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CNR map showing the line to Chicoutimi where this story took place.

Saguenay was the next divisional point east of Lac Edouard and a short 10 miles from the Arvida mill. Crews from Lac Edouard would move trains either east to Jonquière or west to Garneau and on toward Shawinigan and Montreal.

The railroader's cap that Ty would wear on this trip was new. It had recently come to him from his wife Jo at home in Cochrane, Ontario, delivered by Loriane Downey, a good friend of Ty's who was also an engineer from Cochrane.

About 10:00 pm on the evening of Sunday November 8th the call came: Ty and his crew were going west at midnight. Since the 4204 had a broken mechanical stoker, a helper would be needed to assist fireman Armand St. Pierre of Rivière à Pierre. A sometime railway yardman and mechanic, St. Pierre had been caught up in the manpower demand for running crews. St. Pierre's helper would be Pierre Vezina of Rivière du Loup. The 4200-class Santa Fe engine that Ty and his crew would pilot to Garneau was among the heaviest type of engine in Canada at that time. That night, before leaving, they ate in the warm, but overstuffed, bunkhouse at Lac Edouard. Ty remembers eating soup.

Train crews of the time were divided into engine crews – an engineer and at least one fireman, and, so-called,

tail-end crews – a conductor, tail-end brakeman, and head-end brakeman. The head-end brakeman travelled in the lead engine. The name of the tail-end brakeman was unknown to Ty, but the head-end brakeman was Marcel Martel of Cap Rouge, Quebec. This was Martel's first trip running. Conductor Jim Rody would board the caboose at Rivière à Pierre.

The 50 miles from Lac Edouard to Rivière à Pierre would be largely uneventful, across a relatively flat terrain. But beyond Rivière à Pierre where 4204 took on coal and water, the terrain would become much more dramatic in the region of the Batiscan River, requiring an assisting engine to mount Caribou Hill about 14 miles further west, between Rivière à Pierre and Hervey Junction. Being the controlling grade, Caribou Hill — dubbed the "Little Caribou" going west and the "Big Caribou" going east — was formidable for a steam engine regardless of the direction of travel.

Well, the bauxite trains would call for two engines, based on the power needed to get the tonnage over Caribou Hill and you had to take a hell of a run for it.

The 4204 picked up Santa Fe engine 4003, with crew of H.E. (Terry) McGovern, an engineer from

Quebec, and fireman J.C.A. Brault from Joliette, Quebec. McGovern's engine broke a drawbar but some "bureaucratic" problem would not allow a switch in the relative positions of the engines: The 4003 would remain in front. The 4003 would operate under the orders of 4204 for the 19 mile journey over the hill to Hervey Junction where it would unhook and assist on the orders of a train going back the other way. Since 4003 was the lead engine, it was McGovern who must take responsibility for occasional orders. The westbound train, now complete with crew and assisting engine, proceeded on to Montauban Station, about 11 miles further west.

At Montauban Station the signal board was red indicating a stop. Terry McGovern went into the station to pick up orders for Ty and the train. McGovern came back with a clearance indicating that there would be no meets for the remainder of the run. The wide swinging of a lantern at the caboose end of the train — a "highball" in the argot of railroaders — was the signal to proceed.

So, of course, we are cleared on the red board, eh? We've nothing else but 'go'. So we go. We pull out, pick up our conductor [Rody] for the caboose, get a highball and pick up speed to 30-35 miles per hour.

QUEBEC—ST. RAYMOND—CHICOUTIMI													
Read Down				Miles	TABLE No. 60 (Eastern Time) (Heure du Meridien de l'est)					Read Up			
25	23	151	21		22	24	26	152					
P.M.	P.M.	A.M.	A.M.		P.M.	A.M.	A.M.	P.M.					
4.10	10.00	8.15	9.00	0.0	Dep Quebec, 53, 65, 66 (Parent Sq. Sta.)	Ar	6.25	5.45	7.45	9.15			
4.15	10.04	8.20	9.04	0.6	Limolou Jct.		6.21	5.40	7.41	9.10			
4.38	10.26	8.47	9.26	8.6	Loretteville		5.59	5.17	7.20	8.44			
4.56	10.44	9.07	9.44	16.5	Valcartier		5.41	4.58	7.03	8.23			
5.06	10.54	9.18	9.54	21.0	St. Catherine's		5.31	4.48	6.53	8.13			
5.07				22.0	Ar Hotel Lake St. Joseph	{ Dep				8.11			
5.13				22.8	Dep Lake St. Joseph	{ Ar				8.03			
5.17	10.59	9.31	9.59	22.8	Lake St. Joseph		5.26	4.43	6.42	7.59			
5.45	11.27	10.00	10.27	34.3	Ar St. Raymond	Dep	4.58	4.15	6.15	7.30			
				56.5	Dep Riviere a Pierre 65	Dep	3.55	3.05	A.M.	P.M.			
	4.15			0.0	Dep Montreal (St. Cath. St. East)	Ar		1.20					
	10.30			137.7	Ar Riviere a Pierre	Dep		7.25					
	12.30		11.30	56.5	Dep Riviere a Pierre	Ar	3.55	2.55					
	12.50		11.50	64.1	Talbot		3.34	2.34					
	1.00		12.00	69.2	Laurentides		3.17	2.17					
	1.20		12.20	75.5	Miguick		3.02	2.02					
	1.28		12.28	78.5	Ar Linton	{ Dep	2.54	1.54					
	1.28		12.28		Dep Linton	{ Ar	2.54	1.54					
	1.38		12.38	83.5	Jacques Cartier Club		2.41	1.41					
	1.46		12.46	85.0	Beaudet		2.38	1.38					
	1.57		12.57	89.2	Lac Malouin		2.27	1.27					
	1.58		12.58	91.3	Iroquois Club		2.21	1.21					
	2.07		1.07	93.2	Stadacona		2.17	1.17					
	2.15		1.15	97.3	Sanford		2.03	1.03					
	2.27		1.27	100.9	Pearl Lake		1.57	12.57					
	2.41		1.41	106.9	Triton Club		1.41	12.41					
	2.55		1.55	111.9	Ar Lake Edward	{ Dep	1.30	12.30					
	3.10		2.10		Dep Lake Edward	{ Ar	1.15	12.15					
	3.40		2.39	123.0	Summit Club		12.47	11.47					
	3.43		2.42	124.2	Summit		12.44	11.44					
	4.07		3.05	133.6	Kiakiskink		12.19	11.19					
	4.10		3.08	134.6	Van Bruysselis		12.16	11.16					
	4.24		3.21	140.0	Kondlaronk		12.02	11.02					
	4.48		3.45	149.6	Commissioner's Lake		11.39	10.39					
	5.08		4.05	157.7	St. Andre		11.18	10.18					
	5.13		4.09	159.5	Lake Bouchette		11.14	10.14					
	5.22		4.18	163.1	Dablon		11.05	10.05					
247 P.M.	241 A.M.	5.55	4.50	176.0	Ar Chambord Jct.	Dep	10.30	9.30					
9.45	10.40	6.10	5.05	176.0	Dep Chambord Jct.	Ar	10.10	9.20	9.20	4.30	5.45		
10.05	11.02	6.28	5.25	182.7	Val Jalbert		9.42	8.55	8.55	4.02	5.22		
10.21	11.30	6.43	5.50	188.1	Ar Roberval	{ Dep	9.20	8.32	8.32	3.40	5.07		
10.21	11.30	6.43	5.50		Dep Roberval	{ Ar	9.20	8.32	8.32	3.40	5.07		
10.35	11.51	6.57	6.10	192.9	Pointe Bleue		9.00	8.22	8.22	3.20	4.50		
10.50	12.08	7.10	6.25	198.2	St. Prime		8.35	8.07	8.07	2.55	4.36		
11.15	12.40	7.35	7.00	205.7	Ar St. Felicien	Dep	8.10	7.45	7.45	2.30	4.15		
P.M.	P.M.	6.05	5.00	176.0	Dep Chambord Jct.	Ar	10.20	9.20					
		6.19	5.14	181.0	Desbien's		10.03	9.03					
		6.31	5.26	185.7	Metabetchouan		9.50	8.50					
		6.45	5.40	191.0	St. Gedeon		9.36	8.36					
		7.03	5.58	197.7	Hebertville		9.19	8.19					
		8.00	7.00	217.0	Jonquiere		8.30	7.30					
		8.15	7.15	222.0	Ha Ha Bay Jct.		8.15	7.15					
		8.30	7.30	227.0	Ar Chicoutimi	Dep	8.00	7.00					

Timetable showing stations and distances on the Chicoutimi line.

It was about 6:30 in the morning — dark, eh. I just opened her up to get up mile 14 hill. About one mile, maybe a mile and a half from the west switch at Montauban, Mileage Post 13, there is a long curve to the right from my engine. I am looking out and see just a blink, like that. Then I saw about a 10-foot shine on the outside rail. In a split second I saw the shine come right around, probably coming about 40 miles per hour. I hollered, 'Head on!'

My brake was cut out because it was handled by the lead engine. I went to put my brake into emergency, but Terry had it on and I heard the air zing, right through the whole train. We had a long poker in the cab that was always against the door. I got my hand on the poker, grabbed the door handle. Just when I opened the door, they hit.

I did what we used to call the bird act. I was thrown about 10 feet in the air. Well, you don't know where you are going: you just fly out the door. I saw a white sort of a bluish ring in the air in front of me with a picture like all my family in it. This was all in split seconds.

Now, what I don't know is did my feet leave the doorway before the collision or after. Anyway, before I hit the ground and was still conscious, I saw the 3483 — the second engine opposing us — coming at me maybe 50 to 100 miles-an-hour. It had slipped by the tender of its lead engine — the 3267. The nose of it dug 6 feet into the ground maybe 10 feet from me.

I'm between the nose of the 3483 and the tender of my engine. I lost my boots — how they came off I don't know! — and, my smock, my overall jacket. I never saw them again.

The first two engines, 4003 and 3267, drove into each other up to the first driving wheels. They stood upright. The weight of 16 bauxite cars and 21 aluminum cars just pushed them right in through the iron. You know how much steel is in front of the drivers? Pilot and smoke box, everything, just welded in there. It took them six days, to cut them apart with torches.



Photo showing the position of 4204 after the collision. A note on the back says "The one I was on".

My engine, 4204 was turned side ways headed toward a 30 foot dump. Part of it was just hanging there. And there were four boiler pressures going off. That sound was heard ten miles away.

There were 5 cars of aluminum piled up on my train. I really don't know how many cars of bauxite ore were piled up on the tender of the engine opposed to us. That tender was rolled up into a ball-like shape, squeezed like an accordion. Aluminum ingots are real heavy. And how do I know that? Because I saw the damn stuff come through those cars. The first five were just piled up like that.

Now the sad part. Terry did the same thing but he didn't get out fast enough and it threw him out to the front of his engine. I saw Terry there, head-first down about 3 feet in the gravel with his leg wrapped around the guide bar, broken just like a rope. His head was pushed against a rock.

I went into Terry's cab to get a shovel. I saw the brakeman, Marcel, up against the boiler butt. The tender diaphragm had pushed through and his head was boiled to a small lump by the steam from the throttle gland which had blown out. Pretty near off, just about that much left. And a big ball of blood there. Well, that's what got me. I shook his leg and he was sure dead.

McGovern's coal shovel was too big to shovel gravel so Ty decided he would run back 21 cars to the caboose.

When I got back to the caboose I said to Jimmy [Rody] 'I want one of those pointed-nosed shovels, and look, I got on no boots! Where did my boots go?' I'd walked all the way back through two inches of snow in my socks!

He said, 'What's the matter, did the relief valve open?' because he could hear the steam. I said 'The relief valve, we had a head-on and everybody's dead!' That's when he first knew about it and he said "Holy Jesus!" So we got the pointed-nose shovel and got boots on — pair out of the caboose — and ran back.

The second eastbound engineer, Simard, was a young fellow. He walked to the back of my train. I met him when I was coming back with the shovel. His face was torn off on one side. All off. He died while on the way to Quebec City.

I started to dig Terry out. His head was on a rock about a foot square, the hot cylinder on his face, head flattened against the rock. He was conscious and talking to me. I had to dig under the rock, and it fell down and his face came right out. Terry's head came back to normal size. He said it was the first wreck he ever was in. And he didn't say much more. He said that much. I tried to pull the rock out, and I couldn't, down there three feet. It was a rock like a marble. We got Terry out and his eyes were blind, burnt. Steam blowing in there burnt his eyes. Terry died in the caboose on the way to Quebec City. He had third degree burns and his legs and back were broken in many places.

I looked around at engine 3483 that flew in the air and came down right in front of me. The fireman was a fellow named Bernier. He was at the side of the engine, with one leg stuck in the driving box of the central driver, alive! He asked me for a cigarette. I don't smoke, I couldn't give him one. I pulled him out and one leg was cut off about half way to the knee, all cords and ligaments hanging. but he was otherwise OK.



Locomotive 3267 after the wreck.

This is a funny story, this one. I thought he had blond hair and I saw him after in North Bay and he had black hair. If he dyed it or not, I don't know. I don't think so.

I looked into the 3267. Here's Loriane Downey cooked right up. He was the engineer on the leading engine. He was a friend of mine from Cochrane. He was thrown up against the air reverse lever. His fireman, Prevost, was some place on the deck there and he was cooked. The steam pipes broke in the cab — just boiled and cooked them. They never got out.

Jimmy Rody the conductor had sent out the tail-end brakeman with a flag to protect the rear of the train before Ty got to the caboose.

I don't know that brakeman's name, he used to work in the government. He went out flagging and we never saw that guy again. Where he went, we don't know. As I heard it, he never stopped till he got to Ottawa. He quit.

My left thigh was all black and blue and my neck was stiff. It should have been broken. But I used to exercise my neck and still do. I always said I had the strongest neck in the CNR. But probably a big rock hit me there. I was black and blue for weeks. But it didn't bother my walk or beer drinking or anything like that. That's all I had. If I was knocked out I, don't know. I was the only one alive around there! That's the way it seemed to me.

I think I left the engine before the hard hit came. I do know. I jumped hard as I could jump. Well, it must have been awful close because already this second engine opposed to us was in the air ten feet in front of me and dropped just like that.

Then, Rody and I walked back to the station about a mile and a quarter to report the wreck.

When we walked back to the station I see this young kid sitting there. He was about 18 years old and he was the operator! Now why this wreck happened is because he had had only about five shifts. His father was the agent and he had trusted him enough to work the night shift. The kid knew the Morse Code but he made one little mistake. My engine was 4204. He should have given us the meet with 4204, and he had a meet there with 4208. Eight on the Morse Code is four dashes and one dot, four is four dots and a dash. That mistake caused the wreck. When I walked in there, he was sitting there. Well, I was going to throw him out the window but his mother and father were standing in the doorway so I cooled off. A good job!

Anyway, we got the message out. A caboose hop from St. Tite came out with help next morning. Well it looked so bad, I thought the railroad's finished there. There's no way they are going to clear it away. I had to hang around until the Superintendent came. I think it was one day.

Jo Randa, Ty's wife at home in Cochrane, heard the news that morning about 8:00 am from the locomotive foreman's clerk. Recalling this, many years later, she said: "He called me and said that there had been an accident, but he didn't know too much about it yet. I couldn't find out. I was phoning the office all day trying to find out. They didn't know whether he was alive or dead. They didn't know 'til later on at night."

I didn't get any word to Jo until 9 o'clock at night. I got on the phone at Rivière à Pierre and told her that I'd

been in an accident in the morning. You know she thought I was dead like the rest of them. I was the only engineer living though. Why, I don't know, but there were no steam pipes broken in my cab. My fireman hung on with his knees on the arm rest — you know, the arm rest on an engine. He hung on to the hand rail on the outside until it stopped. He was all right after that.

Oh, one funny thing. We went to Joliette to get our stuff and go home. Armand lived in Shawinigan Falls. You'd never believe this. Armand and I were standing on the platform, Some guy that I'd never seen before in my life came up and shook hands with me — an English speaking guy.

Armand had a long lunch-box made out of tin. It was about a foot long, six inches wide and about ten inches high, you know — with a handle on it. And it got squashed between the seat and the boiler there. Now it was about a foot and a half long, and two inches thin, with the handle still on it. I still remember it.

During the investigation, when the boss ask me how it happened. I said, 'We were cleared on a red board..' I said, 'I have the clearance paper. It was in my jacket and I don't know where the jacket is.' He said, 'Never mind, we got 5 copies. Go back to work'.

I went home for two weeks and I got into the beer. I didn't think I would railroad any more. Every day I'd go out to Chamandy's Hotel. In the beer parlour they'd say 'Old Randa's lost his nerve.' Yeah, maybe for 6 months I had a head-on in every curve. That's how bad it was.

So, I went back and they gave me a trip to break me in from Garneau to Quebec City, going the other way. So I went on one trip. The next trip I went back to work on the usual pike. There was a big track around the wreck place. It was two weeks when they finished the job. Oh, it was a hell of a big curve! I looked at it, and away we go. And I've never stopped since. It never bothered me a damn bit as far as work was concerned. But thinking about it used to get me.

One time I was in the top bunk in Lac Edward and I had a nightmare. There was a bunch of guys playing poker in the corner. I fell out of the bunk, or jumped out of the bunk and I walked all around them. I can still remember. I never said a word and they never said a word. About eight guys playing poker. I went back to bed. That was about the worst thing I had. I still have funny feelings.

A fellow named Tim Deagan, from Montreal, he says 'If they start bothering you,' he says, 'you go see a psychiatrist right away.' He knew about it. He'd had a wreck. You don't get over these things. Never. Right to this day, the public down there blamed me for that wreck . . .

That poor brakeman, Marcel Martel! That was his first trip, too.

Fifteen men were involved in the two running crews, eight in the westbound crew and seven in the eastbound crew. Four men died upon impact: Head-end Brakeman Marcel Martel in westbound lead engine 4003; Engineer Loriane Downey, Fireman Léo Prévost and Head-end Brakeman Paul Tremblay in the eastbound lead engine 3267. Two more died

on their way to hospital: Engineer H.E. (Terry) McGovern of the 4003 and Engineer Simard of the second eastbound engine, 3483. The injured included: Firemen Armand St. Pierre and Pierre Vezina on the 4204, Fireman J.C.A. Brault on the 4003 and Fireman J.H. Bernier on the 3483.

