in removing the wheels, and at the same time prevents the jerking motion where the brakes are applied and released. To accompany them are built two baggage and express cars, two baggage and smoking cars, and two second-class and chair smokers.

WORLD'S FAIR COACHES

An interesting track was that on which several of the coaches of the standard train exhibited at the World's Fair four years ago were being overhauled and refitted. This train has been used regularly since the Exposition on the regular through runs, and when it again leaves the shops it will be even more handsome than it was when on exhibition in Chicago.

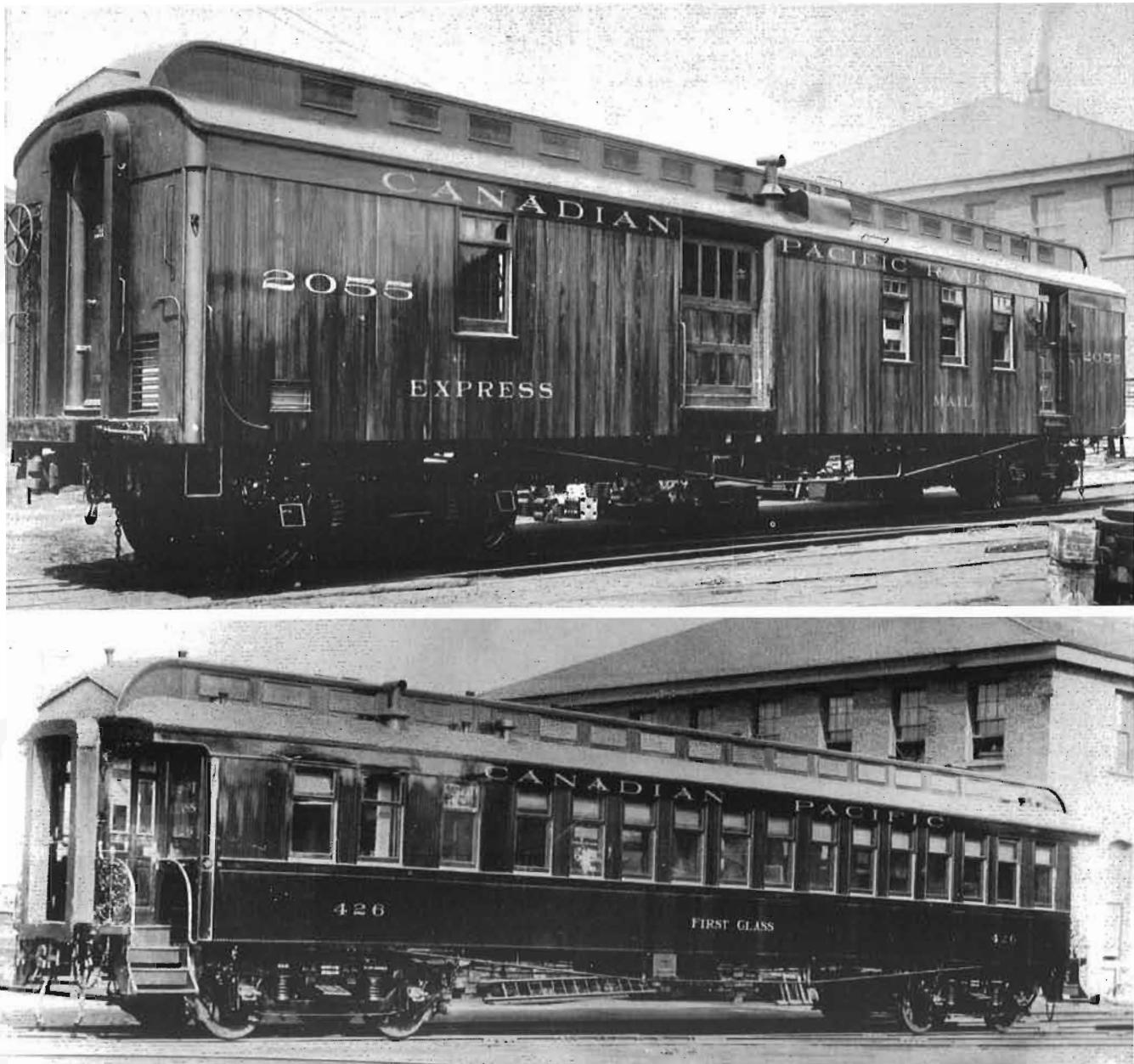
A car which is being built on entirely new models is the stateroom car for small parties traveling long distances. It contains five separate staterooms with six berths and an elegantly finished toilet room attached to each. Small parties traveling from Montreal or Toronto to Vancouver will doubtless find the new car a great accommodation.

Forty or more cars are turned out of the shop every month, some quite new, some old ones which have been refitted and repaired so as to almost equal the new ones.

The "glass room" is well worth a visit, for it is here that all the etched windows are made, and many pretty articles for the inside finishings may be seen in the varnishing room, where all the moveable woodwork is finished after being washed and scraped in another part of the building.

WHERE THE WHEELS ARE MADE

Leaving the round houses, the visitor enters what is perhaps the most interesting of all the works, - the immense foundry. Here all the moulding is done both for the wheels and the soft iron castings. The casting of the wheels is a



Two cars built by the CPR's Hochelaga Shops in the 1890s. Note the narrow vestibules on first-class coach No. 426.
Photos courtesy of Canadian Pacific Corporate Archives

very delicate operation when it is taken into consideration that they are not only one of the most important items in the make-up of the car on account of the possible accidents which may occur if they are not perfect, but also that they will have to stand a constant strain of wear and tear. However, these are the wheels which are used for freight service only, the passenger wheels, which have the perfect steel rim, being all imported from the celebrated Krupp foundry in Germany. To the stranger, the scene in the moulding room might appear to be one of confusion, yet not only is everything perfectly ordered, but it could scarcely be otherwise, for in a shop where men are wheeling barrows of molten

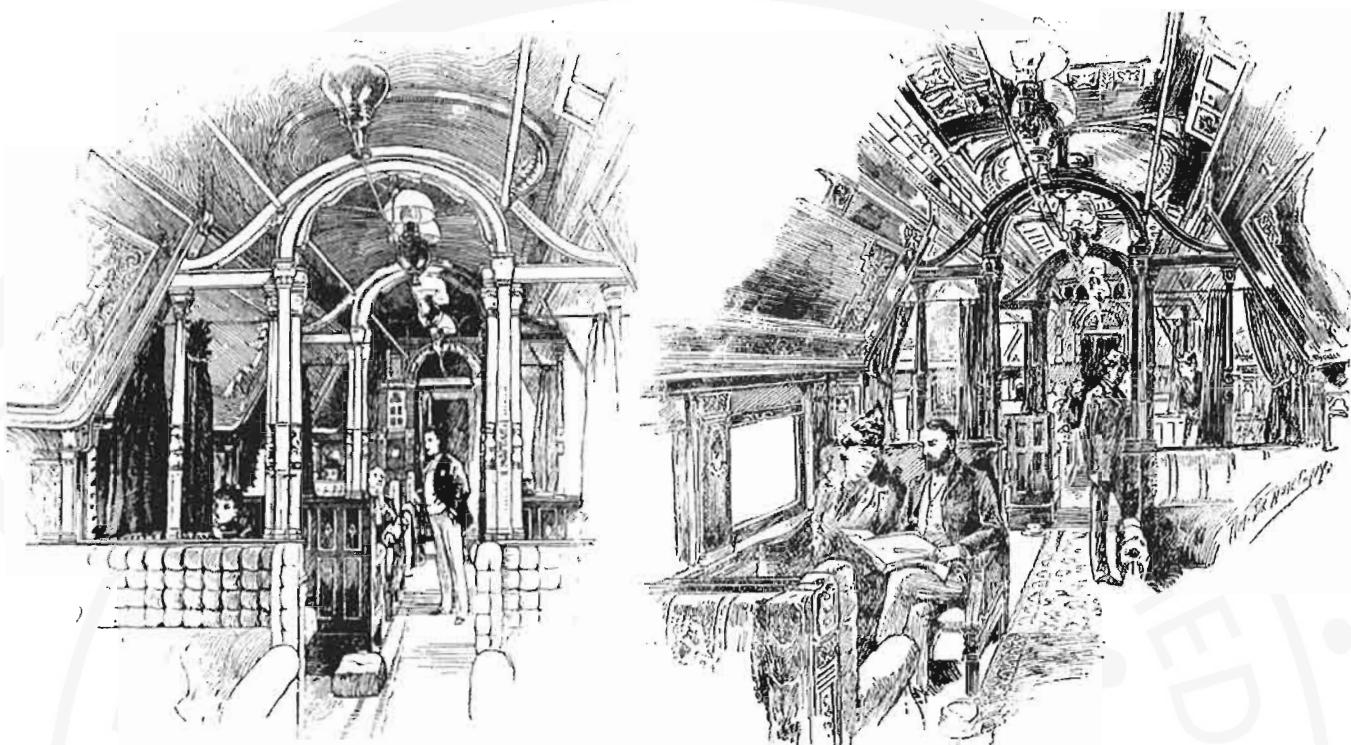
metal from the huge tanks to the moulds, confusion would mean death. There is no time wasted in pouring the metal into the moulds, twelve seconds only being the allotted time. After remaining for fifteen minutes in the moulds the wheels, still red hot, are piled one on top of another in huge pits. The pits can hold 1,000 wheels at a time, and are kept constantly full. After eight days in the pits they are still too hot to handle, but are ready for use.