Westbound Conductor Jim Rody was unhurt, as was his tail-end brakeman, whose name — and fate — remain unknown. Similarly unhurt were the unidentified eastbound conductor and tail-end brakeman.

A short news-story of the wreck had appeared in the *Montreal Star* and *Le Devoir* on Tuesday November 10, 1942.

Along with other vexatious unknowns related to this incident, it remains to this day an open question whether the operator who was fired was in fact the cause of the wreck. The historical record is all but impossible to secure through the usual public channels. Local speculation suggests that the error may not have been in the sending.

A compelling storyteller, Ty Randa was 77 years old when he agreed to unfold this tale to Jim Robertson and the author, Don Robertson. Ty Randa — Toivo Christian or T.C. — was born August 9, 1905. This event happened when Ty was 37 years old.

Ty was a bushman and an adventurer through and through. While railroading may have been his day job, prospecting was his passion. Ty's brother-in-law, my father, Don "Robbie" Robertson, a CNR conductor, once said of him, admiringly, that if you dropped Ty into the bush anywhere he'd be able to find his way out. By Ty's own reckoning, he had escaped death, like the proverbial cat, nine times including three drownings, two bouts of severe pneumonia, two airplane crashes, a heart attack and a very badly-fired bullet.

Like all stories, this is a jewel: it can be regarded absolutely as a thing in itself or it can be examined through any of its facets revealing different perspectives. At a very simple level, this is the story of a man who went to work early one morning with a new hat on his head, encountered tragic misadventures during the day, came home at day's end with a bruised hip, sore neck, his new cap still on his head, but changed forever by his experiences.

At some level, Ty's story represents a cautionary tale about a breakdown in a severely compromised railway system. The missed orders were a symptom of a problem greater than the simple miscue of Morse code information: the real gremlins were worker inexperience, equipment breakdown and line overloading. Or, as Ty put it so aptly, *We were running trains over trains!*

But, taken in the context of Ty's eventful life, I see this story rather as another exciting moment in the saga of a truly colourful and endearing individual.

Ty Randa died on March 31, 1993 — ironically, on his wife Jo's birthday. He was in his 88th year. In her 93rd year, Josephine Smith Randa still resides in Cochrane.

Don Robertson

Toronto, October 31, 2004.

Requiem for a Railway

Demise and Dismantling of Kettle Valley Railway, British Columbia 1989-1991

by David Ll. Davies

Canadian railway literature is replete with descriptions of the births of railways throughout the breadth of the land, published in contemporary newspapers and technical journals or researched by modern day writers. But as to the recording of the closure and dismantling of lines, it seems such happenings only garner a passing sentence or a paragraph. So this article has been compiled to buck the trend and describes the demise and dismantling of the last surviving portion of the Kettle Valley Railway, property owned by the Canadian Pacific Railway. If there had been an obituary, it would have read something like this:

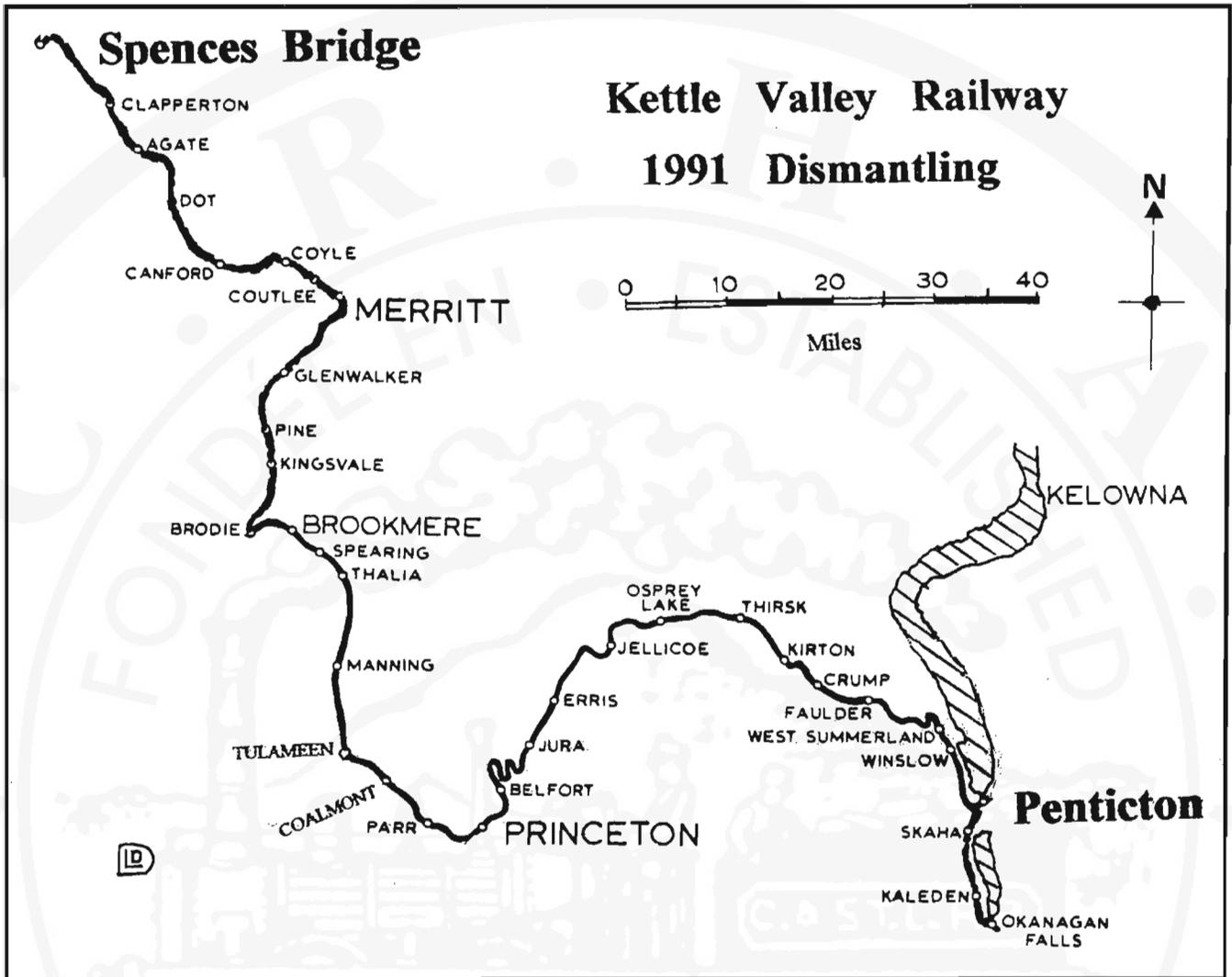
**Died on 12th May 1989, Kettle Valley Railway,
aged 74, mourned after an arduous working life
in the mountains of British Columbia. Predeceased
by siblings Coquihalla and Carmi. Funeral
arrangements by C.P. Rail.**

The Kettle Valley Railway was owned by CPR, but was built and operated as a separate legal entity until 1931, and is still spoken of nostalgically by this emotive name. Since the mid 1890s it had been the desire of CPR to build a second trans-provincial railway, paralleling their main line but to be located close to the USA border to counter the encroachments of the Great Northern Railway. By 1900 it had covered half the distance, track-laying westwards from the Alberta-BC border at Crows Nest Pass. The Kettle Valley Railway was formed to complete the western gap and ran from appropriately named Midway to alternative terminals at Spences Bridge [312 miles] or Hope [299 miles], opening in 1915-16. Because the KVR ran across the spines of the mountain ranges, it was challenging to operate, especially in winter, and industries never developed in the sparsely settled land. As a result, it never paid its expensive construction costs and made but modest operating profits. The creation of good highways in B.C. in the 1950-60s brought with it truck competition, causing an erosion of traffic with passenger trains being withdrawn in 1964. By the 1970s it became obvious that the days of the KVR were numbered. Segments of the line were closed to traffic in 1959 and 1973 [legally abandoned in 1961 and 1978] and by 1980 the surviving piece was just a branchline, consisting of CP Rail's longest Subdivision, the "Princeton". It ran for 178 miles in a S.E. direction from Spences Bridge [junction with CP transcontinental line] to Penticton [isolated terminal]. To avoid confusion, it should be clarified that mileage distances ran historically on the KVR from east to west and this format continued to its closure, so that the Penticton end was at

Mile 0.0 and not the other way round. Significant mileage points along the route are provided in Appendix A, whilst Appendix B lists the original owners and the segments they built.

In the 1980s the principal traffic was outward bound and was almost wholly forest products. It came from modern sawmills near Penticton and at Princeton and Merritt and would have consisted mainly of dressed lumber in wrapped plastic packages. In the late 1970s it amounted to some 180 loaded lumber cars per week. Inbound traffic was of insignificant proportions, exemplified by such freight as liquid propane, heating oils, heavy machinery and cattle feed. April 1985 saw the closure of the Penticton roundhouse and thereafter the required diesels were yarded and serviced at Merritt out in the open. This was followed in September 1986 with the dismantling of all facilities at Penticton except the station itself and a single spur leading to it. For some time prior to these moves, the real terminal of the branchline lay 12 miles to the south at a sawmill close to Okanagan Falls. There were freights three times a week in the 1970s but these were reduced to two in the 1980s and as the decade progressed trains shrank from perhaps 40 or more cars per train down to half-a-dozen or less at the end. Freights had always been restricted to a 30 mph limit with many 25 mph or less speed restrictions and in the final years the upper limit was reduced to 25mph; the Okanagan Falls spur of 12.3 miles was restricted to 10 mph!

When a rail line was to be abandoned, the authorities in Ottawa required that an alternative form of transport be in place. This requirement prompted CP Rail to build a northerly lumber loading centre at Kamloops, where packaged lumber delivered by road was transferred to bulkhead cars. It was sited beside its transcontinental line to offer fast deliveries to eastern Canada or the States and opened in January 1989. There was a financial incentive to the sawmills to use this facility because it was cheaper to truck lumber to Kamloops by road than to pay rail charges via roundabout Spences Bridge. Road versus rail mileages to Kwnloops are as follows: Okanagan Falls: 153 versus 263 miles; Princeton: 109 versus 180 miles; Merritt: 56 versus 113 miles. Very soon all mills were using the Kamloops loading centre and within four months of its opening, the railway was left with nothing to carry, which fulfilled the closure ambition of the owner. On 1st March and 27th April 1989 the last revenue trains left Okanagan Falls and Princeton, respectively. The very last train to operate on the branchline ran on 12th May from Merritt to Spences Bridge, headed by Engine 8245 hauling seven loads of lumber and 28 empties, totalling 1,917 tons.



On 6th December 1989 Canadian Pacific Ltd made application to the National Transportation Agency of Canada, under Section 160 of the National Transportation Act 1987, for authority to abandon "the Princeton Subdivision between Penticton [mileage 0.0] and Spences Bridge [mileage 177.8], including the Okanagan Falls Spur which originates at mileage 0.5 and runs southward for 12.3 miles; a total distance of 190.1 miles in the Province of British Columbia". Section 164 of the above Act required the N.T. Agency to determine if the operation of a proposed abandonment was economic or uneconomic; if uneconomic, was there a reasonable probability of it becoming economic in the foreseeable future? If the answers were all negative, the Agency was required to order its abandonment.

Accordingly the Agency solicited in early 1990 the views of those opposed to the abandonment. These were received from the City of Penticton, Village of Oliver, Meadow Valley Stock Assoc., Penticton Indian Band, Kettle Valley Railway Heritage Society, and a Mr Wiens of Summerland. The Agency decided that the submissions addressed public interest issues rather than specifics about freight, that the application did not warrant a public hearing and on 21 st June

1990 issued its Order No. 1990-R-318. This permitted the abandonment to take effect 30 days from the date of the Order.

Section 163 of the Act required the Company making the abandoning request to supply detailed costing for each of the last three full years prior to the application, with the methods and format of the costing to follow Agency rules. This information was included in the above Order and makes interesting reading. Traffic statistics were as follows: < > = loss

Year	Loss/Profit	Carloads-Annual	Carloads-Weekly	Per carload
1986	<\$980,317>	3,653	73	<\$268>
1987	\$109,484	3,581	72	\$30
1988	<\$816,604>	2,597	52	<\$314>

There followed detailed costings for each of the three years. Costs were allocated to four different categories and the first one showed those expenses directly attributable to the branchline. These ranged between \$2.1 and \$2.8 million per annum and included such items as wages, fuel, property taxes, and track and facilities maintenance. The other three categories dealt with indirect but legitimate expenses, for a branch line is like a vein in the body and cannot be considered in isolation. The locomotives and freight cars that operate

on the line have to provided by the 'parent', so there are capital, maintenance and depreciation costs to be absorbed. Likewise, external haulage of loaded cars beyond Spences Bridge on the CP system across Canada and return of empties to the branchline must be taken into consideration. Then there are a myriad of other expenses that have to be shared, such as use of computers, accounting, traffic control, middle/top management and pensions. But looking at the figures, one cannot help but think that legitimacy has been stretched to its outer limits. The aggregate of all these expenses ranged annually between \$11.4 and \$14.2 million and were offset by revenues of \$10.6 to \$14.3 million.

After the Order for abandonment had been published, CP Rail put out feelers about selling the linear real estate, in whole or part after trackage and buildings had been removed. Subsequent events suggest CPR was asking \$119,000 per mile for both the right-of-way and track in-situ but, to no one's surprise, there were no takers.



The spearhead of the dismantling operation, two powered spike pullers near Manning at about Mile 95 on 12th August 1991.

of all trackage components to specified locations, with separation of reusable and scrap materials; the former being pre-selected by CPR.

The successful bidder was Pacific Northern Rail Contractors Corporation of Abbotsford, a city 50 miles east of Vancouver. This company had been born of the period in the 1960-70s when railways were mechanizing their maintenance-of-way work and significantly reducing their work forces. It had been responsible for dismantling the eastern half of the Kettle Valley Railway between Midway and Penticton in separate operations in 1979 and 1980. The contract was awarded in early June 1991 and, wasting no time, Pacific Northern Rail [PNR] assembled its equipment at Spences Bridge on Monday, 17th June and commenced rail lifting the following day.

In earlier days, track removal was done solely with rail-wheeled equipment, and the most common method was to assemble a dismantling train with several gondola cars at the rear. After traversing every one, two or three rail lengths, the retreating work train would stop and a gang would wrench out the spikes and unbolt the rail connectors. Each rail would in turn be attached to a cable and then be winched into the end gondola. All the spikes, tie plates and joint bars would then be

collected by hand and walked to a flatcar behind the gondola and thrown onto it from trackside. As can be seen, this procedure was very labour intensive and rate of 'retreat' was slow. The advent of road trucks on railway rights-of-way dramatically altered both dismantling procedures and productivity.



Excavator with magnet attached picking up rails from track and placing them to the sides of the right-of-way. Rails in foreground have had all their fastenings removed and are free standing.

Ten months after CP Rail had been given permission to abandon the line, it invited tenders from contractors to dismantle the line. This was no small job for 190 miles of running track and 9 miles of sidings and yard spurs involved 300,000 tons of rail and track fastenings, and half a million ties. In general terms the contract asked for the total removal



One hour earlier this was solid railway track capable of bearing a train. Now it is just a view of old ties in serried ranks.

The system employed by Pacific Northern Rail was as follows. A work force of about 12 to 15 men was split into three. The first gang of about six men was responsible for freeing the rails from the ties and disconnecting each one. The first two machines down the track were motor-driven spike pullers, with one operator per machine, each concentrating on one line of rail. These were capable of pulling 30 to 40 spikes per minute. These were followed by walkers who hand pulled any difficult spikes and those located at joint bars. Trailing these men was a light trolley carrying a power operated wrench that removed the four nuts on every pair of joint bars. This left a rail still in-situ but now free and unencumbered. Next came the second part of the work force which consisted of a

caterpillar excavator with its operator. Attached to its boom was a direct-current magnet which lifted rails to the side and collected track fastenings and piled them in heaps. The third and final gang was responsible for removing the ties and rails and loading them onto highway trucks. A front end loader first removed all ties that were to be recovered and used elsewhere by CP Rail and these were assembled into bundles of 25 - five wide and five deep - and strapped with steel bands; each bundle weighed two and a half tons. Each rail weighed just over half a ton and these were loaded onto a road truck driving along the trackless ballast, using its mounted crane. These trucks, travelling in the direction of dismantling, would exit the right-of-way at the next convenient road crossing.

One might be forgiven for thinking that dismantling track was very much an improvised affair, without much direction or acute sense of time but this was not the case. Both CP Rail and the contractor treated it with precision. Sometime in 1990 CP Rail had all the reusable ties marked with a white daub of paint, amounting to 154,446 of them, which included 30,000 that had been installed in 1983. These marked ties were 27% of the total or about one in four, a judgement concurred by anyone that walked along the track. This count excluded the first 10 miles of the former Osoyoos branchline between Penticton and Okanagan Falls because the ties here were in such poor shape. It also selected reusable rails and had these identified with paint at their ends.

Much of the Princeton Subdivision was laid in 85 lb/yd weight of rail but there were some limited sections having 100 lb/yd. CP Rail could make use of the good quality rails of either weight for sidings and spurs elsewhere on its system, but had a preference for the heavier weight. It is thought much of the rail went to the Prairies to help upgrade some of the retained wheat-traffic branchlines. The fact that 43% of all reclaimed ties were delivered to Moose Jaw and



A good example of ties in differing conditions of quality. The bundled ties will be used by CPR somewhere else in western Canada, whilst those left in the grade will soon be removed and trashed. In the background is a former section house. Brookmere, August 1991.

Winnipeg supports this notion. All of 50 or so tumouts were retained for future use. The residue of rail, which was the bulk, was to be sold to steel mills as remelt material. Details of some rail dates and weights are given in Appendix C.

The PNR work force, of which at least half were locally recruited, was directed by on-site supervisor Juvenal Branco. Excluding the additional yard work at Merritt and Princeton, the crew averaged 2.0 miles of dismantled single-line track per work day, a very creditable performance. As to be expected they under-achieved this rate in the early stages of working to Merritt but over-achieved it from Princeton onwards as they became a polished crew. The work took four months, excluding Sundays and public holidays, commencing on 18th June and finishing on 13th October 1991 at Okanagan Falls.

The very last mile and a half of the Subdivision was a 1971 spur which climbed out of the valley floor and up a steep grade, exceeding 3% in places, to a modern Weyerhaeuser sawmill. This spur had been lifted nine months previously, possibly because it held heavier rail and ties in good condition.



Boxed components of a turnout, with strapped switchstand, at Merritt in July 1991. Maintenance-of-way personnel in B.C., and possibly elsewhere, refer to all the steel components that go to make a turnout as "jewelry".

Excluding Penticton, the most severe pruning took place at the subdivisional point Brookmere in the mid 1960s, which lost all its facilities, including a four-road roundhouse, and became an unmanned passing track.

A table of dismantling progress is given in Appendix D. Extra work, listed in sequence from Spences Bridge, consisted of a wye, sidings and spurs at Merritt; sidings, spurs and a ballon track at Princeton and single sidings/spurs at Dot, Kingsvale, Brookmere, Manning, Tulameen, Jura, Jellicoe, Kirton, [Faulder was later excluded] Penticton South Yard, and Okanagan Falls. This secondary trackage totalled 9 miles, of which 4 miles were accounted for by passing sidings. This meant that close to 200 miles of track had to be lifted. A few remote sidings were used in the final years to store 'bad-order' cars awaiting repair, many of them redirected from Coquitlam yards in metro-Vancouver. The prime sidings were at Manning and Penticton South Yard which between them could hold just over 100 cars.

Whilst dismantling was getting closer to Penticton, the Kettle Valley Railway Heritage Society was frantically trying to get a length of trackage preserved on which to hopefully operate a steam train. Initial suggestions called for 32 miles to be saved but practical considerations whittled this down to 9 miles between Trout Creek bridge [Mile 7.3] and Faulder passing track [Mile 16.2], and passing through West Swmerland. Because the sands were running out of the hour glass, CP Rail generously



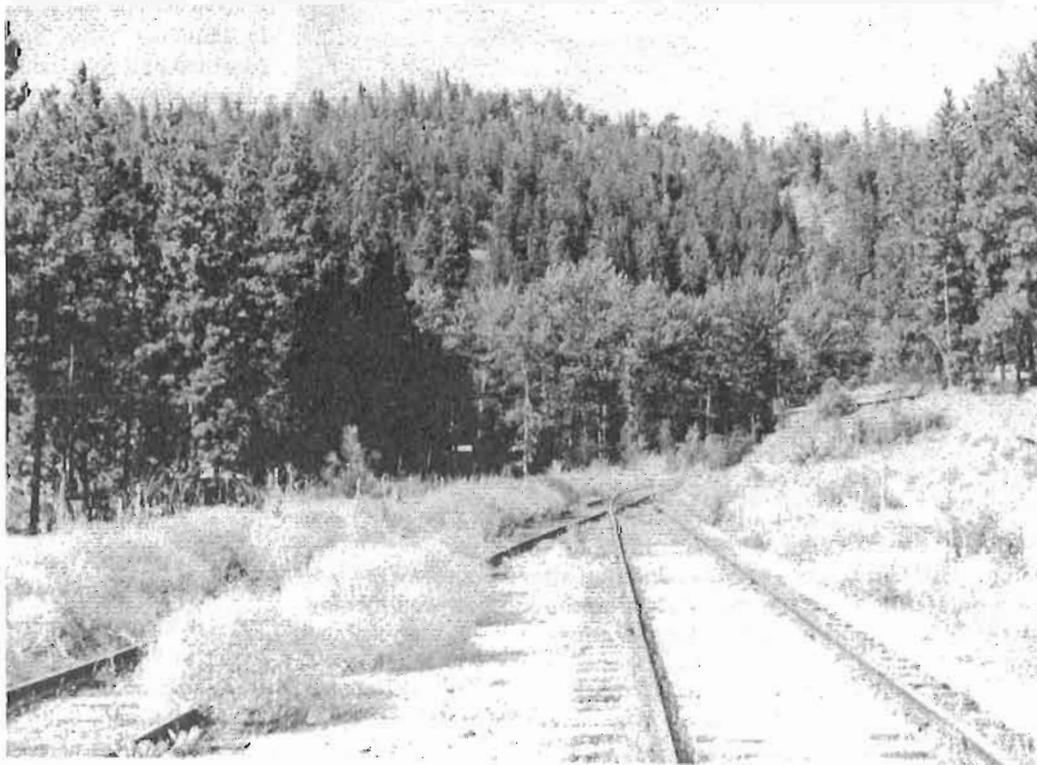
In mid 1991 almost all the track was in stable condition after passage of the last train two years before. This flood damage was an exception and was located between Coalmont [Mile 82] and Tulameen [Mile 86].

The rest of the Osoyoos branchline south of Okanagan Falls had been lifted in 1979.

Perhaps it should be explained that some pruning of secondary track had already taken place between 1965 and 1981. This was caused by the withdrawal of passenger services which eliminated 13 flag stations and their passing sidings, and by the slowly diminishing freight traffic.



Typical view of the state of isolated passing sidings after a decade of disuse and neglect. This is Jura at Mile 60, elevation of 3065 feet, in August 1991. A month later this view was trackless. In steam days it boasted a water tank and a wye, used by helper locomotives on the 2.2% grade out of Princeton.



This is the western end of Faulder passing track, on rare level ground, at Mile 16 in August 1991. Behind the camera is the commencement of the re-ripped section of track that has become the KVR Heritage Steam Railway.



Former Mayo Lumber Co. Shay locomotive No. 3 operating on the preserved Kettle Valley Railway on July 5, 1999. Photo by Fred Angus

agreed to leave the track in place between the two points quoted above and this without any payments made or formal agreements signed. It is satisfying to record that the first tourist steam train ran briefly in 1995 and has operated every summer since, so keeping alive the name 'Kettle Valley Railway'.

This is also the place to record, probably for the first time, another act of kindness by corporate CPR during the dismantling period, involving Brookmere. This was an isolated railway hamlet 20 air miles due south of Merritt but of railway importance and history. It stood at the most northerly penetration of the Great Northern Railway in Canada and was built by this company in 1912 and became a union station and a subdivisional point when the Coquihalla cutoff was opened in 1916. Such was its isolation that all the needs

of the inhabitants had to be met by the railway. In the late 1970s some local people decided to maintain the railway flavour of the place by preserving buildings. Their first act was to move the enclosed water tank 50 yards off railway property and renovate it, which was ably carried out. When the dismantling operation became known, the group asked CP Rail to leave in place about 400 yards of track within the community and the Company said it would be happy to do so. Furthermore, CP said it would move to Brookmere at no charge a 1947 wooden caboose that had been on display in Merritt for several years and this was done on 2nd May 1989. Due to a glitch in communications, the PNR crew ripped up all the tracks at Brookmere to the consternation of the onlookers. Hasty discussions resulted in trucking back from Spences Bridge all the needed track components but no relaying was undertaken. Sadly the depletion of volunteers



A view looking down grade on July 5, 1999 showing the spectacular scenery on the preserved portion of the Kettle Valley Railway. Photo by Fred Angus

Appendix A Significant Subdivision Mileages		
Station Point	Mileage	Comment
Penticton	0.0	Elevation 1,132 ft above sea level.
Trout Creek Bridge	7.3@	Retained track: KVR Heritage
Faulder	15.5	Railway of 9 mile length
Osprey Lake	38.5	1st summit @ 3,606 ft. elevation
Princeton	70.5	Extensive yard, el. @ 2,111 ft el.
Brookmere	108.7	2nd summit @ 3,220 ft elevation
Merritt	138.1	Yard and wye
Spences Bridge	177.8	Junc. with CPR main line; 774 ft el.

over time and the isolated location has so far brought the project to naught but the double-spout water tank and caboose still survive in 2004. Former CPR caboose No 437216 sits on 85 lb/yard rail manufactured in 1943 by Algoma Steel of Mackie patent. These large artifacts plus the two stations at Penticton and Princeton [converted to other uses] are now the only trackside reminders of former days.

199 miles. However the dedication of 9 miles of track to the KVR Heritage Society reduced the total to 190 miles. Details of tie reclamation survive but not for rails and we have to be content with a suggestion that about a third of the rails found use elsewhere, weighing some 95,000 tons. They were trucked to Spences Bridge or Rutland siding point [joint CN/CP] in a suburb of Kelowna and were sorted into useable and scrap [latter about 200,000 tons] whilst being loaded into gondola cars. Trackage also contained 6,500 tons of fastenings, consisting of base plates, joint bars, spikes, and nuts and bolts, but it is not known how much was reusable; for weights see Appendix E. As stated earlier, some 50 turnouts were recovered for future use. Perhaps a clarification of track terminology would be appropriate here. A turnout is the whole assembly that allows cars to move from one track to another and a switch is one of its components, being the moveable blade.

As for ties, at the reckoning it was found that 547,000 had been removed from the grade but of the marked

reclaimable 154,446 ties, the contractor found that 6% of them when lifted from the ballast were of unacceptable quality. Another marked 5,210 ties were left in-situ with the Heritage Railway dedication. This left some 140,000 ties for reuse on the CPR system. About 62,000 of them were taken to Spences Bridge and loaded on gondolas for Kwnloops [925], Lethbridge [900],

Appendix B Original Owners of CPR 'Princeton' Subdivision			
Company	Between locations	Mileages	Opened
Kettle Valley R.	Penticton - Princeton	0.0 to 70.6 = 70.6	1915
Great Northern R.	Princeton - Brookmere	70.6 to 108.7 = 38.1	1911-14
	<i>above constructed from east to west</i>		
Kettle Valley R.	Brookmere - Merritt	108.7 to 138.1 = 29.4	1912
Canadian Pacific R.	Merritt - Spences Bridge	138.1 to 177.8 = 39.7	1907
	<i>above constructed from north to south</i>		

Appendix C Random Details of some Rails identified in 1991 at Time of Lifting

All the rails were of 39 ft length and the majority quoted here were of 85 lbs per yard weight. Dates of manufacture ranged between 1897 and 1946 and eight manufacturers were noted. Listed by locations in sequence of lifting. The author paid more attention to earlier-dated rail than newer ones, so datings do not give an average picture.

Merritt: Carnegie 1898-99 @ 78 lbs; Cambria 1904 @ 80 lbs; Maryland for CPR 1904 @ 80 lbs; Algoma for CPR 1905-06 @ 80 lbs; Algoma 1908-11-13-15 @ 85 lbs; Canada Algoma 1918-20 @ 85 lbs; Dominion 1945 @ 100 lbs. The earlier dated rails are certainly survivors from the original construction of 1906-07 Spences Bridge-Nicola branchline.

Kingsvale: Algoma 1914-18 @ 85 lbs.

Brookmere: Dominion 1910-13 @ 85 lbs; 1934-45-46 @ 100 lbs.

Thalia: Algoma 1924 @ 100 lbs.

Manning: Dominion 1939 @ 85 lbs.

Princeton: Main line Dominion 1946 @ 100 lbs; sidings/spurs = some Bochum 1897, others of 1904-06 and various dates between 1912 and 1926 of 78, 80 and 85 lbs.

Jura: D.I. & S. 1927 @ 100 lb.

Flaulder: Dominion 1940-42-46 @ 85 lbs.

Okanagan Falls: Carnegie 1897; Krupp CPR @ 1902; Barrow Steel 1906 @ 80 lbs.

Three months after the job of dismantling had taken place, CP Rail reviewed the results. Main and subsidiary track contributed 190 miles and 9 miles, respectively, totalling

Moose Jaw [31,725] and Winnipeg [28,700]. Another 18,000 were taken to Haig near Hope and loaded on cars for the E&N on Vancouver Island via Nanaimo, whilst Coquitlam yard in

Appendix D

Progress Dates [completion] of Dismantling by Contractor

Location	Miles	Percent	Date(s)
Spences Bridge	0	0%	18 June 1991
Merritt	40	21%	16-19 July [3]
Brookmere	69	36%	3 and/or 6 Aug.
Thalia/Manning	80	42%	10 August
Princeton	107	56%	27-30 Aug. [4]
Jellicoe	132	69%	15 September
Penticton	178	94%	6 October
Okanagan Falls	188	100%	13 Oct. 1991

Elapsed time was approximately 4 months, consisting of 98 work days and excluded Sundays and public holidays. The rate of dismantling averaged 2.0 miles per day on single track. Removal of materials by road continued to year-end.

Appendix E Computations for Track Components

Quantities mentioned in the text have been derived from the followings units per mile. Fastening weights are for holding 85 lb rail of 39 ft lengths.

Rails: 3,520 yards at 85 lbs/yard = 1,496 tons. [270 rails required for 1 mile of track]

Baseplates: Each weighs 8 lbs. 42 per 39ft rail length = 5,670 pieces/mile = 22.6 tons.

Joint Bars - 4 hole: Each weighs 22 lbs. 4 every 39ft = 540 pieces/mile = 5.9 tons.

Spikes: 6,420 lbs per mile.

Nuts & Bolts: 2,035 lbs per mile

Total Steel per Mile: = 1,530 tons.

Ties: At 22 inch centres = 2,880 per mile.

metro Vancouver received 900, and 650 went to North Bend in the Fraser Canyon. Another 19,000 ties were trucked to Enderby for upgrading of the Sicamous-Vernon branchline. The residual 39,000 ties went to Castlegar, Nelson and Yahk in the Kootenays, leaving 407,000 to be discarded. The contractor was permitted to extract any sub-standard ties that it considered still suitable for some industrial or landscaping purpose. These it sold wholesale to area merchants and so reduced the amount of ties that had to be destroyed by burning. It is believed the unusable residues were sent to the States to be burnt in high temperature furnaces with controlled emissions.

In 1995 the province of British Columbia purchased 266 miles of abandoned CPR right-of-way for \$4.42 million for future use as biking/hiking trails, which works out to a little less than \$17,000 per mile - a cheaply gained investment. Some of this purchase included the subject of this article and suggests that the ex-Princeton Subdivision, stripped of all its assets, had a negotiated value of about \$3.2 million. The purchase did not include any of the still standing but remote and inaccessible steel bridges, which had a value of about \$1 million, and in 1996 these were donated to the Province by CPR. The current intent of provincial and local jurisdictions and numerous voluntary groups is to create a continuous trail for cyclists, hikers and horse riders, along the former rail bed. However this is a complex matter in legal and practical terms and funding for continuous maintenance is a contentious issue and no immediate resolution is in sight. In the 13 years since trackage was removed, nature and man have created some severances of the right-of-way caused by washouts, rock & earth slides, burnt culverts, field incorporation, illegal cross fences, quarrying fill from embankments, and the like. Most of these are of minor consequence but for the traveller can cause irritating detours. The right-of-way which traverses Indian lands has been returned to the respective Bands, who now deny access to the public.

Death of an individual or closure of an esteemed enterprise is a sombre affair, so it seems most natural to pay tribute to the much admired and respected Kettle Valley Railway. Its memory still lingers on in its obvious right-of-way that marches across mountain and valley, in steel bridges that are so inaccessible that it is uneconomic to remove them, and in a live steam railway that proudly carries its name. Some folk even tell that on a still night you can hear far off the lonely wail of a steam whistle or the muted blast of an airhorn. Hope so.

Sources

- [a] Abandonment Order No 1990-P,-38, dated 21/6/90, File # T6120/195, National Transportation Agency of Canada, Ottawa, 8 pp.
- [b] Employee Timetable # 92, effective 7/6/87, CP Rail West [i.e. British Columbia], 54pp.
- [c] "Railway Mileposts: British Columbia, Vol 2," by Roger Burrows, self published, North Vancouver, 1984, 150 pp. Linear review of section 'CP Princeton Subdivision' pages 124-135.
- [d] "Steel Rails and Iron Men" by Barrie Sandford, Whitecap Books, Vancouver, 1990, 163pp. See Chapter 11, 'The Final Days', pages 151-159.
- [e] "Kettle Valley Railway Mileboards" by Joe Smuin, North Kildonan Publishers, Winnipeg, 2003, 210 pp. See Chap 2, 'Penticton to Brookmere' and Chap 6, 'Spences Bridge to Brookmere'. Highly detailed field guide to all track and structures with station layout plans and photos.
- [f] "Cycling the Kettle Valley Railway" by D. & S. Langford, Rocky Mountain Books, Calgary, 1997 edition, 240 pp. See 'Penticton to Merritt'. Guidebook carries route maps and detailed notes as to current condition. Useful summaries on p. 18 (land ownership @ 1997) and p.229 (groups involved with Rail-Trail conversion).
- [g] Author's observations and notes of 1991. Photographs and map also by author.

The Great Railway Shops

For our next article on railway shops of the past we will go to the nation's capital, Ottawa, and consider the Ottawa Car Company which operated from the 1890s to 1947. Mr David C. Knowles of Ottawa very kindly provided a copy of an article from the Ottawa *Evening Journal* of June 4, 1904. This gives a history of the company up to that time and provides important information of the men that ran the company.

The Ottawa car Company was famous for the street cars it built for many cities throughout Canada. Originally known as the W.W. Wylie Company, it was reorganized as the Ottawa Car Co. in 1893 after it came under the control of Ahearn and Soper who also controlled the Ottawa Electric Railway. However Wylie continued to own more shares than Ahearn and Soper combined until his retirement in 1911. The connection between the companies was so close that almost all cars built for the Ottawa Electric Railway from 1892 to 1947 were built by Ottawa Car. The Canadian Railway Museum has no less than thirteen cars built by Ottawa, including diesel-electric 15824. As this article shows, Ottawa Car built many other kinds of equipment, including main line railway rolling stock and military vehicles. (Does anyone know what a "Maltese" wagon is?).

As in our previous articles we have retained all original spelling and punctuation of the century-old publication. There were also several photos of some of the personnel of the company but unfortunately, except for Mr. Wylie himself, these photos were of too poor quality to reproduce. We have, however, illustrated this article with photos of representative electric cars from three Canadian cities that used Ottawa-built cars extensively. These are: Saint John, N.B. (ordered Ottawa cars from 1894 to 1912), Montreal, Que. (ordered Ottawa cars from 1895 to 1914), and, of course, Ottawa itself which obtained Ottawa Car. Co. rolling stock from 1892 to 1947. Many other cities used Ottawa cars, but these three give a good cross section.

OTTAWA, SATURDAY JUNE 4, 1904.

Progressive Industries in the Capital.

OTTAWA CAR COMPANY'S FINELY EQUIPPED FACTORY

**What it Means to Ottawa Many Skilled Tradesmen
Employed. The Unique Expansion. Men
at Heads of Departments.**

With 185 men on its payroll, the majority of them working overtime, the Ottawa Car Company (Limited) stands to-day as one of the most progressive and flourishing industrial establishments of the capital.