THE BEST PAID MAN

The proper mixture of coke and iron is very important. The rim of the wheel must take the proper chill so that it will wear well. But the chilled



The interior of a first-class CPR day coach and smoking car used in express passenger service between Montreal and Ottawa in the late 1890s. The magnificence of the woodwork is clearly visible. Canadian Pacific Corporate Archives



Engravings, made by American Bank Note Company, showing the interior of CPR first-class passenger cars built in 1890 by the Hochelaga Shops. These drawings appeared in a promotional booklet issued by the CPR in 1892.

iron is brittle, and the rest of the wheel must be such as to give great strength. Five per cent aside from the proper proportion would make the wheels useless. The foreman who has charge of this important department is naturally the best paid man in the shops.

For the metal used for every third wheel a test bar is made. It is an inch square on the end, and is subjected to a pressure of 3,000 pounds to the inch. At frequent intervals a wheel is tested. While the *Herald* representative was in the building he was fortunate enough to witness such a test. The wheel was surrounded by a strong metal rim, about 1 1/4 inches distant. Between the two was poured molten metal, and the time was noted till the wheel cracked, which was 1 minute 13 seconds. This wheel, which was being tested for an outside maker, was not up to the mark, the average time for the wheels made in the C.P.R. shops being about 2 1/2 minutes, some of them standing the heat for almost 3 minutes. This is the most severe test a wheel can be put to.

One hundred and twenty wheels are turned out every day, which replace wheels that have been broken or become worn out in use on the many cars on the CPR. This seems an enormous number of wheels to use in a day, but it must be remembered that the wheels for the whole system are made in Montreal.

THE MACHINE SHOPS

The tool shop and machine shop are not lacking in interesting features. The glare of the forges and the clang of many hammers are a change from the uneventfulness of ordinary office life. The usual operations in shaping iron are carried on here, but with all the aids of labor saving machinery. One heavy machine, "the Bulldozer", as it is called, was busy bending the red hot metal into all sorts of curious shapes when the *Herald* reporter passed through. By merely changing the iron forms in front of the machine the shape can be altered at will. Here too, the axles were being put into the wheels. They are not locked in, but are simply forced in by a hydraulic pressure of from 25 to 75 tons. All the wheels and axles are handled by pneumatic hoists and the steel rims are placed on the rough iron wheels by the same power.

THE CABINET SHOP

In the mill and cabinet shop the wood work for the cars is prepared. Many kinds of wood are to be seen; British Columbia pine for foundation and frames, which sometimes comes in lengths of 70 feet without a knot; tough oak beams for the trucks, and mahogany, cherry, quartered oak and prima vera for the inside, and mahogany for outside finishings. There was one magnificent piece of mahogany in the cabinet shop. It was 48

inches wide, 14 feet long, and two inches thick, and not a knot or shake to be seen. Before being used the wood is left to season for four or five years, and the fine wood for finishing is usually put in a drying room for 20 or 30 days.

To complete the equipment there is an upholstering shop, where all the curtains, carpets and cushions are made, cleaned and repaired. Near this is the tin shop, which is devoted mostly to repairing the lamps and other brass and light metal pieces used in the cars.

Outside, in the yard, men are also hard at work. The ordinary freight car coupling has been the cause of so many accidents that the United States law now exacts another style of coupler. The master car builder's standard verlute bar is being put on all the cars. This is arranged so that by merely turning a handle two cars can be coupled, without the brakeman going between the cars at all.

All the freight cars are now being fitted with the Westinghouse system of air brakes, so that they will be under the direct and complete control of the engineer on the locomotive.

A whole day spent in the shops would be all too short to see them thoroughly. Hours could be spent in each of the many departments, especially if from time to time, Mr. G.H. Eaton, the general car foreman, could snatch a few moments to call attention to and explain the most interesting features of the various sections. A trip through the whole block of buildings under his guidance would indeed be a treat.



Three woodcuts showing the interior of older CPR passenger cars. While not built at Hochelaga, they were maintained there and kept up to date with the latest devices necessary for safety and comfort.



STATE-ROOM
IN
SLEEPING CAR.



THE CANADIAN PACIFIC RAILWAY

THE WORLD'S HIGHWAY FROM THE ATLANTIC TO THE PACIFIC.

The Newest, the Most Solidly Constructed and the Best Equipped Transcontinental Route.

PARTICULAR ATTENTION IS CALLED to the PARLOR, SLEEPING and DINING CAR SERVICE—so particular an accessory upon a railway whose cars run upwards of THREE THOUSAND MILES WITHOUT CHANGE.

THESE cars are of unusual strength and size, with berths, smoking and toilet accommodations correspondingly roomy. The transcontinental sleeping cars are provided with **BATH ROOMS**, and all are fitted with double doors and windows to exclude the dust in summer and the cold in winter.

The seats are richly upholstered, with high backs and arms, and the central sections are made into luxurious sofas during the day.

The upper berths are provided with windows and ventilators, and have curtains separate from those of the berths beneath. The exteriors are of polished red mahogany and the interiors are of white mahogany and satinwood elaborately carved; while all useful and decorative pieces of metal work are of old brass of antique design.

No expense is spared in providing the **DINING CARS** with the choicest viands and seasonable delicacies, and the bill of fare and wine list will compare favorably with those of the most prominent hotels.

OBSERVATION CARS, specially designed to allow an unbroken view of the wonderful mountain scenery, are run on all transcontinental trains between Canmore and Revelstoke, and Lytton and Westminster Junction.

THE FIRST-CLASS DAY COACHES are proportionately elaborate in their arrangement for the comfort of the passenger; and for those who desire to travel at a cheaper rate, **COLONIST SLEEPING CARS** are provided without additional charge.

These cars are fitted with upper and lower berths after the same general style as other sleeping cars, but are not upholstered, and the passenger may furnish his own bedding, or purchase it of the Company's agents at terminal stations at nominal rates. The entire passenger equipment is **MATCHLESS** in elegance and comfort.

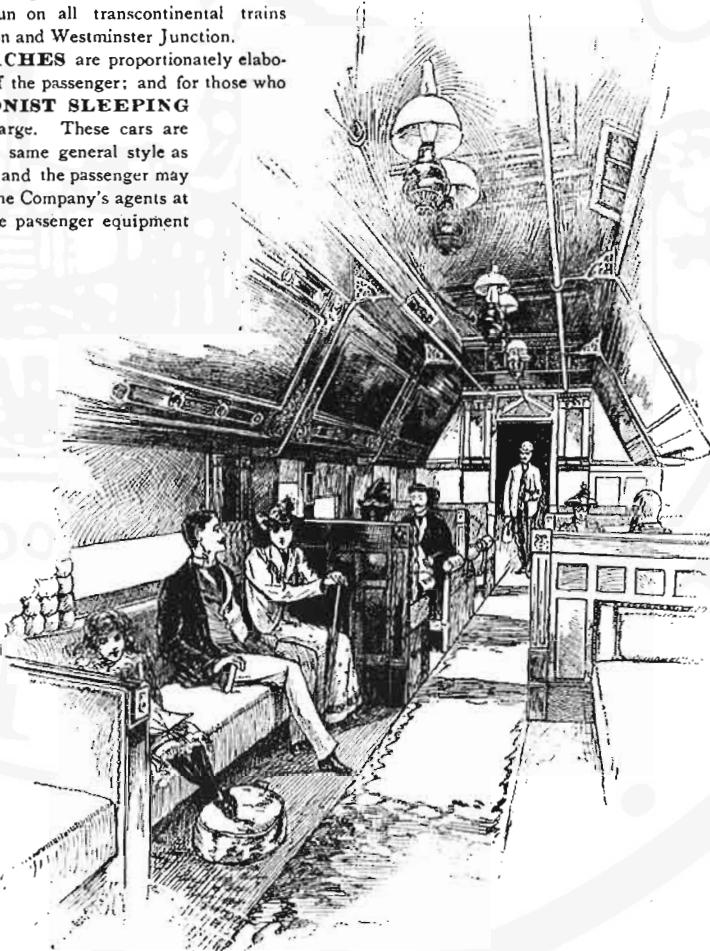
FIRST-CLASS SLEEPING AND PARLOR CAR TARIFF.

FOR ONE LOWER OR ONE UPPER BERTH IN SLEEPING CAR BETWEEN

Hallifax and Montreal - - -	\$4 00
Quebec and Montreal - - -	1 50
Montreal and Toronto - - -	2 00
Montreal and Chicago - - -	5 00
Montreal and Winnipeg - - -	8 00
Montreal and Vancouver - - -	20 00
Ottawa and Toronto - - -	2 00
Ottawa and Vancouver - - -	20 00
Fort William and Vancouver	15 00
Toronto and Chicago - - -	3 00
Toronto and Winnipeg - - -	8 00
Toronto and Vancouver - - -	18 50
Boston and Montreal - - -	2 00
New York and Montreal - - -	2 00
Boston and St. Paul - - -	7 00
Boston and Chicago - - -	5 50
Montreal and St. Paul - - -	6 00
St. Paul and Winnipeg - - -	3 00
St. Paul and Vancouver - - -	13 50
Winnipeg and Vancouver - - -	12 00

Between other stations rates are in proportion.

Accommodation in First-class Sleeping Cars and in Parlor Cars will be sold only to holders of First-class transportation.



A full-page advertisement of 1892, extolling the features of the CPR transcontinental service, and depicting the interior of a first-class sleeping car with sofa sections. The maintenance of these beautiful cars to the highest standards was one of the major duties of the Hochelaga Shops.

The Great Counterfeit Street Car Ticket Scare

by Fred Angus

On Sunday evening, September 12 1897, the "receiving girls" were counting and sorting tickets at the central office of the Montreal Street Railway. This was a regular daily procedure as the leather-covered hand-held "coffee pot" fareboxes were brought in from the cars and their contents removed. The young ladies were not only counting and sorting the various types of tickets and cash fares, but were on the lookout for such extraneous items as pieces of cardboard, theatre ticket stubs, tobacco stamps and sundry other little articles which bear a resemblance to a street car ticket or a five cent piece. Once sorted, the tickets would be tied up in bundles for auditing and eventual destruction.