The development of the business has been steady and continuous, The facilities have been enlarged as required and at no distant date will more buildings have to be erected. The pressing need of extra accommodation is evidenced on every side.

The Ottawa Car Company is a unique organization in many ways: all products are sold on merit, honor and reputation. It issues no catalogues, employs no travelers and has no extensive warerooms, yet it does business in every quarter of the Dominion and cannot keep pace with the orders received. The present works, bounded by Kent Street on the east, Albert on the north and Slater on the South, occupy fully two thirds of a block, covering nine city lots each 66 x 99 feet.

The firm recently purchased three and a half acres on the Richmond Road just west of Mr J.R. Booth's former residence. This land is for forage purposes at present but will meet the future wants of the company in yard facilities it may require. [The company never used this land. Ed.]

Neucleus [sic] of the Concern

Less than seventeen years ago [1887] what formed the nucleus of the present large establishment was situated on Queen street, just back of Davidson and Thackery's mill. Richard Shore now of Hartley, Manitoba ran a small carriage shop there. He employed only fifteen or twenty men, even during the busiest seasons. One day William W. Wylie came along. Mr Wylie had been in business on his own hook and, being an experienced man was taken in partnership. The company was known as Shore and Co.

It was in 1890 that fire swept away Davidson and Thackery's mill and carried with it Shore and Co.'s establishment. Davidson and Thackery rebuilt on the same site only to be visited last year [1903] by the fiery element and once more have their entire factory destroyed.

Shore and Co. again started business in a small establishment at the corner of Slater and Kent streets. They soon built a larger structure three stories high. In 1891 Mr. Shore retired and went west. Mr Wylie continued the business in his own name.

Shore and Co. in their new establishment never had more than thirty-five hands on the payroll, and after Mr Wylie came in full charge of the business the number was not greatly increased. He built carriages, busses and sleighs and started in to do work for the Ottawa Electric Railway Company which was inaugurated in 1891. Afterwards he constructed some cars for the company and thus a new avenue of trade was opened up.

The Ottawa Electric Railway Company ordered its first dozen cars in St Catharines, Ont., but after giving Mr Wylie a trial, saw that the cars could be made equally as well and cheap in the Capital and realized what an immense advantage it would be to have them all manufactured in the city.

Several shareholders of the railway company approached Mr. Wylie with a proposition that the facilities of his establishment and this new branch be given particular attention. It was in September 1893 that what is known as the Ottawa Car Company (Limited) was incorporated and Mr Wylie retained as vice-president and managing director. From that day to this the firm has made not only all the cars required for the Ottawa road, but has built and shipped electric conveyances for other roads in all parts of Canada - from Sydney and Quebec in the east to Winnipeg and Vancouver in the west. On an average about fifty or sixty complete cars are turned out each year and the department can not keep up with the orders.

The New Company

The new company obtained its charter in 1893. The authorized capital was \$200,000 and \$100,000 is paid up.

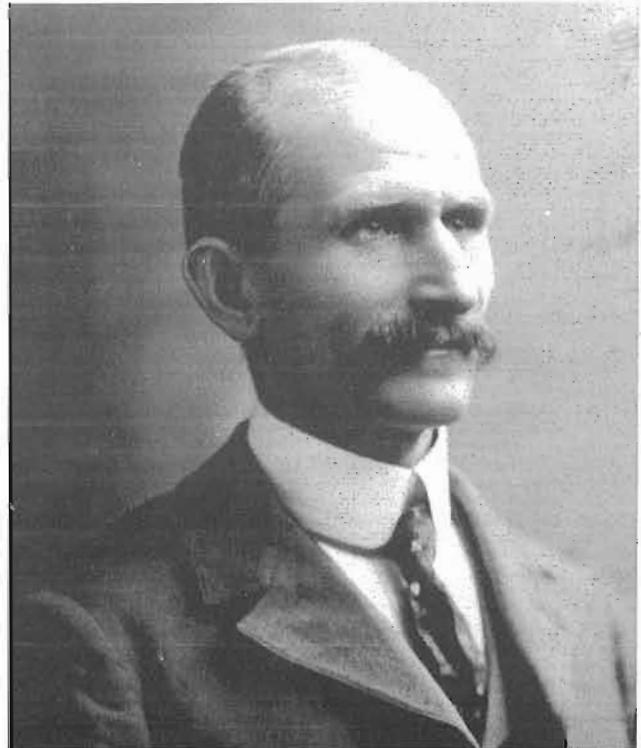
The first Directors were Thomas Ahearn, W.W. Wylie, Warren Y.Soper, J.W. McRae, and Wm. Scott. Jas. D. Fraser was secretary-treasurer, a position which he still retains.

The present directors are Thomas Ahearn, President; W.W. Wylie, vice-president and managing director; Jas. D. Fraser secretary-treasurer; Alex Lumsden, ex-M.P.P., and Warren Y. Soper. The annual turnover in all departments is to-day about \$200,000, and the sum paid out in wages runs close to \$75,000. Extensive improvements have been made both in the line of additions to buildings and in increased plant. The latest advance is in turning out limbers, gun carriages etc., for the Canadian Militia department, the same as are made at the Royal Carriage department at Woolwich, England.

As already stated there are 185 men on the pay roll - about 120 being in the carriage department and 65 in the car department.

Some Interesting Figures

The carriage and waggon department alone turns out over 1000 vehicles a year. These are shipped to all parts of Canada. The flooring space



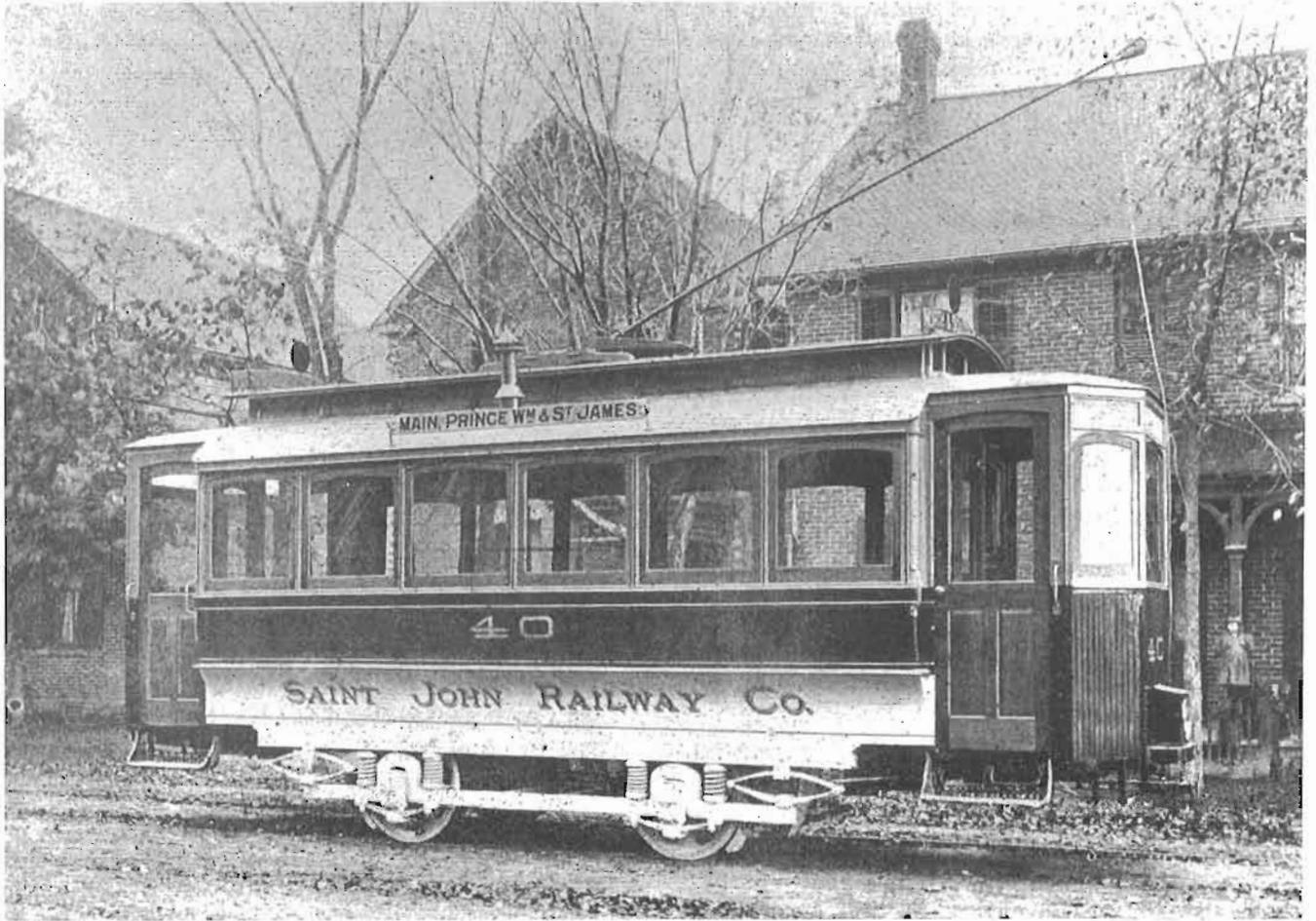
Mr. W.W. Wylie, founder, Vice President and General Manager of the company.

of the entire establishment is close on 50,000 square feet.

The buildings are heated by steam distributed by a large fan which system also ventilates the the structures as desired, the arrangement being very complete and up-to-date. All dust and refuse are conveyed to the boiler room



The three-story structure built by Shore & Company about 1890 and owned by Mr. Wylie after Shore's retirement in 1891. Ottawa Free Press, 1892





The first car with the distinctive "Ottawa look" was No. 65, built for the Ottawa Electric Railway in 1897. With its dark green colour and gold lettering and striping, complete with Royal crown, it must have been an impressive sight in the streets of the capital. Sister car 66, later renumbered 6, is preserved at the Canadian Railway Museum, and it is hoped some day to restore it to this livery.

from the floors by the exhaust fan. A steam engine of 125 horse power supplies the necessary power for the factory. The buildings are lighted artificially by electricity furnished by direct current dynamos. Both arc and incandescent lights are installed. The dynamos also give power for the electric drills, etc.

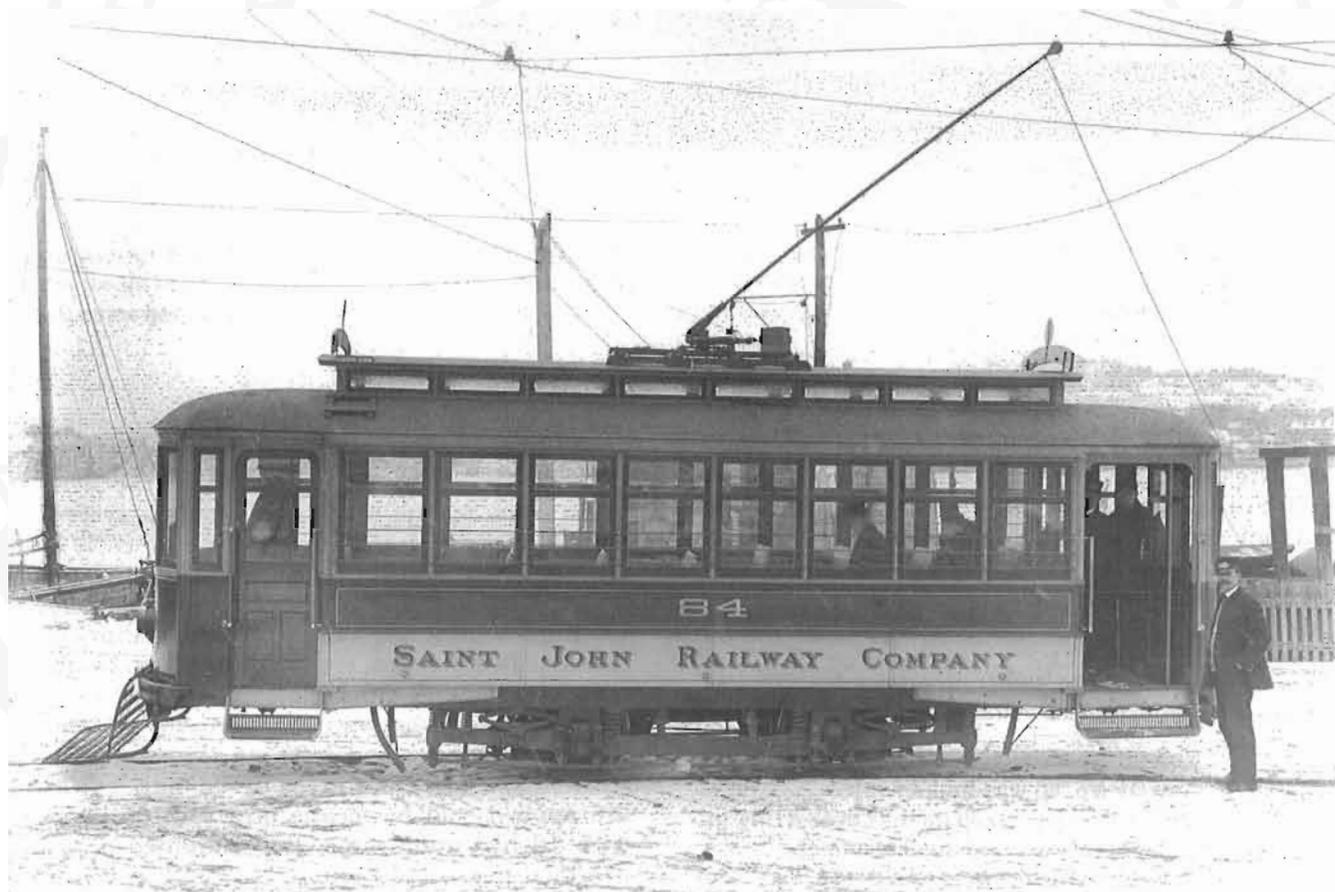
OPPOSITE: Two of the earlier streetcars built by the Ottawa Car Company, as illustrated in a catalogue issued by the company in 1895.

Saint John Railway No. 40 was built in 1895, one of the earliest of some 52 streetcars built for the Loyalist City. In 1994 this car was featured on a Canadian stamp. National Archives of Canada photo PA-166554

Montreal Street Railway 436 was also built in 1895 and was an early member of the huge fleet of 347 Ottawa-built streetcars to operate in that city, more than in Ottawa itself. In addition, 36 Ottawa cars ran on the Montreal and Southern Counties interurban. National Archives of Canada photo PA-166485

One of the best fitted up shops is the blacksmith shop which is equipped with all the latest machinery. All smoke from the fires is taken away by the under pipe section system. A steam hammer is installed, which at each blow strikes 1000 pounds. The weight of the ram is about 800 pounds. Then there is an air or vacuum hammer which delivers a blow of about 500 pounds. Besides this four or five power hammers may be seen. All tires are applied cold to each vehicle doing away with the necessity of heating them in furnaces and burning the wheels as is frequently the case when put on hot. The tires are applied cold by means of a ten ton hammer with 18 hydraulic rams, the combined pressure of which is over 100 tons.

In the machine shop are five lathes, a No.2 Universal mill machine, two shapers, tool and cutter grinders etc.



The first and last orders of Ottawa cars for Saint John N.B. are represented by these two photos. The top view is of 33 and 32 at Indiantown in 1906. These two were built by Ottawa in 1894, the year the Saint John Railway Co. was reorganized. Immediately above we see No. 84, just delivered from Ottawa in December 1912, also photographed at Indiantown. These six cars, 80 to 90 even numbers, were the first Pay As You Enter cars in the Maritimes. Sister car 82, rebuilt in 1924, is at the Canadian Railway Museum. Both photos from Wilson Studios, Saint John

The Various Departments

There are several departments in the works all requiring skilled labor. They are the blacksmithing, the ironworking machinery, the wood working machinery, the cabinet shop, the carriage and wagon shop, the car construction department, the paint shop and the upholstering shop.

In the woodworking quarters, jobs are similar to those carried on by the Royal carriage department at Woolwich are done and done equally as well and as satisfactorily. This is a feather in the cap of a Canadian establishment. The militia department has often referred in the highest terms to the prompt, efficient and workmanlike manner in which orders are executed. There is nothing for the Canadian artillery which cannot be manufactured, everything required in the vehicle line be made on the premises. The list embraces timbers, transport vehicles, forage, maltese, tool carts, engineer's wagons, transports, ambulance wagons, water carts of the tank pattern - in fact wagons of every sort and varied requirements for the artillery generally.

In the vehicle department the heavy lines of carriages are manufactured, including cabs, laundaus, victorias, vis-a-vis, omnibuses, hearses, sleighs, station trucks and, as the ordinary auction bill often reads, "other things too numerous to mention".

The Vehicle Trade

The Ottawa Car Works builds all the vehicles for the Canadian and Dominion Express Companies and all those required in Canada for the American Express Company. Its goods may be found in every town in Canada and the material, style, build and durability of the products have a reputation so wide and favorable as to ensure "repeat orders", wherever sent. This is to nearly every town and city from one end of the broad Dominion to the other.

Much more might be written on the equipment, facilities and progress of the Ottawa Car Company, but the foregoing outline indicates in an imperfect way its great resources, possibilities strength and development from the year of organization down to the present.

The Journal presents its readers with word pictures of the respective foremen, some of who have been in the establishment for many years and who have played no small part in the advancement of the institution.

The office staff of the company also attends to a large amount of work in a careful and painstaking manner. The head bookkeeper is Mr. John Hodgins an energetic and capable young man who has held his present position for nine years.

Mr. W. W. Wylie

Vice-President and General Manager of the Company

Mr William Washington Wylie the vice-president and general manager of the Ottawa Car Company (Limited) is of Scottish extraction and was born in Ovalle, Chili, South America, forty-four years ago. He was sent to Scotland for his education and later apprenticed to the carriage trade in Paisley. He served three years at street car building in Liverpool and coming to Canada twenty-two years ago worked at railway coach building in the G.T.R. shops at Montreal for a while. He started in business here over twenty years ago. Mr Wylie is one of the most expert successful and widely known car and carriage builders in Canada. He was in partnership for some time with Richard Shore and later conducted the business for a couple of years after Mr Shore retired. In 1893 his establishment was purchased by the Ottawa Car Company and Mr. Wylie has held his present position ever since.