At that time the fare structure of the MSR used four kinds of tickets. Most common were the 4 1/6 cent blue tickets sold in strips of six for 25 cents. Those who purchased tickets in larger quantities could get a slight discount and obtain the 4 cent tickets sold in sheets of 25 for \$1.00. Workmen got a better deal, eight tickets for 25 cents, or 3 1/8 cents each. These were only valid from 6 to 8 A.M. and from 5 to 7 P.M., the times when workers would

be traveling to and from their place of employment. The fourth type of ticket was for children under 12 years old; their fare was 2 1/2 cents or 10 for 25 cents. No distinction was made as to whether the child attended school or not. There were also special tickets for postmen, policemen etc., but these were not available to the general public. The cash fare was five cents, usually paid in the form of a silver 5 cent piece, a small coin half the size of the present day 10 cent piece. Money was much more stable in those days, and the above fare structure did not change from June 1892 until October 2, 1918.

On that Sunday evening, as the contents of the fareboxes were being sorted, one of the girls, more alert than the others, noticed a blue ticket (one of those sold in strip of six for 25 cents) that, as she put it, "felt rather strange". She reported it to her supervisor who immediately took it to Duncan Macdonald, the Superintendent of the MSR, who carefully examined it and pronounced it to be a very clever counterfeit. It was so good that "when placed with genuine tickets none but those who made the matter a study could detect the fraud". Immediately the sorted bundles were opened and all tickets were examined. In twos and threes and fives the counterfeits turned up, and no less than fifty were found among those bundles packaged just that evening. It was obvious that the situation was serious, and a full investigation was begun at once.



The headquarters of the Montreal Street Railway as photographed in 1898. It was here that the counterfeit tickets were discovered on Sunday, September 12, 1897. This 1894 building (with an extra two floors added in 1922) still stands.

No time was lost, and the Canadian Secret Service (whose duties included the suppression of counterfeit money) was called in. Mr. Karsch, superintendent of the Secret Service, organized the proceedings, and on Monday, within an hour of taking charge of the investigation, had men traveling on every line on the city purchasing enough tickets to "keep a public school in street car fares for a couple of years". The first break came on the Notre Dame line when one of Mr. Karsch's operatives purchased tickets from conductor No. 340, Eli Harvey, some of which proved to be counterfeit. Conductor Harvey was quietly removed from the car, taken to the police station and locked up. On his person were found 84 forged tickets with a face value of \$3.50. Confronted with this evidence, Mr. Harvey confessed, saying that others were involved but refusing to name them.

The investigation made considerable progress, however, and some very clever detective work was done in the next two days. At 9 o'clock on Wednesday evening, September 15, Mr. Karsch was standing near the corner of St. Catherine and St. Lawrence Main, outside the Theatre Francais, when he met an old friend who wanted to go for a walk. Mr. Karsch excused himself saying, with some irony, "Excuse me, but here comes another friend of mine on this car, and I want him to go for a walk with me". Along came a St. Catherine car (unfortunately the car number was not

MONTREAL, THURSDAY, SEPTEMBER 16, 1897.

COUNTERFEIT CAR TICKETS.

**A Big Conspiracy Unearthed
in the City.**

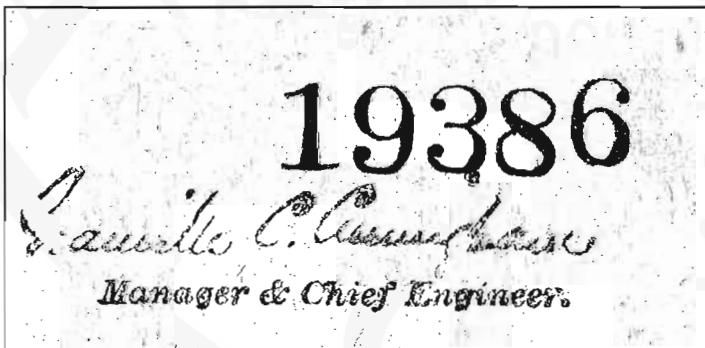
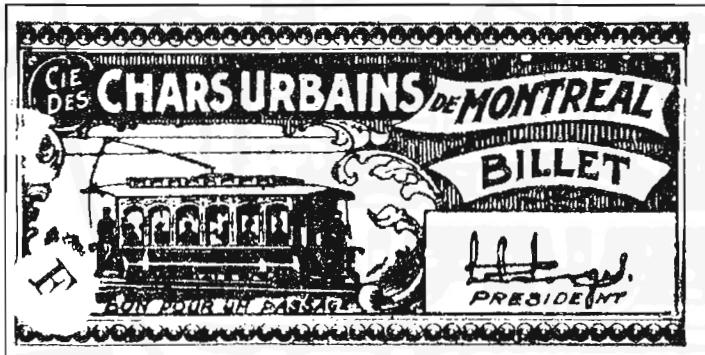
FOUR MEN UNDER ARREST.

**Originated by Discharged Employees
Found Dishonest.**

**The Montreal Street Railway Stood
to Lose Much Money—A
Shop Girl.**

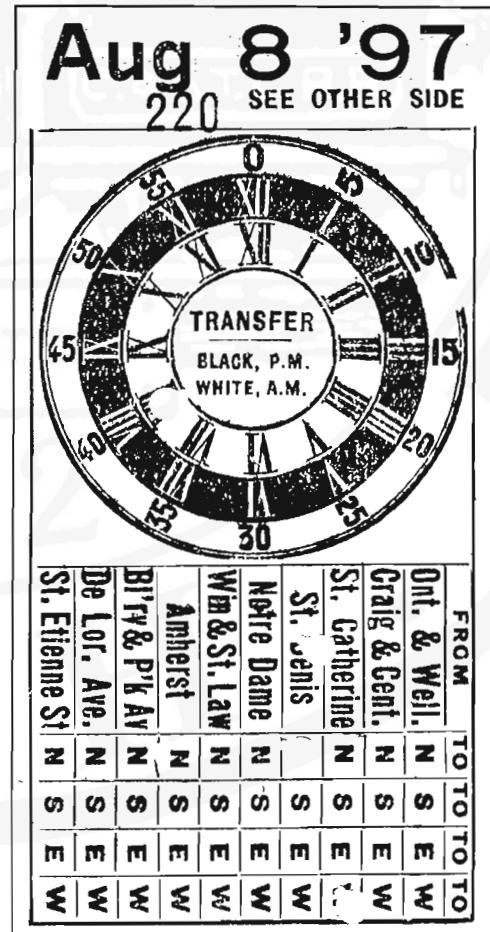
recorded) in charge of conductor No. 680, William McKibbon, who was suspected as being the ringleader of the counterfeiters. Mr. Karsch boarded the car and in thirty seconds arrested conductor McKibbon and sent the car on its way in charge of Superintendent Macdonald who had been awaiting this move. Although McKibbon had only six of the counterfeit tickets in his possession, the evidence, quietly gathered in the preceding two days, was so strong that he confessed and was locked up in No. 4 police station.

Once the word was out, panic set in among the public, and also the conductors. The fear was, of course, that they might be arrested if they had counterfeit tickets in their possession, even if purchased innocently. Conductors also feared that they would be suspected if counterfeits were found in their fareboxes, even if these tickets had been purchased from someone else. The company was quick to state that no innocent persons would be under suspicion; they already had a good idea as to who was behind the scheme. They also published a description of the forgeries so the public could detect them and turn them in. All the counterfeits were of the blue 4 1/6 cent tickets, which at that time had a picture of a street car on the front and the stamped signature of Granville C. Cunningham (Manager and Chief Engineer) on the back, together with a serial number. At that time a strip of six



ABOVE: A ticket of the type that was counterfeited. This one is genuine. None of the 1897 counterfeits is known to exist, and genuine tickets of this era are extremely rare.

RIGHT: A transfer issued by the MSR at the same period. This one was punched at 8:13 A.M. on August 8, 1897, on a St. Denis car going north. This type was discontinued later that year, as it required the conductor to punch it five times, while the new one needed only three punches.



LEFT: Big news! The headlines that appeared on the front page of the Montreal "Herald" the day the news of the ticket fraud became public.



Open car No. 147 on Notre Dame Street in the summer of 1898. It was on such a car that the first arrest was made in the case of the counterfeit tickets, when conductor Eli Harvey was apprehended.



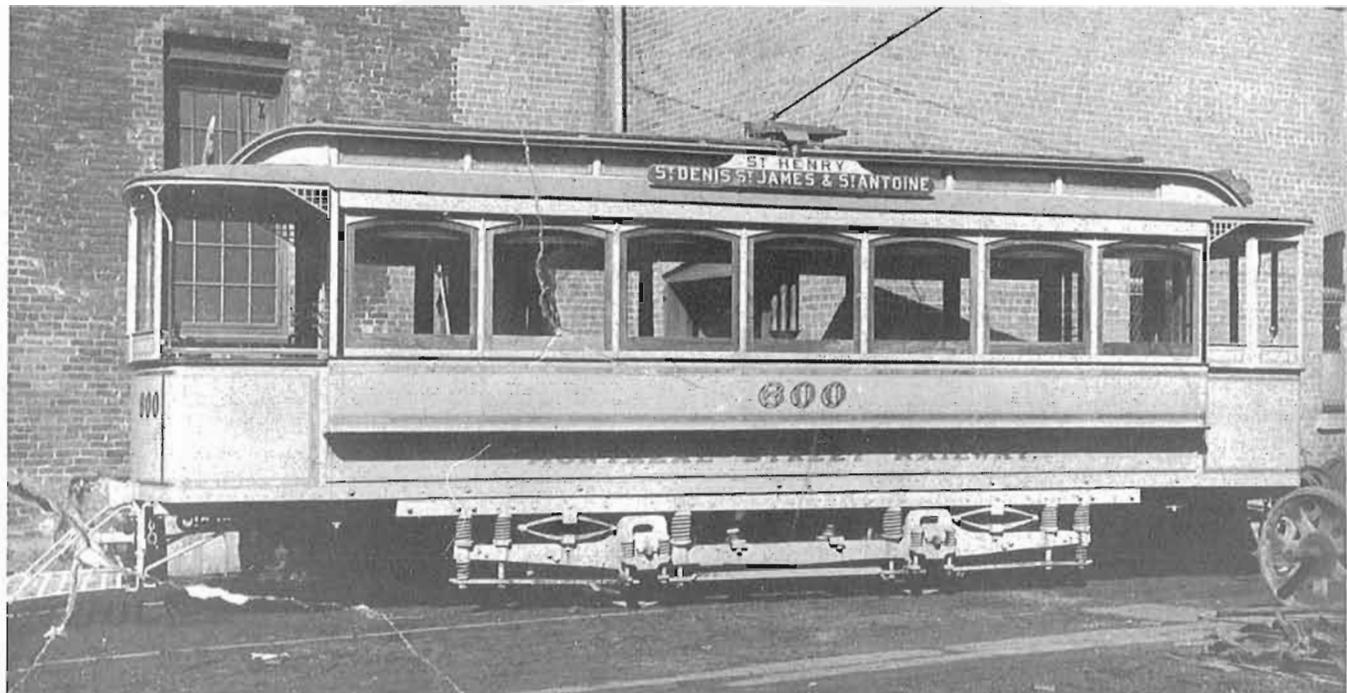
**MUNROE Bros.
Gentlemen's
Furnishing
Goods**
2246 St. Catherine St. West.

In 1898 the MSR changed their tickets slightly. Gone was the signature on the back, and the serial number was now on the front. Advertising now occupied the entire back, which dates this ticket, for Munroe Bros. were only at that address in 1898 and 1899. About 1900 the ticket was completely redesigned and the street car disappeared.

tickets had three in English and three in French; the reports indicate that both varieties were counterfeited. The front was lithographed and "well nigh perfect" even to the signature of President L.J. Forget which was "just as hard to decipher on the forgery as it is on any other document". On the back, the signature of Mr. Cunningham was applied with a rubber stamp, the distinguishing features being that the "M" in manager, as well as the "&" were slightly larger than usual. The serial numbers were in the 690000 series which had not been used for six weeks. This suggested that the counterfeiters had been working on their project during that time.

The dragnet was closing in. Next to be arrested was Alexander McKibbon, brother of William, who was picked up in Quebec City as he was about to board a steamship for England. The members of the gang fled, but the telegraph wires were kept busy as they were tracked down and apprehended. The place where the printing was done was found, as was a supply of counterfeits and materials enough to make many more. In due course the members of the gang, eventually amounting to more than twenty, pled guilty and were sentenced to prison terms. The great counterfeit street car ticket scare was over.

As the investigation continued it was soon apparent that a major fraud, well organized and involving a considerable number of persons, had been nipped in the bud. It had only just gotten under way, but it could easily have cost the MSR a great deal of money. The printing plant had a capacity to print well over a hundred thousand tickets a week, with a face value of about \$5000. While this does not sound like much



today, in 1897 it was a great deal of money. That year the MSR had gross earnings of about \$1,300,000, or \$25,000 a week. Had the counterfeitors succeeded in passing only half the tickets they were capable of producing, it would have reduced the MSR's gross by 10%. The conspiracy was hatched by a gang of ex-conductors; ones who had been dismissed for various reasons, chiefly dishonesty. The plan was to recruit other dishonest conductors who were still in the company's employ, and use them to flood the city with their nefarious product. No one would ever suspect a street conductor of selling counterfeit tickets on the car, and it was hoped that weeks or months would go by before anyone became suspicious. By then the gang would have pocketed their ill-gotten gains and disappeared. Thanks to the keen observation of one of the "receiving girls", the scheme came to a quick end and the company, and the general public, could once again trust the validity of their street car tickets.

The MSR did not change their tickets to make them less easy to counterfeit, but changes were, in fact, on the way. The very next year, 1898, the superintendent's name was removed from the back, and the serial number moved to the front. The reason was the realization of another source of revenue; the space on the back could be sold for advertising. At various times until the late 1920s Montreal's street car tickets carried ads on the back, Clark's Pork and Beans, and British Consols Cigarettes being favourites. In 1900 the street car design disappeared, and the ticket was changed to an upright rectangle, a format which lasted until 1966. The old design of the 1890s appeared once more, in 1961, the centennial year of the company; it was placed, in a modified form, on the back of the commemorative tickets, issued that year only, complete with the signature of L.J. Forget who had been dead for fifty years! By then no one remembered the great counterfeiting scare of 1897.

ABOVE AND BELOW: The newest types of street cars in Montreal in 1897; both were built in the company's shops that year. Both cars had an identical lifespan, twenty-seven years, and were scrapped in 1924. However open car 333, below, had been in storage for quite a few years before that date.



The Brown Collection

Doug Brown

Introduction by Peter Murphy and Josée Vallerand

In December 2003 the Canadian Railroad Historical Association accepted the donation of the '*Brown Collection*' for the CRHA archives. This collection was gathered from about 1920 to 1990 by Robert R. Brown and his son Douglas Brown. The black three ring binders, mostly handwritten, are well known to railway historians. These are accompanied by a collection of black and white negatives, some prints, timetables, tickets, transfers, books and assorted memorabilia.

This is an important contribution to the CRHA archives as Robert R. Brown was a founding member of the CRHA and his early research on Canadian railways is well known. The book collection will be integrated into the CRHA library (at Exporail) and the remainder of the collection will be kept intact and will be known as the '*Fond Brown*'.

We wish to thank Douglas Brown for this generous donation and we are proud to be the recipient of such an important collection.

We are pleased to provide the following thumbnail sketch of Robert R. Brown as provided by his son Douglas.

ROBERT RITCHIE BROWN

Born : 22 December 1899

Died: 17 April 1958

My father's library archives has been donated to the Canadian Railroad Historical Association (CRHA) for inclusion in the new archives facility at Exporail at Delson / St. Constant, Quebec. I have been asked to provide a few notes to illustrate his life-long work of researching and recording Canadian transportation history.

My Father was born in Toronto but moved to Montreal at an early age where he remained except for a short time in Detroit and a world tour during 1915 / 16. The world tour was made necessary due to an assignment given to his Father (my Grandfather) by Singer Sewing Machine Company in India. I have my Father's diary which shows he left, with his parents, from Montreal on July 24, 1915 for New York City then by ship to Suez Canal-Madras, India, returning to Canada via Singapore, Hong Kong,



The first railway charter by the CRHA was on October 1, 1950. It utilized CNR self-propelled car 15837 on a trip from Montreal to Huberdeau, Que. During a stop-over at St. Jerome, CNR 1386 provided a proper background for a picture of: left to right - O.A. Trudeau, O.A. Boivin and R.R. Brown.

Yokohama to Vancouver (rail) to Montreal. All of this travelling was by railways and steamships and I am convinced the "seed" for transportation history was planted during this trip to India. His attention to detail (in his dry humorous way) is shown in the last entry on his return to Montreal on April 15, 1916 when he stated that the distance travelled was 434,225,904 INCHES and took 21,168,000 SECONDS (this before the era of calculators)!

The CRHA was founded on March 15, 1932 at the Chateau de Ramezay Museum in Montreal. Quoting from News Report no. 131 dated March 1962 the following statement is noted "... The desire to form such a group (the first in Canada and second on the continent) arose as the aftermath of an exhibition at the Chateau de Ramezay, that marked the centenary of the granting of the first railway charter in Canada. The exhibitors thus brought together had a common interest in railways as a hobby and in railway history in particular, and it was resolved, through the personal efforts of Mr. John Loyer to coordinate the talent which had been brought together at the exhibition, into a permanent group..." I believe my Father participated in this early exhibition and subsequent meeting on March 15, 1932.



Montreal street car 997 on a CRHA excursion during a rainy afternoon in November 1957. The occasion was the last day of service on St. James Street.

There were twelve Charter Members of the CRHA of which my Father was one, and, it is interesting to note that Dr. R.V.V. Nicholls is the only surviving member of that small group. The first major project for the CRHA was the celebration in July 1936 of the centenary of the opening of the Champlain and St. Lawrence Railroad. A replica of the locomotive Dorchester was constructed for the celebrations. My Father was responsible for researching and preparing plans and drawings to be used by the construction crew headed by Mr. L.A. Renaud (another Charter Member). Also, my Father obtained the necessary wood from scrap shipping crates used by the Singer Sewing Machine Company. One only has to look inside the fire-box to see the "Singer" stencil markings on the wood! This replica is now a feature exhibit in the new Exporail pavilion.

Over the years the Editorial Committee of the CRHA has been, and continues to be, one of its strong points and my Father as a committee member was involved from the beginning. Bulletin No. 1 was published in April 1937 and my Father's first contribution was a Locomotive List of the Dominion Atlantic Railway that appeared in Bulletin No. 4 published in February 1938. The Editorial Committee, under



In the next four pages we show (in no special order) a few of the pictures and documents in the Brown Collection. Captions are provided where known.

the Chairmanship of Dr. R.V.V. Nicholls, with my Father and Mr. John Loyer as committee members were re-elected for the year 1938 with an annual budget of \$20.00! The Bulletin continued to be published with many articles by my Father but ceased after Bulletin No. 15 in December 1940 due to the war effort.

In October 1949 the Editorial Committee resumed publishing with my Father's first article appearing in News Report No. 5 dated February 1950. A long list of articles, both short and long, such as Street Railways of Eastern Canada, Canadian Locomotive Builders, Crossing the River, The Last Broad Gauge, The Ice Railway, etc. appeared on a regular basis until ill health brought his writing to a halt in 1957.