Mr. Alonzo Coghlan

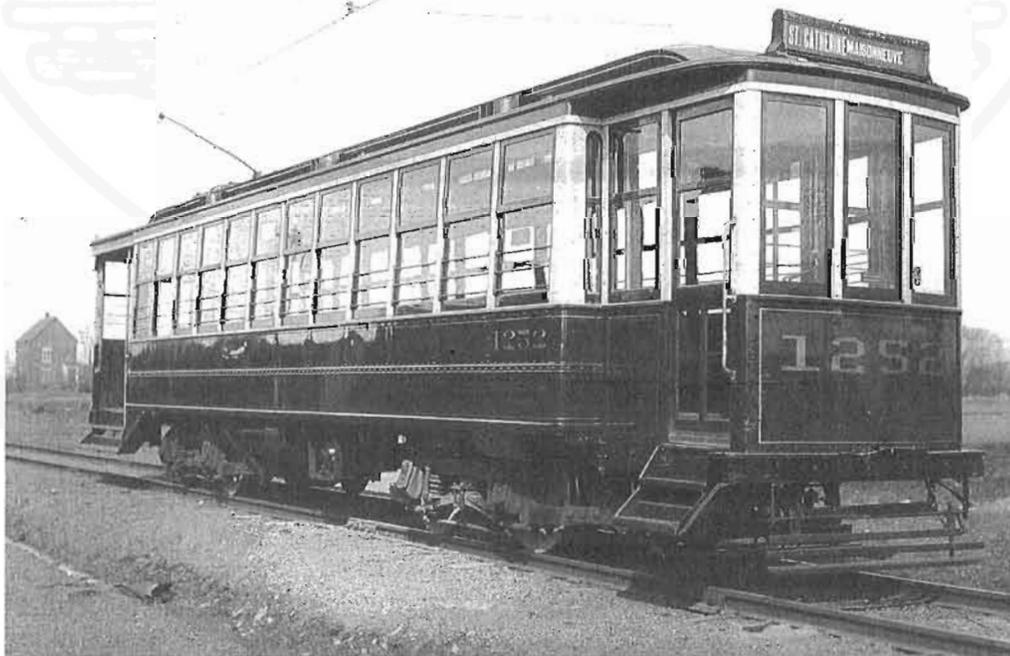
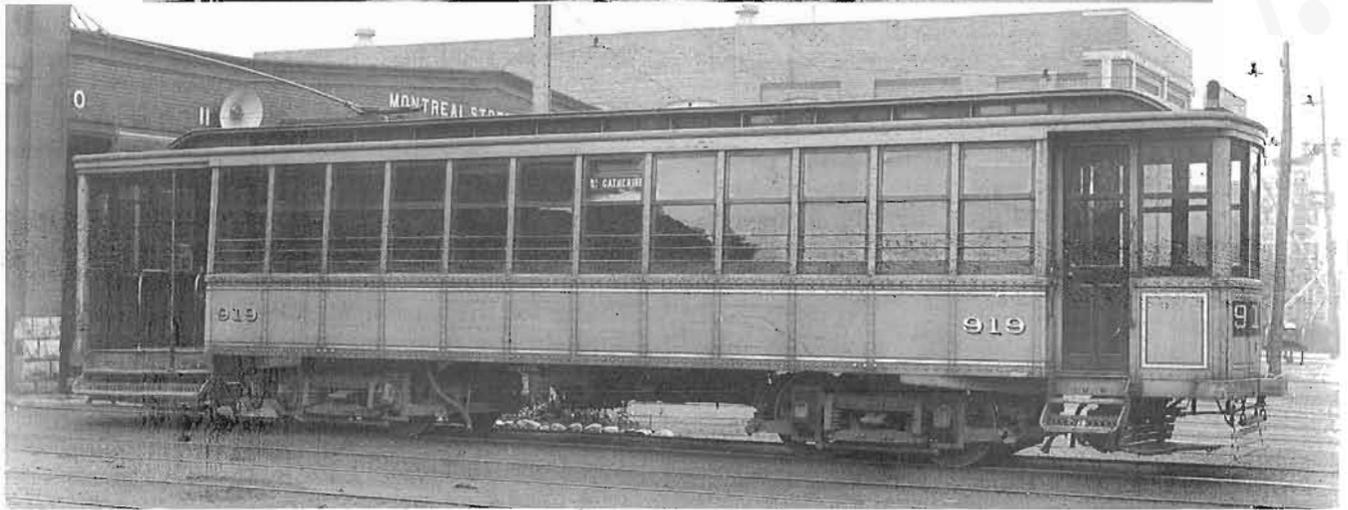
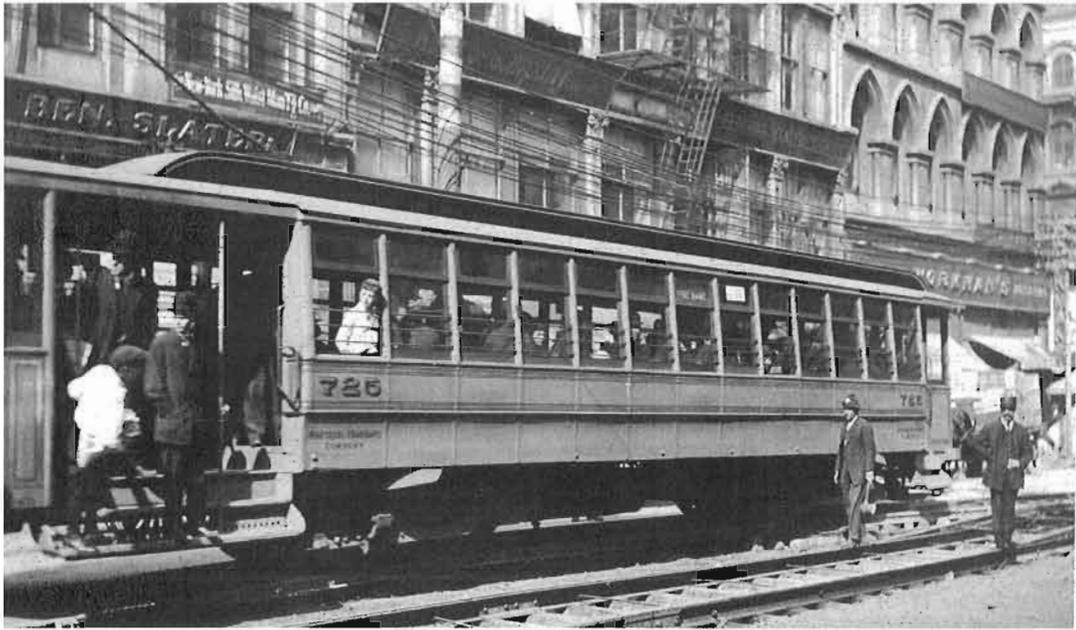
Forman of the Machine Wood-working Department

Mr Alonzo Coghlan was born in Onslow township, Pontiac County, Quebec. He is foreman of the machine woodworking department and has charge of the yards. Mr Coghlan is 45 years of age. He has been engaged with the Ottawa Car works five years and for two years with the Ottawa Capital Planing mills. He has resided in the capital seven years. He was foreman for Stratford and Rudd, Arnprior, for a long time and lived in that town eleven years. Mr Coghlan is a member of the A.O.U.W. and has worked at his trade for 20 years. His experience has been thorough and he is very popular with these associated with him.

Mr. Charles Wright

Assistant Superintendent of Carriage Department.

Mr Charles Wright, who is assistant superintendent of the carriage department and Mr Wylie's "right hand man" has been with the company since 1896. He is 34 years old and popular with all the employees. Mr Wright is a son of the late Archibald Wright, carriage builder of Jamestown N.Y., and later of Richmond Hill, Ont. He was for some years a member of Wright Bros. carriage builders, Richmond Hill and previous to coming to Ottawa was for nearly three years manager for Matthew Guy, carriage builder, Toronto. Mr. Wright is an enterprising salesman and there is nothing in his line of business at which he is not proficient and up-to-date.



Mr. Robert Meek

Foreman of the Upholstering Department

Foreman Robert Meek of the upholstery department is 39 years of age and is a native of Amherstburg, Ont. he has been at his trade 23 years and served his time in Toronto. He has worked also in Rochester, London and Detroit. A resident of Ottawa for 18 years, he has spent nearly all his time with Mr Wylie and the Ottawa Car Company. He is a member of Chaudiere lodge A.F.& A.M. and also of Carleton Lodge I.O.O.F. Mr Meek is a faithful and conscientious employee.

Mr. Peter S. Roe

Foreman Machine Shop

Mr Peter S. Roe, the foreman of the machine shop, has been with the company three years. He has worked at his trade 13 years and was foreman for W.C. Edwards & Co. in their machine shop for nine years. Mr Roe has resided in Ottawa 12 years and is a member of Earnscliffe Lodge of Oddfellows and Court Ottawa, I.O.O.F. He is an expert and clever designer and builder. He was born in Clarence township, Russell county, thirty-four years ago.

Mr. William Shore

Foreman of Paint Shop.

The foreman of the paint shop is Mr William Shore. He is a son of John Shore, being born in Nepean township in 1869. He learned his trade with his uncle Richard Shore, now of Hartley Manitoba, but a former carriagemaker of the capital. William worked in Pembroke for a time, otherwise he has always wielded a brush in the city. He is one of the oldest, if not the oldest employee of the present firm, being 20 years in its service and has an honorable record. Mr Shore is a member of the A.O.U.W. and the Unity Protestant Benefit Society.

OPPOSITE AND ABOVE: Four examples of streetcars built by Ottawa for Montreal in the early Twentieth Century.

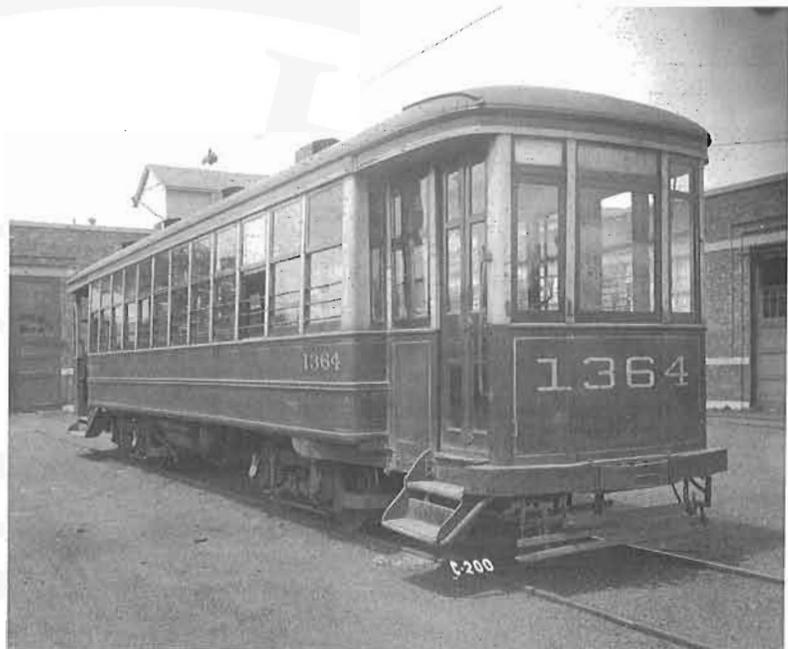
725, shown here in 1912, was one of fifty large Pay-As-You-Enter cars built in 1906 and 1907.

No 919, built in 1910, was one of a lot of 50, the first steel streetcars built in Canada.

1252, constructed in 1912 represents 85 Ottawa built cars of this class, and finally 1364, dating from 1913 is one of 100 of this design.

These four classes represent 285 of the 347 Ottawa-built cars that ran in Montreal. Numbers 997, 1317 and 1339 at the Canadian Railway Museum, are members of three of these classes.

All four photos from CRHA Archives, MUCTC Collection

**Mr. David Cadieux**

Foreman of the Wagon Department

Mr David Cadieux is a Pontiac boy, and first saw the light of day in Onslow township thirty-eight years ago. He worked with W.J. O'Hara in Renfrew for a period of eight years and then entered business for himself in Quyon, which he conducted for eleven years. In 1899 he came to Ottawa and for five years has been with Ottawa Car Company. He has worked at his trade for nearly a quarter of a century. He is well known in the city and his calling stands at top notch.

Mr. James Brownlee

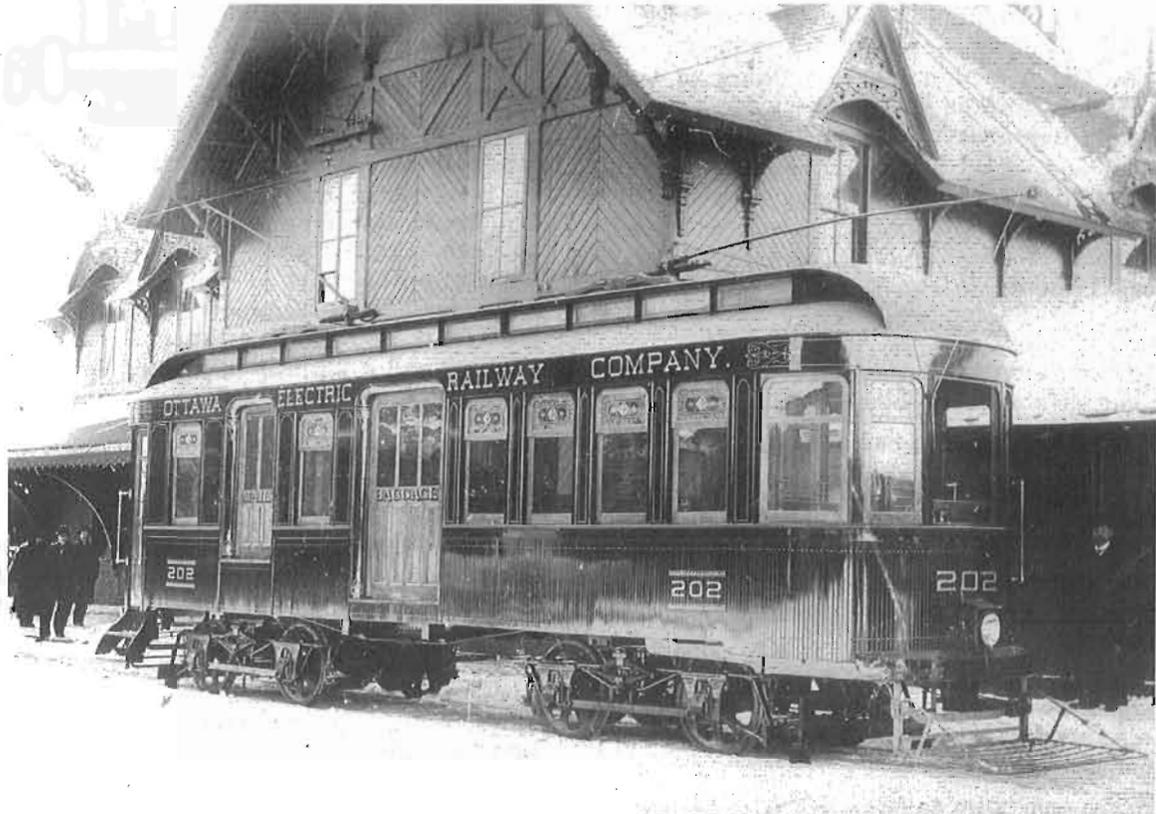
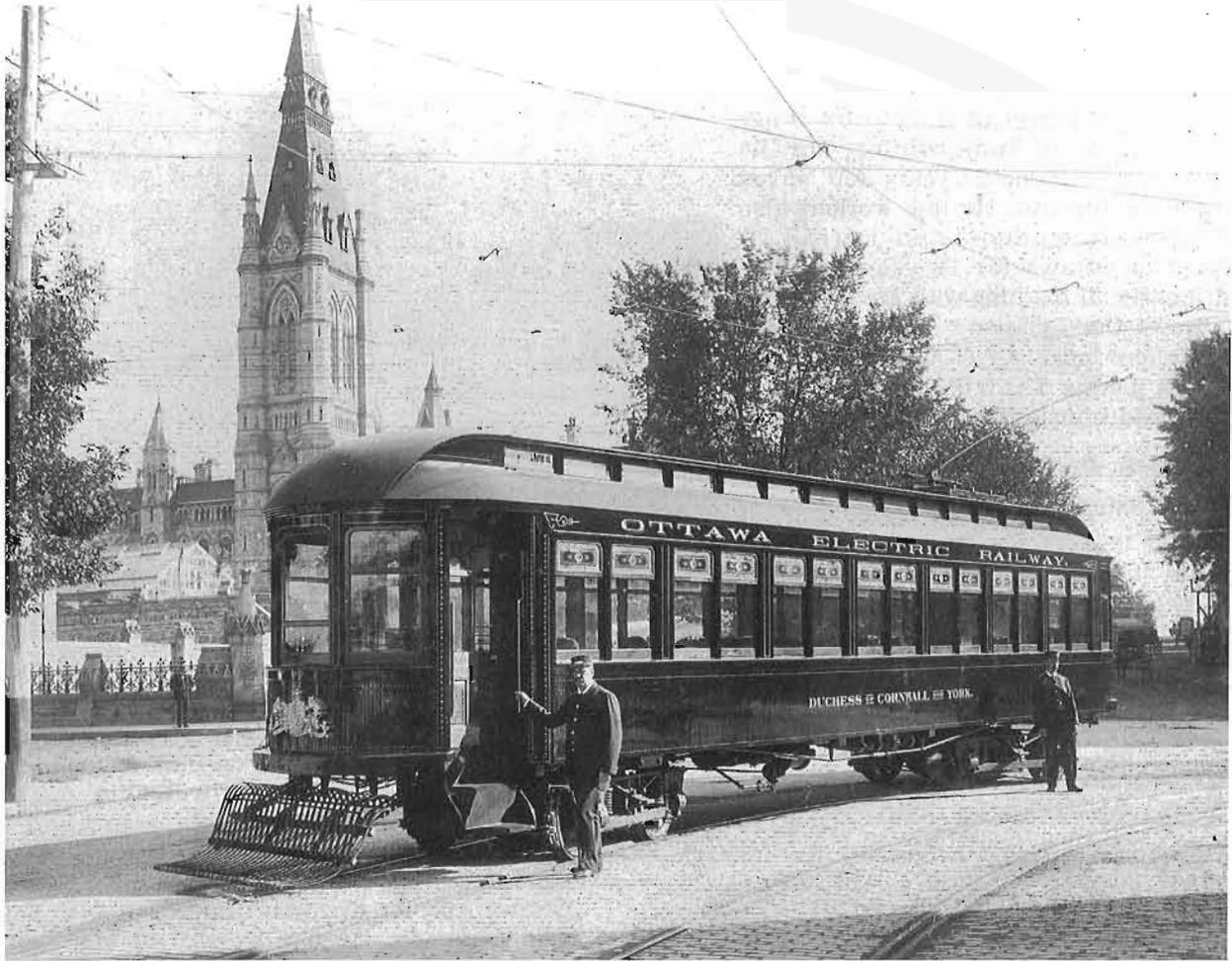
Foreman of the Car Department