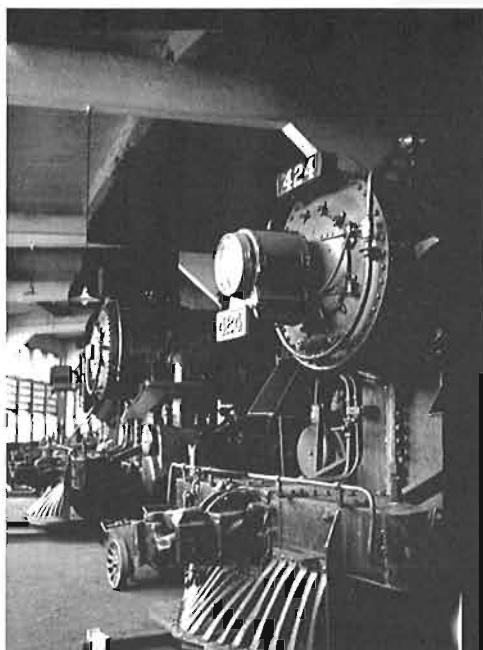
My Father was a founding member of the CRHA and also became involved in the executive area of the CRHA serving as Secretary from 1932 to 1934 and Director from 1951 to 1954 and in 1956.

In addition to his involvement with the CRHA my Father was for many years the Canadian Representative for the Railway & Locomotive Historical Society of Boston and wrote many articles for their Bulletin including two full issue articles on the Champlain and St. Lawrence Railroad and Locomotives of the Canadian Pacific Railway (co-authored with O.S.A. Lavallée).

The transportation library built up over the years by my Father consisting of books, histories, photographs, etc. has remained intact and, added to since his death in 1958 but the time has now come to make sure it continues to be a source of information for present and future railway historians. Therefore, it is with pleasure that the Brown family fully endorses the donation of the library to the CRHA knowing that it will be yet another addition to the excellent research library archives located at Exporail.

My Father would have been pleased!

R.D. Brown. 12 December 2003



An interurban of the Grand River Railway.



CPR No. 29 takes water.



An old fashioned ball signal explains the origin of the term "highball".



ABOVE: An excursion with Montreal Birney car 200 at McGill Street by the interchange with the Montreal & Southern Counties.

RIGHT: Montreal instruction car 1054 was used on the first CRHA charter excursion in 1948. This photo was taken at St. Denis car barn.

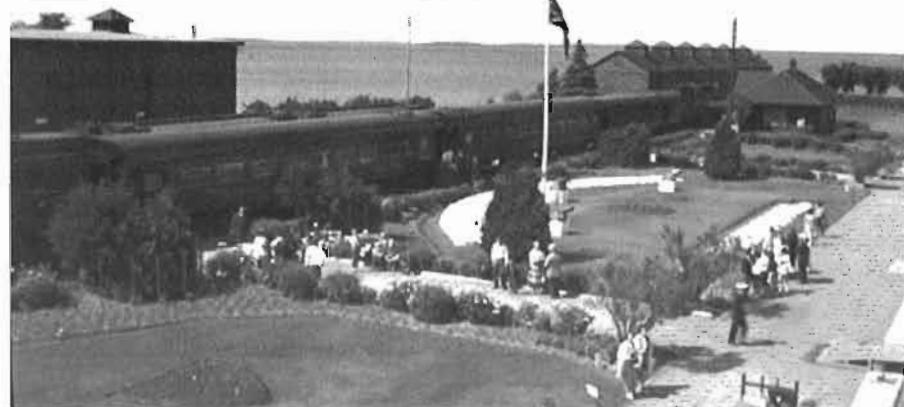
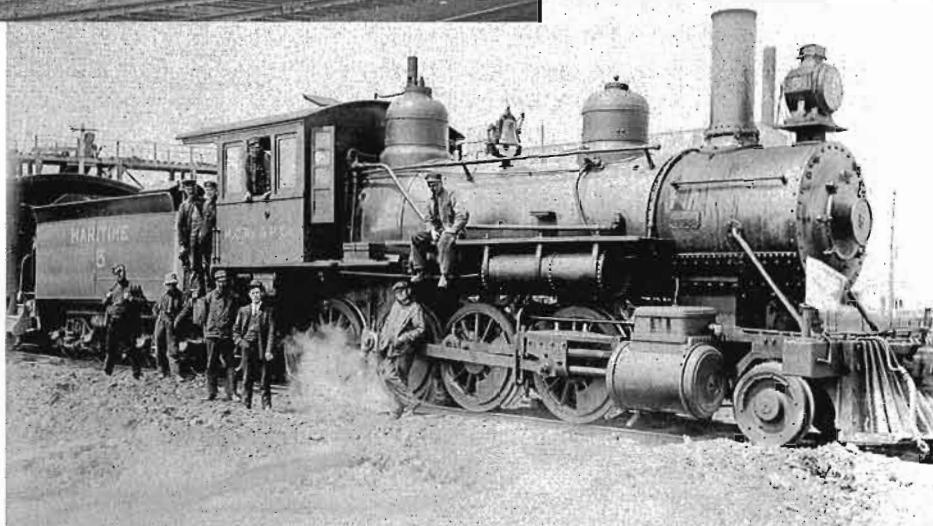


RIGHT: The only excursion run with the CRHA's car 274 was in June 1957. Here we see it at George V, the eastern end of the line.

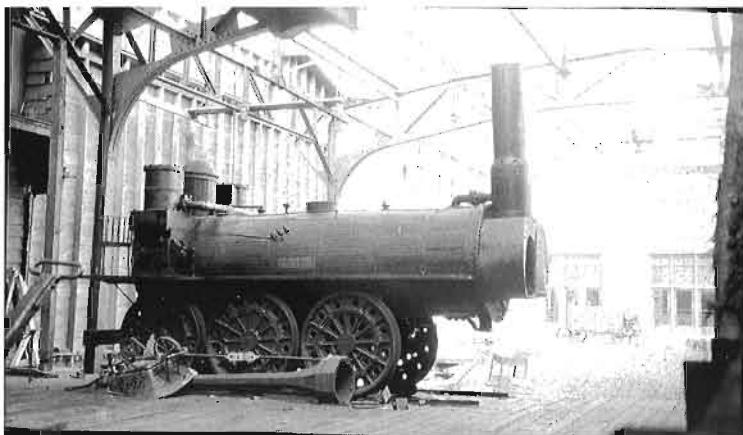


LEFT: The old station of the Temiscouata Railway at Riviere du Loup before the railway was taken over by the CNR.

RIGHT: Locomotive No. 5 of the Maritime Railway is not the same No. 5 that is now preserved at the Canadian Railway Museum.



LEFT: A view from the CPR lake boat at Port McNicoll, showing the boat train.



HISTORICAL MANUAL

OF

CANADIAN RAILWAYS

compiled by

Robert R. Brown.

A concise arrangement of the dates of the principal events relating to the corporate structure and physical property of all Canadian railways. Except for occasional references, no financial statements are included.

All statutes relating to railways may be found in "A Statutory History of the Steam and Electric Railways of Canada, 1856-1937", by Robert Dorman, and published by the Department of Transport, Ottawa, so only the most important ones are shown in this manual.

The symbols relating to statutes indicate their origin, the year of the Sovereign's reign and the chapter number. Thus:-

Dom.26-V10.,Cap.7 signifies that the Act cited was passed by the Dominion (Federal) Parliament in the 36th year of Her Majesty, Queen Victoria's reign, and is numbered Chapter 7 in the Volume of Statutes for that session. The various Provincial Acts are similarly designated by initials indicating the name of the province (i.e., Que., U.S., etc.) instead of "Dom.", which indicates a Dominion Act. OC signifies an Order of the Privy Council.

Locomotive rosters are included where possible.

STEAM LOCOMOTIVES
OF THE
CANADIAN NATIONAL
RAILWAYS

Anticosti Island Railway			
Port Meunier	Lake Gede	75	
Lake Princeton branch			
1896	Anticosti Island bought by Henri Meunier.		
1909	Construction of railway started		
1910	October 16th		
1920	Completion of 12 miles of logging railway.		
1926	Operation discontinued		
	The Meunier heirs sold the island to a group of Canadian paper companies who then organized the Anticosti Corporation.		
1929	Railway abandoned except 4000 feet from the wharf to a warehouse.		
	Locomotives		
1.	2-4-0 12x18 34	1910 Montreal	48736
2.	0-4-4-0 12x10 33	Heisler	
3.	0-4-4-0 13x12 36	Heisler	
4.	0-6-0 17x24 44	Baldwin	
5.	0-6-0 18x24 57	1904 Rebuilt, FitzHugh, Luther	
6.	0-4-0 gas.	1930 Anticosti Corp.	
	1 passenger car		
	2 boarding cars		
	10 flat cars, steel		
	25 flat cars, wood		
	20 dump cars		
	1 steam shovel		
	1 Industrial crane, 16 tons.		

3250 - 3279			
S-1-2			
7-8-2 27x30 63° 1917 KINGSTON			
B.P. 150 T.C. 53%			
CGR	CNAT	C/N#	SCRAPED
1917	1920		
3250	3250	14579	1955
3251	3251	14600	1955
3252	3252	14601	1957
3253	3253	14602	
3254	3254	14603	
3255	3255	14604	
3256	3256	14605	
3257	3257	14606	
3258	3258	14607	
3259	3259	14608	
3260	3260	14609	1956
3261	3261	14610	1960
3262	3262	14711	
3263	3263	14712	
3264	3264	14713	1959
3265	3265	14714	1960
3266	3266	14715	1959
3267	3267	14716	4-1959
3268	3268	14717	8-1956
3269	3269	14718	1959
3270	3270	14719	1955
3271	3271	14800	1957
3272	3272	14801	1960
3273	3273	14802	1957
3274	3274	14803	1955
3275	3275	14804	1957
3276	3276	14805	1957
3277	3277	14806	1957
3278	3278	14807	1956
3279	3279	14808	1955

TOP: "SAMSON" on display at Halifax station.

ABOVE: Some examples of Robert R. Brown's records and manuscript on Canadian railway history.

NEXT THREE PAGES: R. R. Brown's first contribution to a CRHA publication was this roster of Dominion Atlantic Railway locomotives. It appeared, in two installments, in the "CRHA Bulletin" in 1938. As it is still interesting and informative, we reprint it here in the same form in which it appeared 66 years ago.

Locomotives of the Dominion Atlantic Railway
Compiled by Robert R. Brown

Windsor and Annapolis Railway (B.G.)
1869-1873

Dia.

Blt.	Acq.	No.	Name	Type	Cyl.	Driv	Builder	Remarks
1855	1869	Sir Gaspard	4-2-0	12x18	60	Neilson	Ex N.S.R. No.2	
1855	1869	Jos. Howe	"	"	"	"	"	No.3
1851	1869	St. Lawrence	4-4-0	15x20	66	Portland	Ex G.T.R. No.4	
1869	1869	1 Evangeline	"	16x22	61	Fox. Walker		
"	"	2 Gabriel	"	"	"	"		
"	"	3 Hiawatha	"	"	"	"		
"	"	4 Blomidon	"	"	"	"		
"	"	5 Grand Pre	"	"	"	"		
"	"	6 Gaspereaux	"	"	"	"		
1853	1872	Lightning	"	15x24	65	Schenectady	Ex G.W.R. No.2	
"		St. Croix	"	"	60	Portland	Second Hand	

Yarmouth and Annapolis Ry. (Western Counties Ry.)
1874-1894

1874	1	Pioneer	4-4-0	14x22	54	Portland	No.208	Re D.A.R. No.2
1876	2	Geo. B. Doane	"	15x22	60	"	340	7
1889	3	Western	"	17x24	62	"	602	10
1892	4	Annapolis	"	"	"	"	623	15
1894	5	Yarmouth	"	14&18x24	66	Baldwin		17
1894	6	Digby	"	"	"	"		18
1879	7	W H. Moody Re Cereese)	"	16x24	60	Portland	355	Sold to W&A 19
1879	8	Weymouth	"	"	"	"	354	Re D.A.R. No.8

Windsor Branch Ry. (Western Counties)
1877-1879

1877		Fran' Killam	4-4-0	15x22	60	Portland	341	Sold 1879 to N.B.C.
"		Halifax	"	"	"	"	342	" "
"		Windsor	"	16x24	"	"	348	" "
"		Yarmouth	"	"	"	"	344	" "

Cornwallis Valley Ry.
1889-1892

1871	1890	1 Queen Mab	4-4-0	12x24	56	Rogers		Ex N.B.R. No.30
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Windsor and Annapolis Ry. (S G.)
1875-1894

1866	1875	1 Evangeline	4-4-0		Kingston	55	Ex I.C.R. no.21	
1875		Rebuilt			Portland		D.A.R. No.14	
1866	1875	2 Gabriel	4-4-0		Kingston	63	Ex I.C.R. No.22	
1875		Rebuilt			Portland		D.A.R. No.13	
1866	1875	3 Hiawatha	4-4-0		Kingston	64	Ex I.C.R. No.23	
1875		Rebuilt			Portland		D.A.R. No. 3	
1859	1875	4 Blomidon	4-4-0	16x24	60	Fleming	Ex E.& N.A.	
1875		Rebuilt			"		D.A.R. No. 4	
1859	1875	5 Grand Pre	4-4-0	16x24	60	"	Ex E.& N.A.	
1875		Rebuilt			"		D.A.R. No. 5	
	1875	6 Gaspereaux	4-4-0	16x24	62	Portland	Ex I.C.R.	
1875		Rebuilt			"		D.A.R. No. 6	
1875	1875	7 Basil	4-4-0	16x24	60	"	333	
"	"	8 Benedict	"	"	"	334		
"	"	9 Minne Ha Ha	"	"	"	335	D.A.R. No. 9	
1891	1891	10 Kentville	"	17x24	66	Baldwin	D.A.R. No.12	
1889	1889	11 St. Eulalie	"	18x24	62	Portland	599	
1890	1890	12 Acadia	"	"	"	603	D.A.R. No.11	
?	1892	13 Queen Mab	"	12x24	56	Rogers	D.A.R. No. 1	
1892	1892	14 Atalanta	"	17x24	66	Baldwin	D.A.R. No.16	
1893	1893	15 Oberon	"	18x24	"		D.A.R. No.19	
1893	1893	16 Titania	"	"	"		D.A.R. No.20	
		Re Vallieres						
1894	1894	17 Fortuna	4-4-0	18x24	Baldwin		D.A.R. No.21	
1896	1896	18 Regina	"	"	"		D.A.R. No.23	
1879		19 W H. Moody	"	16x24	60	Portland	Ex Y & A No. 7	
1894		Re Cereese					D.A.R. No.22	

Midland Ry. of Nova Scotia

Dia.

<u>Blt.</u>	<u>Acq.</u>	<u>No.</u>	<u>Name</u>	<u>Type</u>	<u>Cyl.</u>	<u>Driv.</u>	<u>Builder</u>	<u>Remarks</u>	
1874	1901	1	Truro	4-4-0	17x24	66	Rhode Is.	Ex GTR No. 421 DAR	31
1883	1902	2	Windsor	"	17x22	62	G.T.R.	Ex GTR No. 261 DAR	30
1874	1902	3	Brooklyn	"	17x24	66	Rhode Is.	Ex GTR No. 420 DAR	29
		4	Pioneer	2-6-0	16x24	55	Portland	DAR	28

Dominion Atlantic Ry.

1894-

Prev. No.

1892	1	Queen Mab	4-4-0	12x24	56	Rogers		C.V.	1
1874	1894	2 Pioneer	"	14x22	54	Portland		W.A.	13
1866	1875	3 Hiawatha)	"			Kingston		Y.A.	1
1875		Rebuilt)	"			Portland	Sold N.B.R.	I.C.	23
	1875	4 Blomidon)	"	16x24	60	Fleming		w.A.	3
1875		Rebuilt)				Fleming		ENA	
	1875	5 Grand Pre)	"	16x24	60	Fleming		W.A.	4
1875		Rebuilt)				Fleming		ENA	
	1875	6 Gaspereaux)	"	16x24	62	Portland		W.A.	5
1875		Rebuilt)				Portland		I.C.	
1876	1894	7 Geo.B Doane	"	15x22	60	Portland		W.A.	6
1879	"	8 Weymouth	"	16x24	60	Portland		Y.A.	2
1875	1875	9 Minnehaha	"	16x24	60	Portland		Y.A.	8
1889	1894	10 Western	"	15x24	62	Portland		W.A.	9
1890	1890	11 Acadia	"	18x24	62	Portland		Y.A.	3
1891	1891	12 Kentville	"	17x24	66	Baldwin		W.A.	12
1866	1875	13 Gabriel)	"			Kingston		W.A.	10
		Rebuilt)				Portland	Sold N.B.R.	I.C.	22
1866	1875	14 Evangeline)	4-4-0			Kingston	Sold N.B.R.	W.A.	2
1875		Rebuilt)						I.C.	21
1892	1894	15 Annapolis	4-4-0	17x24	62	Portland		W.A.	1
1893	1892	16 Atalanta	4-4-0	17x24	66	Baldwin		Y.A.	4
1894	1894	17 Yarmouth	4-4-0	14 &				W A	14
				18x24	66	Baldwin		Y.A.	5
1894	1894	18 Digby	4-4-0	18x24	66	Baldwin		Y A	6
1893	1893	19 Oberon	4-4-0	18x24	66	Baldwin		W A	15
		Titania)							
1893	1893	20 re)	4-4-0	18x24	66	Baldwin		W A	16
		Valliere)							
1894	1894	21 Fortuna	4-4-0	17x24	66	Baldwin		W A	17
1879	1894	22 W.H.Moody)				Portland		Y A	7
		re	4-4-0	16x24	66				
1895		Cerese				Fleming		W A	19
1896	1896	23 Regina	4-4-0	17x24	66	Baldwin		W A	18
1898	1898	24 Lady Latour	4-4-0	17x24	66	Baldwin			
		Pontgrave)							
1901	1901	25 Ex)	4-4-0	18x24	66	Baldwin			
		Strathcona)							
		President)							
1901	1901	26 re)	4-4-0	18x24	66	Baldwin	Gov. Cox		
		Kent)							
1903	1903	27 Canada	4-4-0	18x24	66	Baldwin			
	1905	28 Pioneer	2-6-0	16x24	55	Portland	Sc. 1921	MID	4
1874	1905	29 Brooklyn	4-4-0	17x24	66	Rhode I.		MID	3
1883	1905	30 Windsor	4-4-0	17x22	62	G.T.R.		MID	2
1874	1905	31 Truro	4-4-0	17x24	66	Rhode I.		MID	1
1905	1905	32 Blomidon	4-6-0	20x24	66	Baldwin			
1905	1905	33 Glooscap	4-6-0	20x24	66	Baldwin			