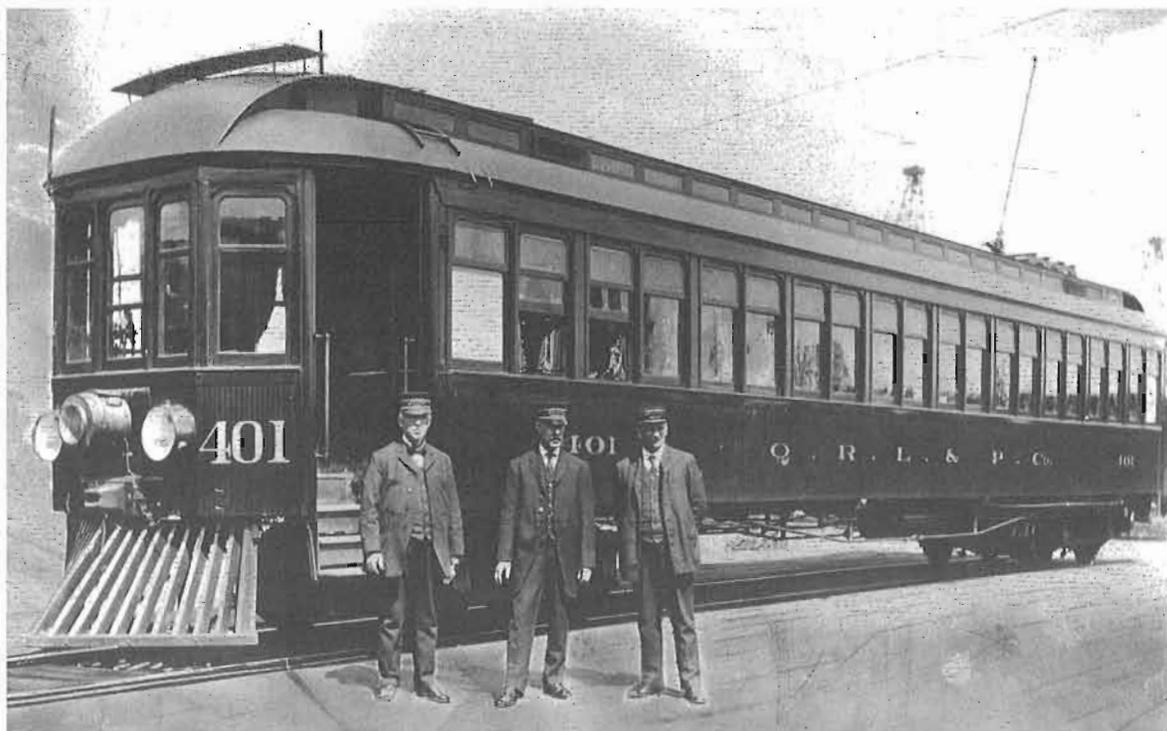
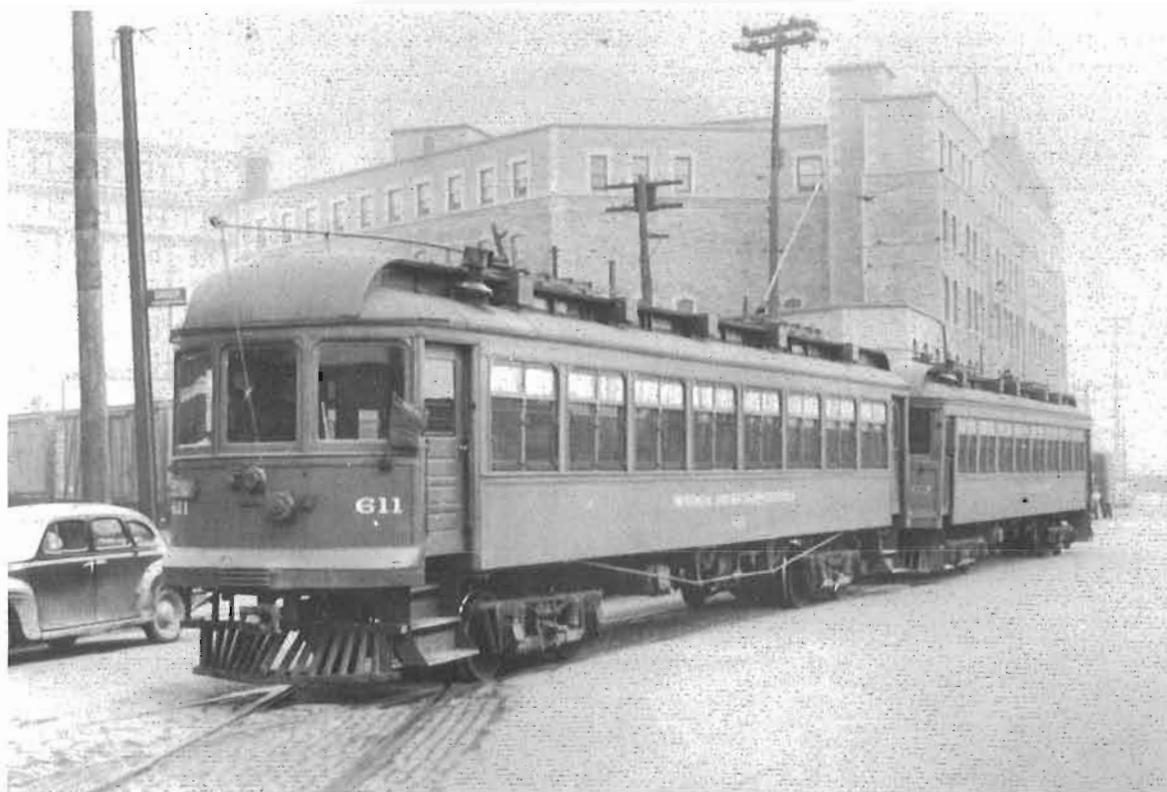
At the head of the car department for nearly three years has been Mr James Brownlee. He is a son of John Brownlee and was born in Goulbourn township, four miles from Richmond, 44 years ago. He lived in Manotick for some time. Mr Brownlee worked for several years as a carpenter and was employed on some of the best jobs in the city. He is esteemed by his fellow workers and a faithful employee. He is a member of Court Ottawa, I.O.O.F.

Mr. Matthew Whelan

Foreman Blacksmith Department

Mr. Matthew Whelan is the son of Mr. Matthew Whelan of the city and was born here 29 years ago. He is foreman of the blacksmith department and has one of the best equipped shops in Canada. Mr Whelan has spent some fifteen years in his trade and worked for a time in Cleveland Ohio, and later on at Niles in the same state. With these exceptions he always resided and worked in Ottawa. He is now in his twelfth year of service with Mr Wylie and is a genial young man well liked by all.



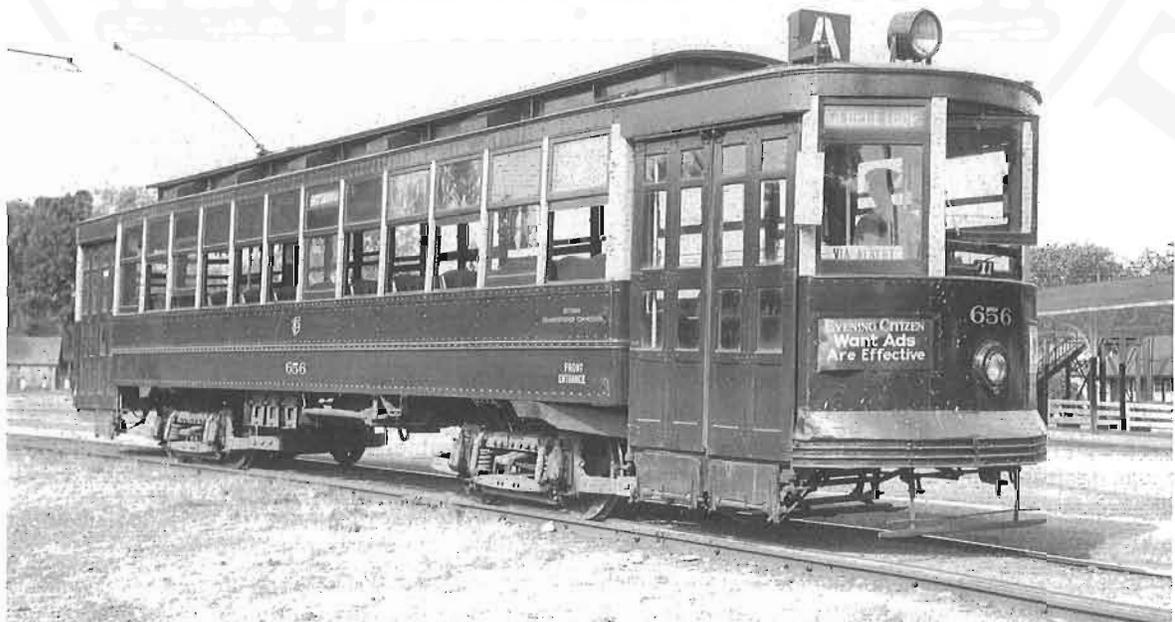
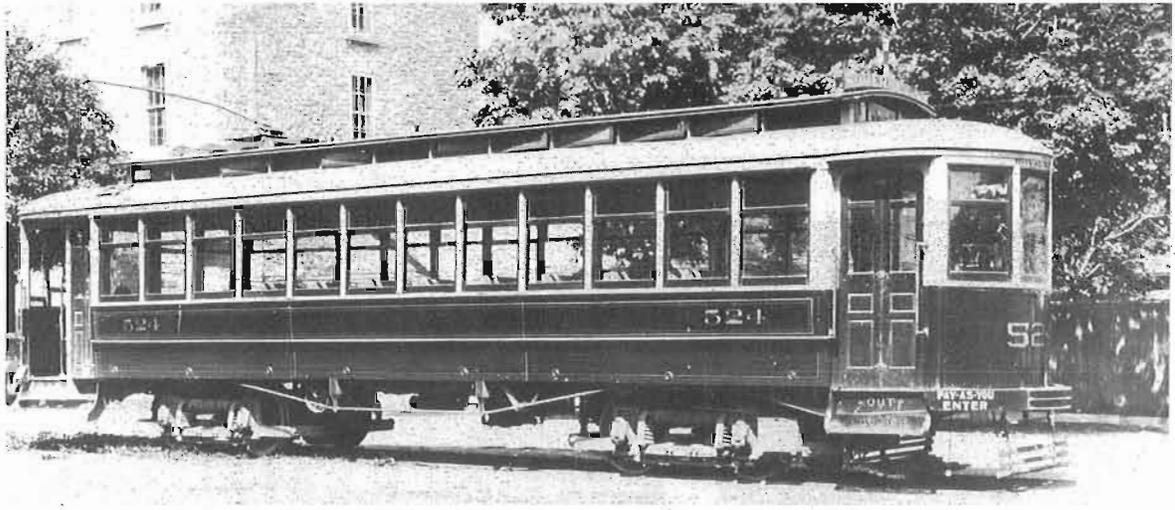
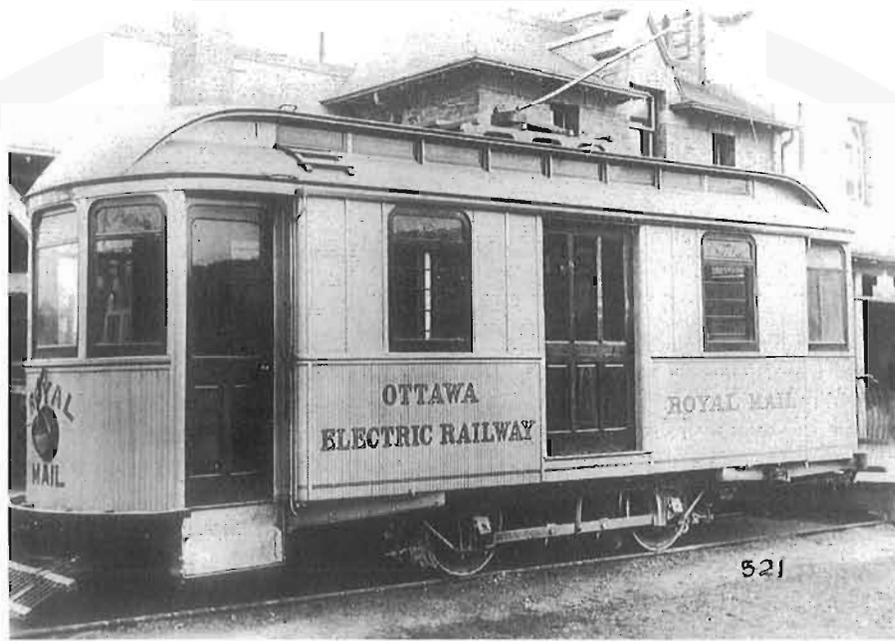


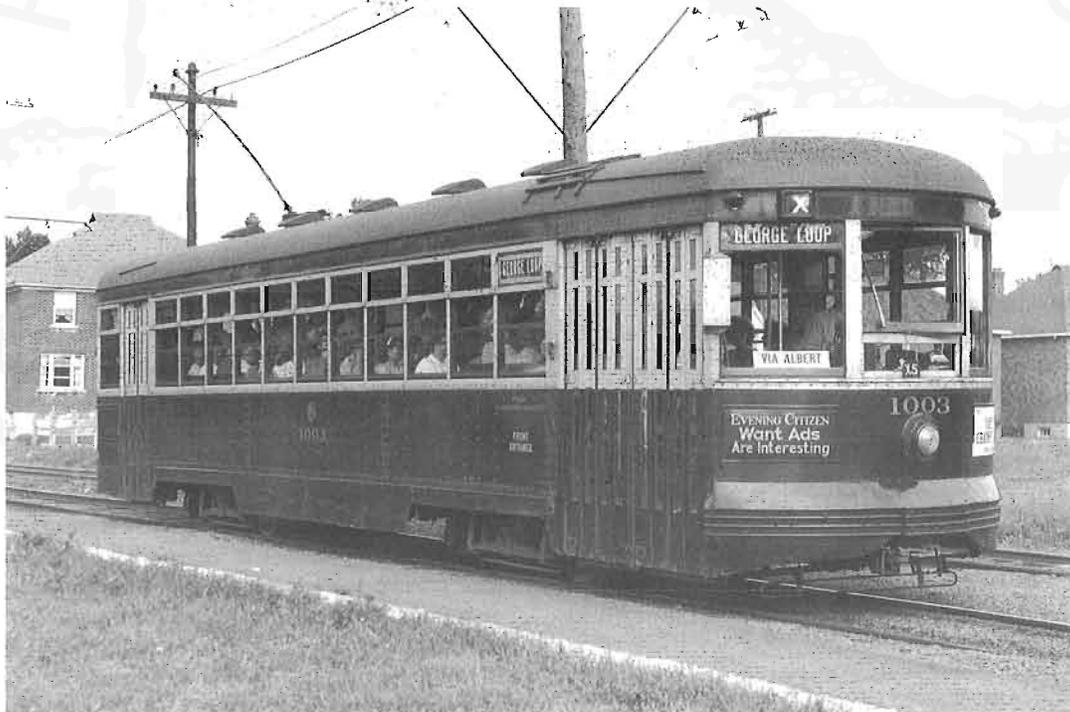
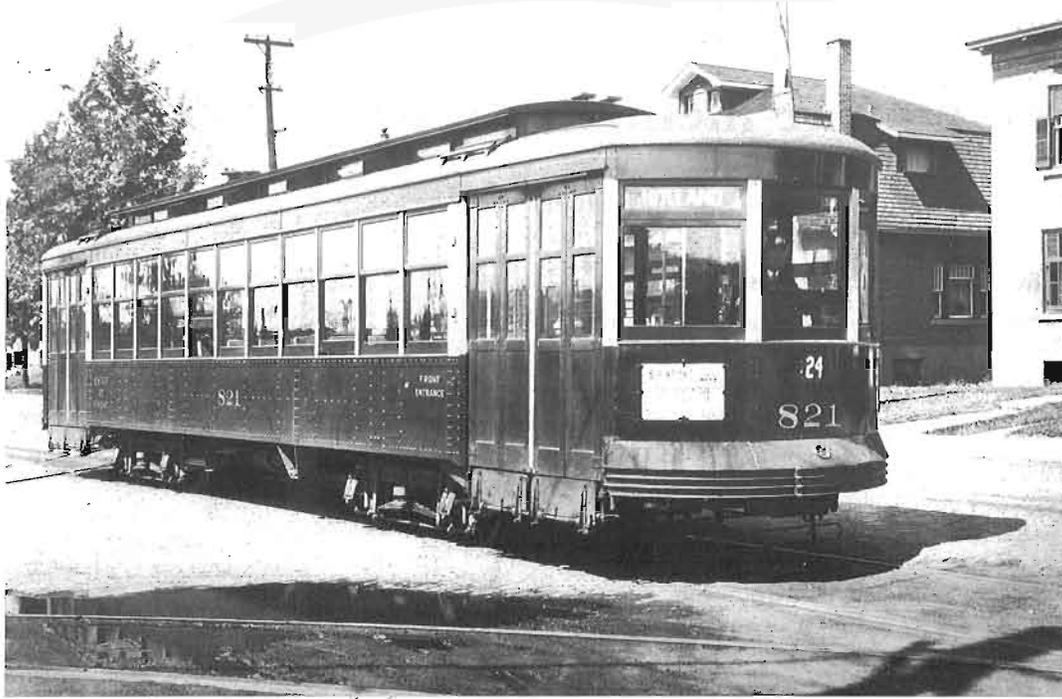
OPPOSITE TOP: Undoubtedly the most luxurious of all the Ottawa-built cars was the *Duchess of Cornwall and York*, built for the Royal visit of 1901. Later numbered 204, it was destroyed in the fire at Rockcliffe Barn on June 23, 1937.

OPPOSITE BOTTOM: Another elaborate car was OER 202, built as a combine in 1897 and converted to all-passenger in 1899. It was destroyed in a fire at Holland Junction on February 3, 1908.

TOP: In addition to city cars, Ottawa also built interurbans. Montreal & Southern Counties No. 611 was built in 1917, and is now preserved at the Canadian Railway Museum. National Archives of Canada, photo No. PA-164579

ABOVE: Quebec Railway Light & Power interurban No. 401 was built in 1902, and ran until the end of service in 1959. It is also preserved at the Canadian Railway Museum. National Archives of Canada, photo No. PA-149484





On these two pages are a few of the almost 300 cars built by Ottawa Car which ran in the capital city.

OPPOSITE TOP: No. 425, one of the cars specially built in 1906 for hauling the mail. After the company lost the mail contract in 1911 the cars were converted to other uses. No. 423 of this class is at the Canadian Railway Museum.

OPPOSITE MIDDLE: No. 524, built in 1911, was one of Ottawa's last wooden cars. It was retired in 1933.

OPPOSITE BOTTOM: Car 654, originally 603, was built in 1913 and was one of Ottawa's first steel cars. These views of cars 524 and 654 clearly show the transition from wood to steel. 654 was retired in 1956, but sister car 696 is undergoing restoration in Ottawa.

TOP: 821, built in 1925, was typical of the Ottawa operation for many years. It remained in service until 1959.

ABOVE: The end of an era! Ottawa Electric Railway 1003 was built in 1947, and was the very last car built by the Ottawa Car Company, and the last new Canadian streetcar until the late 1970s. By 1947 the company's name had been changed to Ottawa Car and Aircraft Co.

La Renaissance de Via Rail pour le meilleur ou pour le pire

par Denis Vallières

1 - Une escapade en Renaissance

Confortablement calés au fond d'un canapé de cuir au Salon Panorama de la Gare Centrale et plongés dans la lecture de nos quotidiens favoris on entend soudain, ma mère et moi le timbre et la voix du haut-parleur nous invitant à prendre place à bord du train numéro 20 de 7 heures ce vendredi 3 octobre 2003 à destination de Québec. J'offre cette escapade à ma mère à l'occasion de son 74^e anniversaire de naissance. L'horaire de Via Rail nous permet de faire l'aller et le retour dans la même journée. Sur le quai d'embarquement de la voie numéro 14 le chef de train nous invite à monter dans la cinquième voiture. Je suis un peu étonné puisque nos billets indique la voiture numéro 1. C'est mon premier voyage à bord d'une des nouvelles voitures Renaissance de Via. On s'installe dans nos fauteuils réservés, c'est-à-dire les numéros 7A et 7B. Voyant que nous cherchons en vain l'accès au coffre à bagage, une aimable passagère nous indique comment faire. C'est simple mais encore faut-il, le savoir. Il faut en fait pousser vers le haut un barreau chromé devant une étagère située au-dessus des sièges avants. L'espace plutôt réduit permet tout juste de ranger nos vestes.

Les sièges de ces voitures ont la particularité d'être installés sur des monticules arrondis. Cela facilite certes le travail du personnel de bord lors de la collecte des billets ou du service du repas puisque les préposés n'ont pas à se courber pour accomplir leurs tâches. Par contre cela peut s'avérer difficile pour une personne à mobilité réduite telle que ma mère qui souffre d'une blessure au genou et qui devait littéralement grimper à son siège. La configuration des fauteuils 2-1 de chaque côté de l'allée a permis de concevoir des sièges larges ajoutant un plus au confort. L'avancement du siège plutôt que l'abaissement du dossier permet à ce dernier de s'incliner sans réduire l'espace du passager arrière. La prédominance du gris des fauteuils et du blanc de l'intérieur de la voiture ainsi que de l'éclairage fluorescent s'ajoutant à la pénombre crue de la gare pénétrant par les fenêtres crée une ambiance plutôt neutre. Heureusement, quelques instants plus tard la lumière de ce matin ensoleillé me fait oublier cette première impression ressentie. Dès le départ on apprécie la douceur de la suspension. En fait je ne sens ni le roulement ni les vibrations de caisse propres aux voitures LRC.

L'isolation sonore à bord des voitures Renaissance est tel qu'il faut prêter attention pour entendre le klaxon de la locomotive ou les cloches des signaux des passages à niveaux. Cela ajouté à l'acoustique intérieur feutré constitue un autre plus pour le confort mais un moins pour les ferrovipathes en quête de sensations.

Le service du repas commencé nous sortons les larges tablettes de leurs rangements dans les dossiers des sièges avants et les déplions. Elles n'ont rien de comparable



aux petites tablettes dissimulées dans les appuis-bras des voitures LRC.

Après le petit déjeuner je me rends à l'extrémité de la voiture. Un bouton-poussoir déclenche l'ouverture de deux panneaux vitrés coulissants me permettant d'accéder au vestibule où sont logées les toilettes ingénieusement aménagées.

À 10h30, avec un retard de trente minutes, le train entre enfin dans la Gare du Palais. Après une journée de visite bien remplie dans le Vieux-Québec on revient à la gare pour prendre le train numéro 27 de 17h35. Au moment où le personnel de bord nous sert le dîner, le train s'arrête soudainement sur une voie d'évitement pour laisser passer l'"Orient Express of America" qui amène ses voyageurs pour une excursion d'automne à Québec et en Nouvelle-Angleterre. Cela nous donne l'occasion de voir un défilé de somptueuses voitures-lits et voiture restaurant resplendissantes dans leurs riches boiseries.

Un feuillet dans nos plateaux de repas nous invite à se dégourdir les jambes en visitant le salon dans la voiture de service. Pour y accéder nous devons franchir un corridor très étroit, plus étroit encore que ceux des voitures-lits des transcontinentaux construites par Budd Car, pour y découvrir un petit salon peu accueillant quoique ce service n'existe pas sur les LRC. Nous finissons à peine nos verres de Grand-Marnier qu'on annonce le prochain arrêt, St.Hyacinthe, puis c'est St.Lambert et enfin le terminus, la Gare Centrale.



2 - Renaissance

On ne sera jamais jusqu'à quel point Via a fait une bonne affaire en achetant ces voitures en trop de l'European Nightstock Services. Elles ont été construites en Angleterre par Alstom. On peut supposer que cet achat fut très profitable pour Via et une perte pour le consortium européen puisque le contrat d'achat ne permettait pas d'en divulguer le prix. Le contraire aurait probablement choqué l'opinion du public européen. Via



affirme n'avoir payé qu'une fraction du prix coûtant qui oscille entre 400 et 500 millions de dollars. En fait, 130 millions de dollars ont été investis dans l'achat, l'expédition, l'assemblage et les modifications de l'ensemble des 139 voitures. Ce qui me semble raisonnable si on pense que le prix de la rénovation des voitures Budd des trains transcontinentaux il y a plus de dix ans se chiffrait à environ un demi-million pièce pour des voitures qui avaient déjà plus de 35 ans d'usure. A l'instar de ce projet Via aurait pu commander des voitures répondants parfaitement aux attentes de sa clientèle et aux caractéristiques de la technologie nord-américaine. Mais à quel prix? D'autant plus que Via avait un besoin urgent de renouveler son parc de voitures. Cela lui a permis de répondre adéquatement à des demandes imprévus dû à des circonstances tels que les événements terroristes de septembre 2001 et aux problèmes récents du transport aérien. Ceci ayant eu comme conséquence une augmentation importante de la clientèle dans le transport ferroviaire passager.

Malgré le confort et le modernisme de ces voitures Renaissance, les amateurs de chemin de fer de ma génération ne peuvent oublier les magnifiques voitures transcontinentales certaines avec dômes panoramiques construites il y a déjà cinquante ans par la Budd Car. Espérons que Via les conservera encore longtemps ainsi que les LRC conçues chez-nous par MLW-Bombardier et qui ont jusqu'ici bien répondu aux attentes du trafic dans le corridor Québec-Windsor.

Parc de voitures Renaissance

Type	Quantité	Configuration
Voitures-lits	72	10 chambres doubles dont 6 avec douches.
Voitures-coachs	47	configuration 2-1, 50 places.
Voitures de restauration	20	salon, cuisine, entreposage pour la nourriture et les boissons et contrôle des systèmes d'exploitation du train.
Total	139	

Fifty Years Ago

The Opening of the Quebec North Shore & Labrador

Fifty years ago saw the completion the greatest railway construction project in eastern Canada in the mid twentieth century. This was the Quebec North Shore and Labrador Railway connecting the Iron mines near Schefferville with the port of Sept Iles. Following discovery of huge deposits of iron ore in Labrador, plans were made to build a railway to transport the ore to the sea. Construction began in 1950, and was completed in 1954, a year ahead of schedule.

The following account is taken from several issues of *Canadian Transportation* of the latter half of 1954, and well describes the challenges faced by the workers who strove to achieve the goal of "Iron Ore by Fifty Four". It is interesting that even dog teams were used by the survey parties, a meeting of the old and new technologies.

First Ore Over Q.N.S.& L.

It was reported from Seven Islands, Que., June 24, that the first trainload (60 cars) of iron ore to reach there over the Quebec, North Shore and Labrador Ry., had arrived, and had been dumped to start two stockpiles. On the same date, it was recorded, Prime Minister Duplessis of Quebec had participated in ceremonies dedicating the dam and power plant on the Marguerite River, from which will flow the power to operate the ore handling equipment at Seven Islands.

The arrival at Seven Islands, Que., of the first trainload of iron ore to reach there over the Quebec, North Shore and Labrador Ry., took place in July 1954. At the time of writing, near the end of July, the road is in more or less regular operation, but ballasting operations are continuing, with a considerable mileage of second lift remaining to be done. Also, a spur of about six miles is being built at the north end of the line, to serve one of the iron ore deposits being worked by Iron Ore Co. of Canada, the Q.N.S.& L's parent company.

As the contracts for construction of the railway were not awarded until September, 1950, it is seen that the building job has been completed in four years, instead of the five which had been figured on originally. The air transport operations of Hollinger Ungava Transport were of outstanding assistance in getting the road built a year ahead of time; with its fleet of 20 or more planes, that company transported over 100,000 tons of vital freight to the airfields along the route, enabling clearing, grading, etc., to proceed over a number of sections simultaneously.

The Q.N.S.& L. is said to be the first railway to start out completely roller bearing-equipped. Operation throughout is with a General Railway Signal Co. Centralized Traffic Control system, with the dispatcher located at Seven Islands. The road will be operated with some 50 Diesel-electric locomotives, about two-thirds of which have been received. When operations settle down, trains of some 115 cars, each with about 90 tons of ore, will be hauled, and these will be the heaviest trains operated in Canada; they will be handled by four locomotive units. Some seven trains a day will be operated, to enable the movement of about 10 million tons of ore in the shipping season of about five months.

Construction of the road involved excavation of about 7.5 million yards of earth and 6.5 million yards of rock

(about half solid), and steel rails used totalled nearly 100,000 tons, the main line being laid with 132 lb. rail. More than 1,200,000 ties were installed.

Names, and mileages north from Seven Islands, of the sidings, are:- Kemat, 6.3; Tellier, 18.0; Nicman, 35.5; Nipisso, 45.4; Tika, 56.9; Premo, 79.4; Waco, 101.2; Dufresne Lake, 120.4; Eric, 137.9; Seahorse, 155.1; Embar, 165.7; Pitaga, 177.7; Oreway (divisional point), 186.1; Dry Lake, 193.6; Ashuanipi, 204.0; Emeril, 227.0; Shabo, 244.2; Sawbill, 267.0; Esker, 286.1; Faden, 307.9; Menihék, 328.3; Ashtray, 337.4; Gilling, 351.6. The north terminal, Schefferville (formerly Knob Lake) is at mile 356.5 from Seven Islands.

First Shipload of Ore

On July 31, with appropriate ceremony, the ss. *Hawaiian*, a large freighter, was loaded with ore and left for Philadelphia. Premiers Maurice Duplessis of Quebec and Joseph Smallwood of Newfoundland; Jules Timmins, Vice President, Iron Ore Co, of Canada, and George Humphrey, U.S. Secretary of the Treasury and formerly President of the M. A. Hanna Co., one of the participating companies in Iron Ore Co. of Canada, took part in the ceremony.

In the years immediately ahead, of the proposed movement of about 10 million tons of ore every year, it is thought that about four-fifths will move to U.S. east coast ports.

The economic considerations behind the decision to build the Quebec North Shore and Labrador Railway took into account the fact that a hauling proposition of 500 million tons of iron ore to be moved 360 miles lay ahead and, to realize a proper return on the original investment, the railway must start to function at its designed capacity within a predetermined time limit. To meet these qualifications a high Original Cost plant had to be set up, complete in all respects. A construction and hauling program was established in 1950 whereby the railway would be built and operating at its design capacity of 10,000,000 tons per year by 1956.

To provide an operating railway for a project such as this there are three main items which must be supplied.

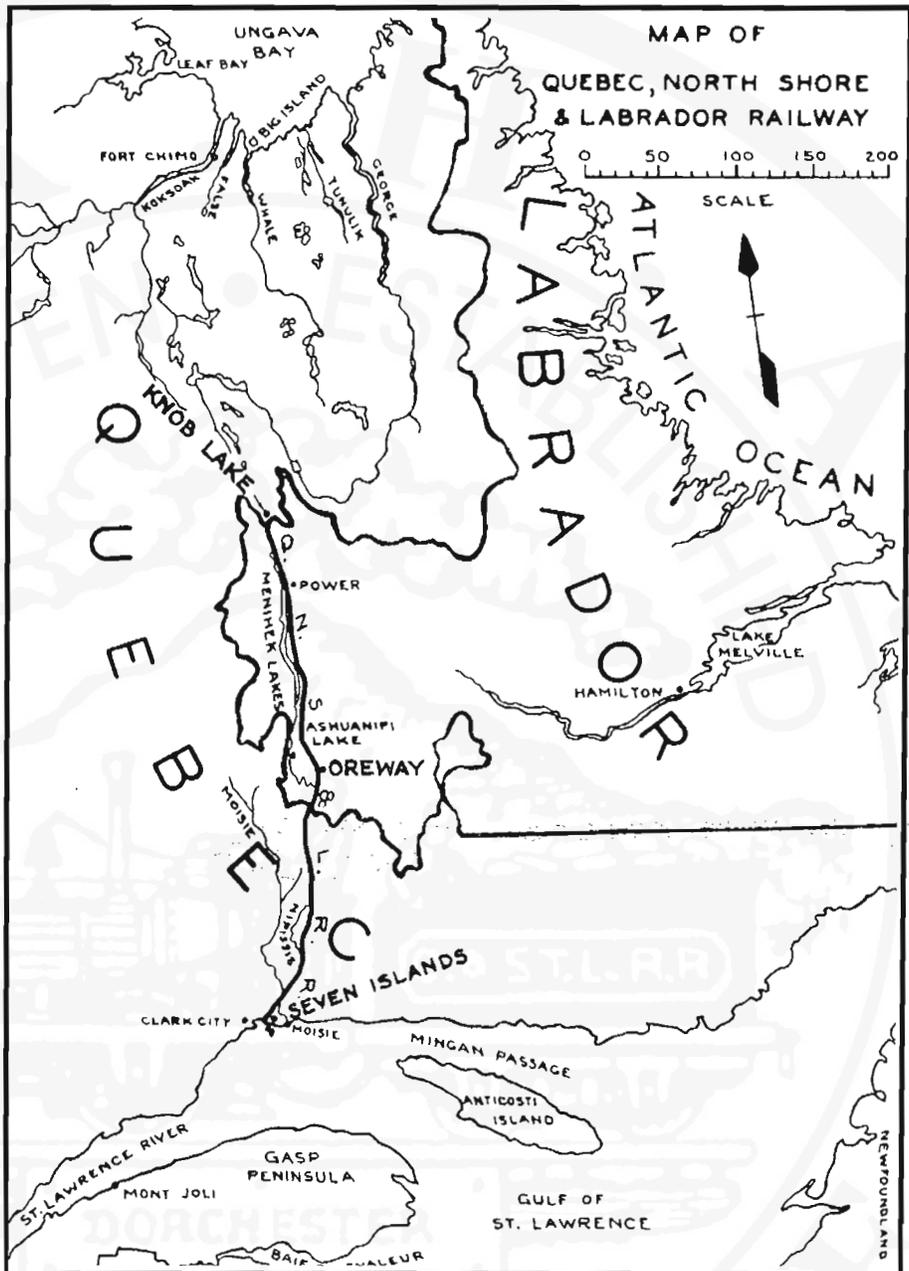
1. Roadbed and track structure.
2. Rolling stock.
3. Personnel.

Each of these items must be carefully chosen so that a balanced operating unit is produced. In our particular case the volume of traffic, a minimum of 10,000,000 tons of ore annually with a possible expansion to 20,000,000 tons annually, dictated the size, design, and number of ore cars to be used. In choosing the ore cars considerable thought was given to the weight of track structure and the rate at which the roadbed could be stabilized to meet hauling requirements. Grade specifications for the railway were established as follows. The shipping season for the ore on the railway was estimated at 165 days, June 1st to November 15th. This meant that 60,500 tons of ore must be moved daily, Schefferville to Sept Iles, during the season. The most practical ore car available carried 85 long tons, giving us a daily tonnage equivalent in ore cars of 710; or seven trains of 102 cars each. The General Motors GP7 1500 H.P. diesel electric unit was considered the most practical power source for the operation. Four of these units were considered capable of pulling the 102 car trains over the route at an average speed of 35 miles per hour and would allow us to use a ruling grade of 0.4% compensated for curvature against loaded traffic. This rate of ruling grade was established to be the maximum economically allowable. This was the rate to which the location surveys were run. Opposing grades against empty northbound traffic were established by time studies at 0.9% compensated for curvature. It was necessary to increase this to 1.35% over a 21 mile section where it was not justifiable to follow the lower rate due to expensive construction. The maximum rate of curvature was established at 8 degrees so that trains travelling at 35 miles per hour would require a maximum of 4 inches of superelevation. To maintain more than this amount of superelevation in track becomes very expensive. Thus with maximum grades established at 0.4% compensated against southbound traffic and 0.9% compensated against northbound traffic and maximum allowable rate of curvature of 8 degrees set as a target to work to, or better, engineering crews were placed in the field to survey possible locations.