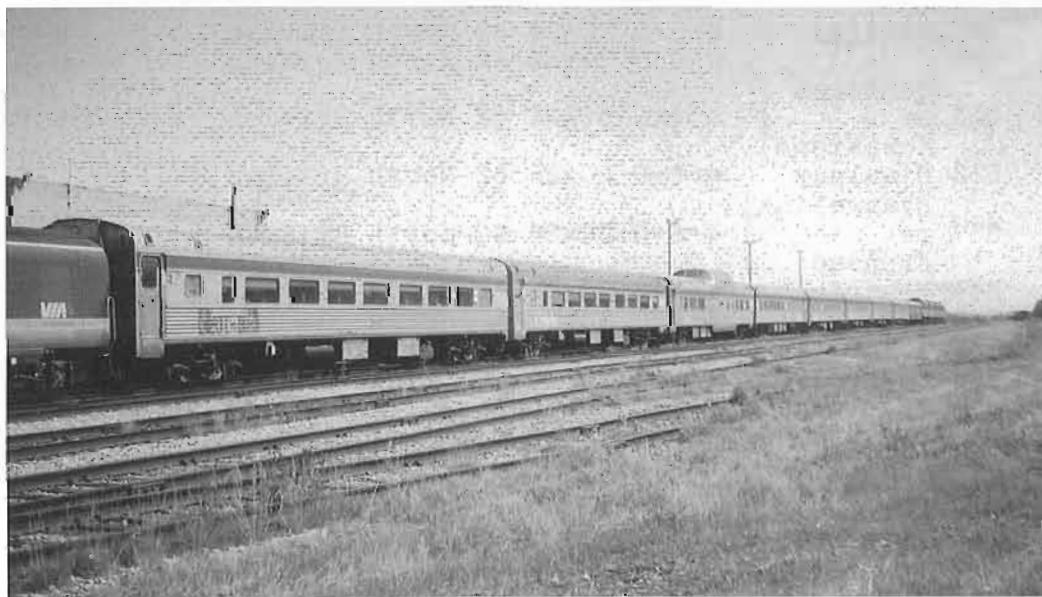
<u>Blt.</u>	<u>Acq.</u>	<u>No.</u>	<u>Name</u>	<u>Type</u>	<u>Cyl.</u>	<u>Driv</u>	<u>Dia.</u>	<u>Builder</u>	<u>Remarks</u>
1892		34	Gaspereaux	4-6-0	18x24	62	C. P. R.		C P 310
1892		35	Gabriel	4-6-0	18x24	62	C. P. R.		C P
1892		36	Basil	4-6-0	18x24	62	C. P. R.		C P 319
1902		37	Haliburton	4-6-0	20x26	63	Schenectady	Sc. 1935	C P 510
1902		38	Bear River	4-6-0	20x26	63	Schenectady	SZ0 Re	
							Champlain	C P	520
1902		39	Benedict	4-6-0	20x26	63	Schenectady	Ret. C.P.	
							1924	C P	522
1902	1924	39	Lescarbot Devonshire)	4-6-0	20x26	63	Schenectady		C P 508
1902		41	re) Grandfontaine)	4-6-0	20x26	63	Schenectady		C P 501
1902		42	DeMonts Byng)	4-6-0	20x26	63	Schenectady		C P 514
1902		43	re) Nicholson)	4-6-0	20x26	63	Schenectady		C P 517
1902		44	New Yorker Poutrincourt Clementsport)	4-6-0	20x26	63	Schenectady	Ret. C.P.	C P 503
1902		45	re) Alexander)	4-6-0	20x26	63	Schenectady		C P 503
1897		379		4-6-0	19x24	62	Baldwin	Ret. C.P.	C P 379
1897		380		4-6-0	19x24	62	Baldwin	Ret. C.P.	C P 380
1897		382		4-6-0	19x24	62	Baldwin	Ret. C.P.	C P 382
1897		384		4-6-0	19x24	62	Baldwin	Ret. C.P.	C P 384
1897		385	Grand Pre	4-6-0	19x24	62	Baldwin	Ret. C.P.	C P 385
1897		387	Cornwallis	4-6-0	19x24	62	Baldwin	Ret. C.P.	C P 387
1902		500	Membertou	4-6-0	20x26	62	Schenectady		C P 500
1902		518	Poutrincourt	4-6-0	20x26	62	Schenectady	To replace 44	CP 518
1903		520	Champlain	4-6-0	20x26	62	North British	Sc 1935 Ex 38	C P 520
1903		521	Halifax	4-6-0	20x26	62	North British		C P 521
1903		528		4-6-0	20x26	62	North British		C P 528
1903			Benedict)						
1903		531	re) Mascarene)	4-6-0	20x26	62	North British		C P 531
1903		532	D'Aulnay Evangeline)	4-6-0	20x26	62	North British	Sc 1935	C P 532
1903		537	re) Fronsac)	4-6-0	20x26	62	North British		C P 537
1903		544	Hebert	4-6-0	20x26	62	Saxon		C P 544
1903		545	Howe	4-6-0	20x26	62	Saxon		C P 545
1903		552		4-6-0	20x26	62	Saxon		C P 552
1903		556	Champdore	4-6-0	20x26	62	Saxon		C P 556
1904		557	Subercase	4-6-0	20x26	62	Saxon		C P 557
		530-540-555							
		502	New Yorker						
1936	2552	Haliburton							
1900		6058		0-6-0	18x24	52	C.P.R.		
1902		6109		0-6-0	18x26	52	C.P.R.		
1905		6161		0-6-0	18x26	52	C.P.R.		
1907		6189		0-6-0	18x26	52	C.P.R.		

NOTES:

- "Re" stands for renamed, or renumbered.
- Numbers in the Builder Column refer to builders' numbers.
- Rebuilt means converted from broadgauge.
- Locomotives with numbers higher than 32 are leased from C.P.R.

An Apology for Poor Quality Photos

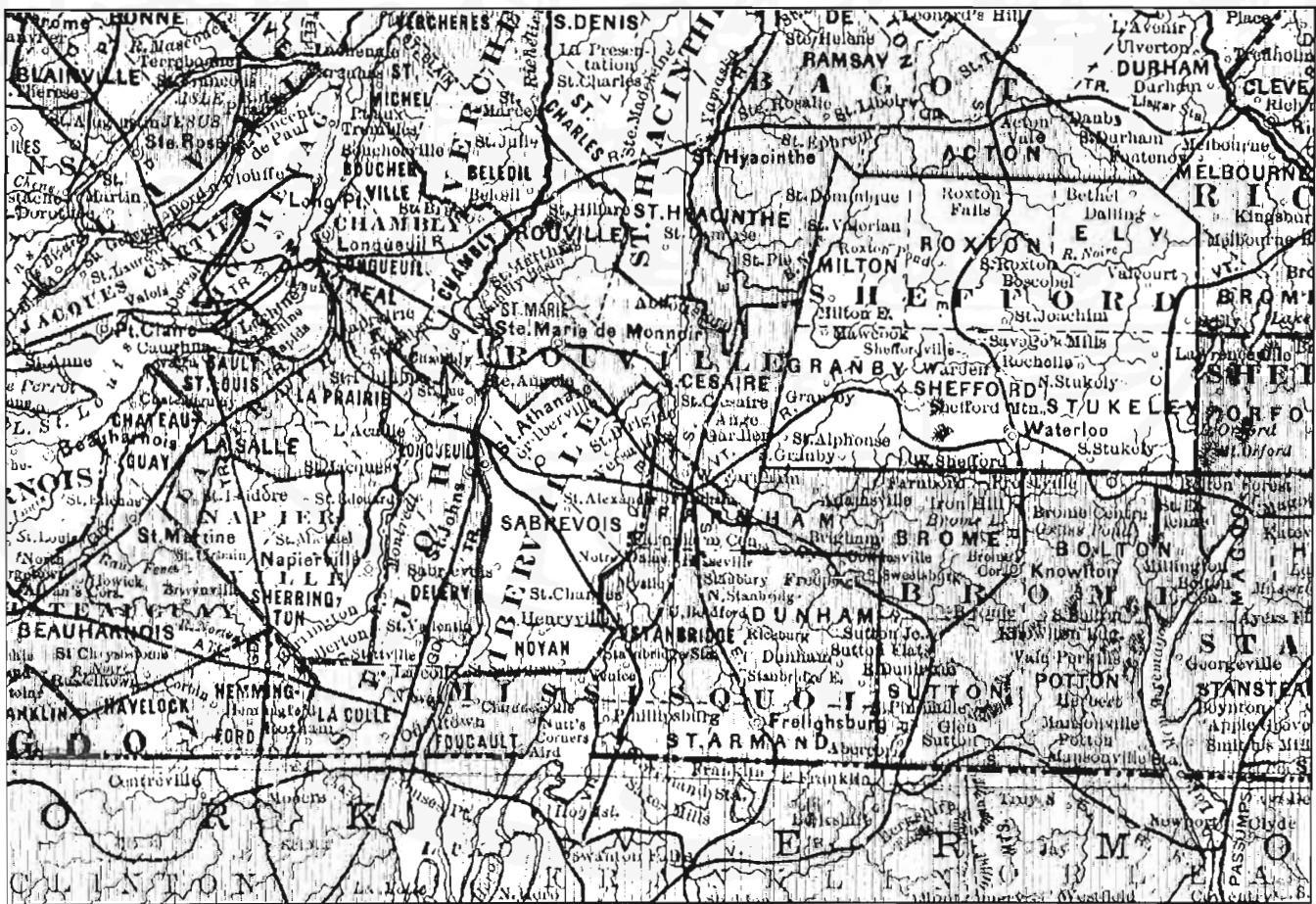
As many readers of Canadian Rail undoubtedly noticed, the photograph reproduction in the November-December 2003 issue were of an unacceptably poor quality. The fault appears to have been caused by the wrong screen size being used in making the halftones, as well as computer problems in the preparation of scanned images. Some of the photos were transmitted by e-mail, and the digital images did not have enough pixels for first class reproduction. On these two pages we reproduce for of the worst affected photos, especially the maps that went with the article on the Montreal Portland and Boston. The editor apologizes for these technical defects.



ABOVE: Two views of the combined "Ocean" and "Chaleur" at Mont Joli on August 31, 2003. The "Ocean" is the first run using the new "Renaissance" equipment. Photos by Andrew Morris

OPPOSITE TOP: Map of the Eastern Townships from "Tackabury's Atlas of the Dominion of Canada" printed in 1877.

OPPOSITE BOTTOM: Map of the same area from the "Home Knowledge Atlas" printed in 1888.



The Business Car



AMTRAK'S "INTERNATIONAL" TO BE DISCONTINUED ON APRIL 24-25, 2004

Daily "Blue Water" to connect Port Huron, Flint, East Lansing, Battle Creek, Kalamazoo and others with Chicago on convenient schedule LANSING, Mich., and CHICAGO - Rail passengers will enjoy convenient new service linking nine Michigan communities with Amtrak's Chicago hub when the Blue Water kicks off service April 26, Amtrak and the State of Michigan announced on February 24, 2004.

"People living along the Port Huron to Niles corridor will benefit from the convenience of the Blue Water schedule," said Michigan Governor Jennifer M. Granholm. "I am pleased that the Michigan Department of Transportation is partnering with Amtrak to improve rail travel options for so many Michigan residents. We anticipate the Blue Water route will also bring more Chicago area travelers to enjoy all that our state has to offer."

"Together with the state of Michigan, Amtrak is improving rail service with the Blue Water," said Amtrak President David Gunn. "It does more than simply replace the International - it runs a better schedule for Michigan residents and visitors to travel within the state, make day trips to Chicago, or to connect with long distance trains."

Named for its home region of Port Huron, the Blue Water will also serve Lapeer, Flint, Durand, East Lansing, Battle Creek, Kalamazoo, Dowagiac and Niles, Mich., and operate under a contract with the Michigan Department of Transportation (MDOT).

The Blue Water will replace Amtrak's current International, which operates over the same route and continued on to Ontario, Canada. However, the International's scheduled late evening arrivals in Toronto and Chicago meant the train missed all daily long-distance connections at Amtrak's Chicago hub. Ridership on the International fell 11 percent in the last Amtrak fiscal year.

The westbound Blue Water (Train 365) will depart Port Huron daily at 5:15 a.m., make intermediate stops and arrive in Chicago at 11:10 a.m. The eastbound Blue Water (Train 364) will depart Chicago at 3:00 p.m., make intermediate stops and arrive in Port Huron at 10:50 p.m. (see attached schedule). Food service on the Blue Water will feature a

variety of sandwiches, drinks and other snacks in the Café car. The convenient schedule allows passengers to make day trips from Michigan to Chicago and return that evening. It also enables passengers to connect to Amtrak's network of trains with afternoon departures from the Chicago hub to hundreds of destinations throughout the country.

This schedule mirrors the operating pattern of the Grand Rapids-Chicago Pere Marquette train, which has made significant ridership gains recently. The Pere Marquette (Trains 370 & 371) is also operated by Amtrak under a contract with MDOT, with a morning departure to Chicago and an evening return to Grand Rapids. During the past Amtrak fiscal year (Oct. 2002-Sept. 2003), the Pere Marquette reported a 22 percent increase in ridership. As part of the contract with MDOT, Amtrak will staff ticket offices in the East Lansing, Flint and Port Huron stations.

Amtrak Blue Water Service Westbound

Effective 4/26/04

Train 365

Dp Port Huron, MI 5:15 AM ET
Dp Durand, MI 7:17 AM
Dp East Lansing, MI 7:58 AM
Dp Battle Creek, MI 9:09 AM
Dp Kalamazoo, MI 9:41 AM.
Ar Chicago 11:10 AM CT

Amtrak Blue Water Service Eastbound

Effective 4/26/04

Train 364

Dp Chicago 3:00 PM CT
Dp Kalamazoo, MI 6:21 PM
Dp Battle Creek, MI 7:00 PM
Dp East Lansing, MI 8:08 PM
Dp Durand, MI 8:54 PM
Ar Port Huron, MI 10:50 PM ET

LINDSAY AND DISTRICT MODEL RAILROADERS

30th Annual Train Show

April 3rd and 4th, 2004

Victoria Park Armory 210 Kent St. West, Lindsay, Ontario

Saturday, April 3. 11:00 a.m. to 5:00 p.m.

Sunday, April 4. 10:00 a.m. to 4:30 p.m.

Admission:

Adults: \$5

Seniors: \$4

Students: \$4

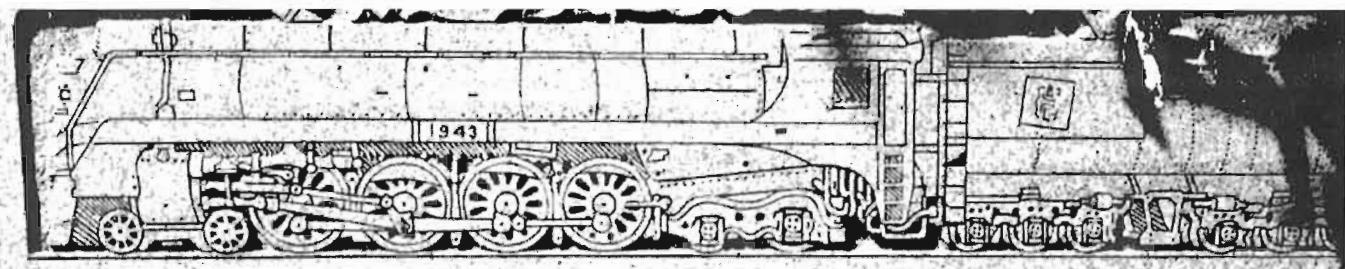
Children: \$2

Information:

Box 452 Lindsay Ont. K9V 4S5

Wayne Lamb (705) 324-5316

Eric Potter (705) 328-3749



BROTHERHOOD OF LOCOMOTIVE ENGINEERS



1943

THROUGH THE EFFORTS OF BROTHERS E.C.RUSS, DIVISION 1,
AND W.C.HARVILY, DIVISION 2, A RESOLUTION WAS SUBMITTED BY
DELEGATES C.J.BRABENAC, DIVISION 1, E.L.PUTNAM, DIVISION 2, AND
E.W.DEXTER, DIVISION 33, TO THE GRAND INTERNATIONAL DIVISION
OF THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS IN CLEVELAND,
OHIO, WHO ON JUNE 12TH, 1942, AUTHORIZED THE ERECTION OF THIS
MEMORIAL TO COMMEMORATE THE INITIATION OF A MOVEMENT
WHICH BEGAN HERE AND RESULTED IN THE ORGANIZATION
NOW KNOWN AS THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS.

H. F. HEMPY
GENERAL SEC.Y.-TREASURER.

A. JOHNSTON
GRAND CHIEF ENGINEER.

ERECTED AND DEDICATED MAY 8, 1943.

Two photos of the BLE monument in Marshall Ohio on August 11, 2002, showing the GTW 4-8-4. Unfortunately the shadow of an overhanging tree obscured part of the inscription. Photos by Fred Angus

The recent amalgamation of the Brotherhood of Locomotive Engineers with the Teamsters union recalls that the BLE was founded in 1863 at Marshall Ohio, and the monument dedicated in that city in 1943, on the occasion of the 80th anniversary of the Brotherhood, has a strong Grand Trunk connection. Carved into the monument are pictures of a locomotive of 1863 and one of 1943, that of 1943 being a Grand Trunk Western streamlined 4-8-4, numbered 1943, identical to the CNR 6400-class Northerns. The building in which the BLE was founded is still standing in Marshall. The inscription on the monument reads as follows:

"Through the efforts of W.D. Robinson, an organization was attempted as early as the year 1855. Several years of discouragement followed. On May 8,

BACK COVER TOP: CPR 4-4-0 locomotive 144, built in 1886 on a CRHA excursion around the Montreal terminals on November 21, 1959. Note the wooden cars in the consist also the street car bridge in the background. This bridge, built in 1896 and double-tracked in the 1920s, carried the Cartierville street car line over the CPR tracks. Engine 144 is now at the Canadian Railway Museum.

BACK COVER BOTTOM: Business car "British Columbia" on an excursion run by the West Coast Railway Association on August 30, 1964. This car was built for the CPR in 1890 as sleeping car "Sherbrooke" and is now preserved at Squamish B.C. Both photos by Fred Angus

1863, at the home of J.C. (Yankee) Thompson, still standing at the corner of Linden and Hanover streets, was held the first meeting of the above named locomotive engineers. At this meeting these men formed an organization known as the brotherhood of the footboard. On May 17, 1864, in the city of Indianapolis, Indiana, this was changed to the Brotherhood of Locomotive Engineers whose membership on Jan. 1, 1943 was 70,000.

Endowed with the spirit of these men to improve their wages and working conditions, this great movement has been carried on by their successors for the improvement of transportation service of all mankind. The purpose of this organization shall be to combine the interest of the locomotive engineers or other men in engine service who are now or may hereafter become eligible to membership in this organization, elevate their social, moral and intellectual standing, to guard their financial interests, and promote their general welfare; its cardinal principals, sobriety, truth, justice and morality. The above paragraph of the constitution adopted on May 8, 1863, is still the first clause of the present constitution."

PRINCE EDWARD ISLAND PHOTOS WANTED

Allan Graham, P.O. Box 335, Alberton, P.E.I. C0B1B0, phone 1-902-853-3211 is in the beginning stages of gathering photos of the railway on P.E.I.—photos that were not in his volume one of "A Photo History of the Prince Edward Island Railway". These should be in black and white but can cover the railway anywhere between the opening in 1875 and the closing in 1989. Subjects for which photos are being sought include stations, engines, freight sheds, roundhouses, passenger cars, baggage cars, mail cars, narrow gauge and standard gauge box cars, water towers, coal sheds, trains of all description as long as they are shown on P.E.I. Hoping to hear from lots of people who have possible photos and/or information that could be included in a volume two. Thanks.

Allan

P.S. There are only 100 of volume one left (\$29.95 + \$7.00 S.and H) if anyone is interested. 4400 have been sold.

Canadian Rail

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