Survey Methods

The survey work was done during 1947 to 1950, inclusive. Generally two field parties were used, both summer and winter, with a short tie-up at break-up in the spring and freeze-up in the fall.

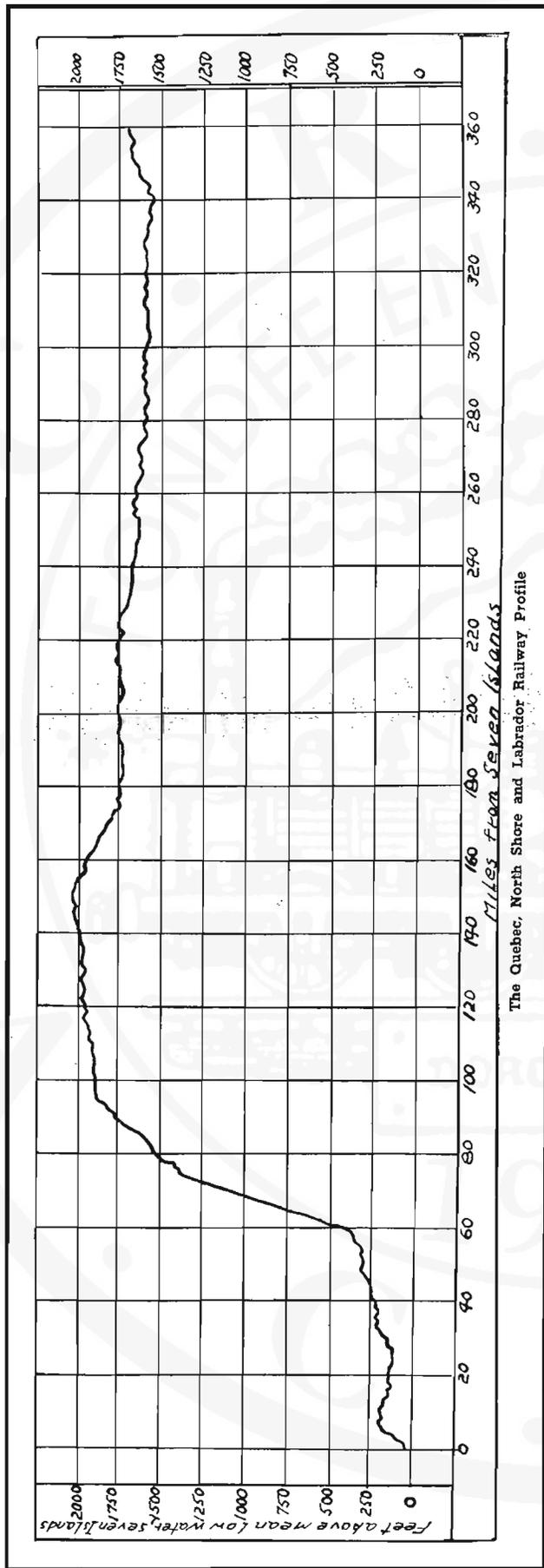
The distinct types of topography - the precipitous, well-drained Moisie River watershed and the northern



Labrador plateau - made it possible to divide the survey into two types of operation, summer and winter, and to make full use of the advantages of each. The crews equipped for summer operation generally moved by canoe or by boat on the larger lakes, while crews on winter operation depended on dog teams for their transportation. Thus it was possible to do the river sections in the summertime with canoe service. The muskeg section, difficult to manoeuvre upon in the summertime, when frozen over provided an excellent surface for dog team operation.

Construction

The contract for the construction of the railway was awarded to a group of contractors, Cartier-McNamara-Mannix-Morrison-Knudsen, familiarly known as "C.M.M.M.K.", on September 21, 1950. The completion date for grading was set for June 20, 1954. This was later advanced to December 31, 1953.



The main items in the contract specified the movement of 15,000,000 cu. yd. of material; building 19 bridges, 5 of steel and 14 timber trestles; and excavating two tunnels, one 2,206 ft. long and the other 761 ft. long; the laying of 440 miles of rail; and spreading of 28,200,000 cu. yd. of ballast. The steel bridges were fabricated and erected under a sub-contract.

The contract provided that the railway would purchase all materials and equipment for construction of the project and would provide air transportation for these materials and personnel where necessary; the contractor would furnish men and supervision, do all grading, etc., lay the track and ballast it. For this he was to be paid a fixed fee.

The contractor's program for construction was as follows:-

1950 - Buy and move equipment in-to place; commence construction of grade on south end and excavation of tunnel at M.P. 12.

1951 - Construct grade to M.P. 70, complete tunnel and Moisie River bridge and lay rail to about M.P. 50.

1952 - Complete grading on 85 per cent of line and lay track to M.P. 190.

1953 - Complete grading and track laying and 500 lift-miles of ballasting.

1954 - Complete ballasting and clean up work necessary for safe operation.

Construction progress was controlled by the speed at which men, machines and supplies could be moved into place. Airports and tote roads were built to facilitate this movement. A winter tote road to Knob Lake was opened during the winters of 1952 and 1953. Tractor trains and trucks moved freight along this road. Their cargo was made up of piling both steel and wood, bridge timber and ties, fabricated steel sections for the Manihek power project, equipment for the Knob Lake development and any other material unsuitable for handling by air. The cost of winter maintenance and the heavy snowfall made winter haulage as expensive as flying. A comparatively small tonnage was moved this way.

As sections of the railway between airstrips were completed, freight was staged from Sept Iles to airport by train for delivery by aircraft to final destination. As construction advanced, so did the base at which the aircraft were loaded.

North of M.P. 200 the right-of-way follows the Ashuanipi, Whitman, Molson and Manihek Lakes for 130 miles. These stretches of water were used to transport fuel and supplies, using open boats built on the site. The total tonnage of freight moved by this operation during 1953 was 165,527 tons.

In all there were 13 airstrips in operation along the right-of-way, including the ones at Sept Iles and Knob Lake. Douglas DC3's were the major type of aircraft used, with a Lancaster and a Fairchild C119 Packet used for a short period only. In 1953, 18 planes, including bush aircraft, and two helicopters, were fully employed in the transportation of men and materials. In addition, some contract flying was used for transportation of steel and cement. As much as 6,000 tons of air freight was handled in a single month. The helicopters were used for supervision and ambulance work.

Tracklaying

As successive sections of the grade were completed, track laying forces brought the rail up close behind the grading forces, at times so close that a keen rivalry developed between the two crews.

The track laying machine consisted of a burro crane distributing the rails from specially built truck cars. These cars were made of regular railway trucks supporting a frame constructed of rails, with a coupling arrangement at both ends. This allowed them to be taken down rapidly when their rail load was distributed, and to be set off to the side to allow the next car in line to move up behind the crane. These cars carried about 54 rails each. They were picked up each night when the track laying train was ready to return to its home siding for reloading.

Enough ties to hold the rail in place were spread at night from the tie cars by dumptrucks over the estimated length of the following day's laying. A minimum of track fastenings and bridle rods were also laid out. The remainder of the ties and the plates were distributed from the work train following the Burro. These were put in place by crews following the train. Spiking was done with air hammers and the joints were tightened with gasoline driven bolting machines.

Track laying was completed to Knob Lake in February, 1954.

Railway Operation

The ore will be carried out in trains of 100 cars, each carrying 85 long tons, powered by four Diesel-electric locomotives of 1500 to 1750 h.p., each. The volume of 10,000,000 tons per year will require seven trains per day during the ore hauling season. The season is expected to last 165 days, June 1st to November 15th.

The estimated running time for these trains is 15 to 16 hours southbound loaded and 12 to 13 hours northbound empty, with top speeds of 40 m.p.h. loaded and 50 m.p.h. empty.

Locomotive repair facilities have been installed in the repair shop in Sept Iles. Here all major repairs on the rolling stock will be carried out. Repair tracks with minimum repair facilities for minor emergencies have been constructed at Oreway, the half way point, and at Silver Yard, at the northern terminal.

The Centralized Traffic Control unit has been installed in Sept Iles and will control the operation of trains and equipment over the entire route. The south switches at all twenty-three passing sidings are power operated while the north switches are spring activated.

Power for switch and signal operation is obtained on the south half, Oreway to Sept Iles, from the St. Marguerite River power development, and on the north half, Oreway to Silver Yard, from the Menihok power development. This power is transmitted at 23,000 volts on a power line built to carry the transmission lines and the Centralized Traffic Control signal circuits. The two wires strung to carry the signal circuit also carry a telephone circuit plus a 12 channel carrier for telephone and teletype.

Equipment

The following railway equipment has been, or will be, purchased as shown to provide the ore hauling services:-

- 22 General Motors GP-7, 1500 h.p.
- 10 General Motors GP-9, 1700 h.p.
- 2 Montreal Locomotive Works RS3, 1600 h.p.
- 2 General Electric, 70 ton, 600 h.p.
- 49 large units, 1500 and 1750 h.p.
- 2 small units, 600 h.p.
- 1200 Ore cars, 1954
- 850 Additional ore cars, 1955
- 175 Ballast cars. 70 ton, Enterprise type
- 58 Air dump cars, 30 and 50 cu. yd.
- 28 Tank cars
- 23 Cabooses
- 37 Box cars
- 2 Refrigerator cars
- 3 Snow equipment
- 8 Jordan Spreaders
- 2 Wrecking cranes, 250 tons.
- 107 Miscellaneous - passenger, baggage and boarding cars
- 2 Steam locomotives
- 6 Locomotive cranes

The equipment actually in operation in the latter part of October was as follows:-

- 2 Steam locomotives
- 22 1500 H.P. General Motors Diesel GP-7 locomotives
- 10 1750 H.P. General Motors Diesel GP-9 locomotives
- 2 1600 H.P. Alco Mtl. Loco. Works locomotives
- 2 600 H.P. General Electric locomotives
- 1200 Ore cars
- 175 70-ton hopper ballast cars
- 95 Box cars
- 280 Flat cars
- 58 Air dump cars
- 15 Steel cabooses
- 28 Tank cars
- 5 Spreaders
- 2 Snow plows
- 1 Snow blower
- 55 Coaches and baggage cars

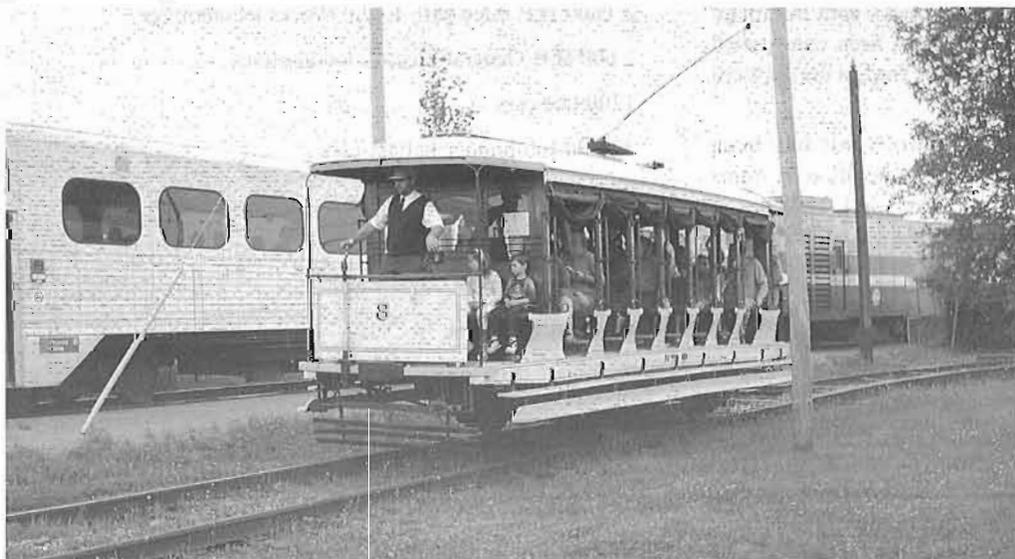
The Official Opening of the New Exporail Building



On August 27, 2004 occurred the official opening of the new Exporail building at the Canadian Railway Museum. There were about 500 guests on hand for this momentous occasion, including about 100 that came on a special train from Montreal.

LEFT: The Nicholls family receiving a bouquet of flowers at the opening of the Archives and Library of the Association. The library is in the new building, and was opened on the same day. Dr. Nicholls is a founding member of the CRHA, having joined in 1932. For many years he was the Association's archivist, and it was a truly happy occasion when the new facility was officially inaugurated.

RIGHT: Some of the dignitaries and officials displaying photographs presented just after the ribbon-cutting ceremony for the new building.



LEFT: The Association's 1895 open car No. 8 carrying some of the guests around the street car loop at the Museum. In the background is the special train which brought many of the participants from Montreal, and which was waiting to take them back after the conclusion of the celebration.

Very Early Horsecar Tickets Discovered

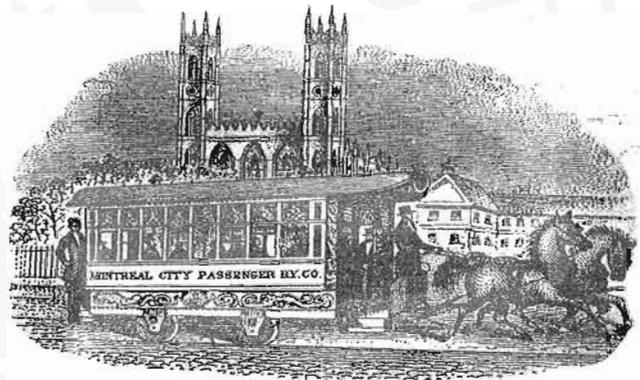


Recently there appeared on eBay a small block of Montreal street car tickets of a type previously unknown to railway historians and collectors. These date back to the early days of the horsecar era when the company was known as the Montreal City Passenger Railway. This name was in use for 25 years from 1861 to 1886. However the signature on the ticket appears to be that of W.D. Dupont who was Secretary of the company in the late 1860s, indicating that this is one of the earliest types of street car ticket issued in Montreal.

In December 1861, only a few days after the November 27 inauguration of service on the Montreal City Passenger Railway, the company placed advertisements in several newspapers stating that the fare would be five cents cash, but tickets would be sold in slips of 25 for \$1.00, a saving of 20% from the single fare. At the same time school children's tickets were offered at the rate of 50 for \$1.00.

The ticket is quite large, measuring 2 3/4 by 1 1/4 inches, and is printed in blue on rather thin white paper. The serial number is in red, and the reverse is blank. The tickets are perforated, like postage stamps, and, judging by the serial numbers of adjacent tickets in the block, appear indeed to have been sold in sheets of 25 for \$1.00. The block discovered is almost certainly a portion of one of these sheets. The style of printing and numbering resembles that of the Canadian revenue stamps of the same era, suggesting that they may have been produced by the same printer, British American Bank Note Company, which then had a plant in Montreal.

The picture of the horsecar on the ticket is almost identical to that shown on page 174 of the horsecar issue (September-October 2003) of Canadian Rail. This picture is reproduced on this page for comparison. A close inspection reveals that the drawing is not quite identical, differing in a few details, but the car is definitely of the same design which is very similar to the Philadelphia car also shown on page 174 of the above-mentioned issue. We may therefore conclude that the car depicted is one of Montreal's first.

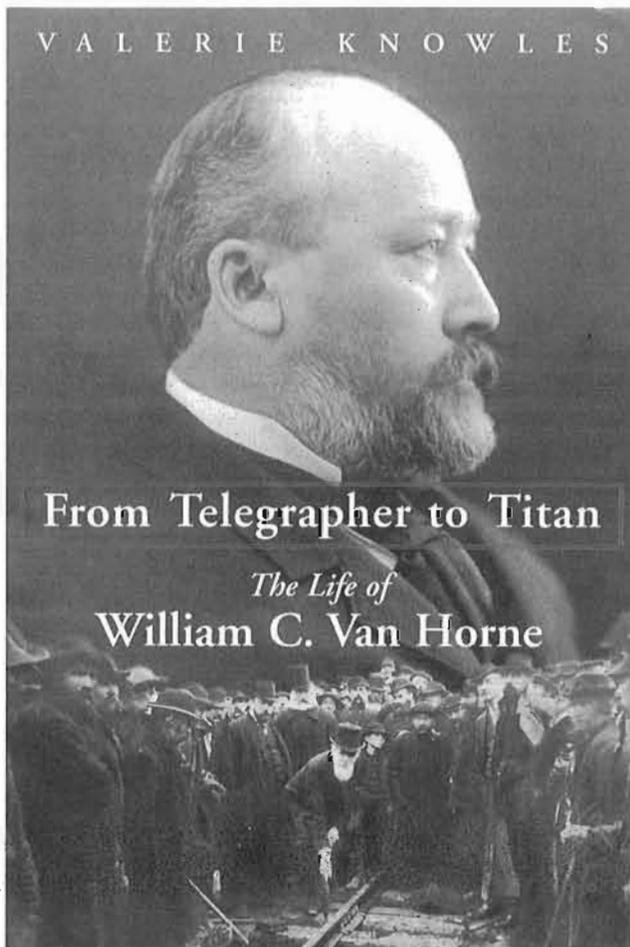


At some unknown date (probably in the 1870s) the early blue tickets were replaced by a new design depicting a more modern horsecar, since the 1860s vehicle was beginning to look decidedly old fashioned. One of these is depicted at the top of the same page 174 in the September-October 2003 Canadian Rail. These show the initials "M.C.P.R." for Montreal City Passenger Railway, and bear the signature of T.H. Robillard, who was Superintendent in the 1880s. These tickets are printed in yellowish green, with black serial numbers, and, unlike the earlier ones, have advertising on the back. Later examples of this type are known with the overprint "M.S.R." indicating that they were in use in 1886 when the company's name was changed to Montreal Street Railway.

The large-format thin paper tickets were apparently issued until at least the late 1880s, but soon after the company name change, they were discontinued and replaced by a smaller more durable format printed on thin card stock. With some changes in size, and many changes of design and price, these have continued until the present time.

The discovery of the very early large blue ticket with the earliest type of horsecar shows once again that historical research is an ongoing project, and new discoveries can happen at any time.

NEW BOOK



FROM TELEGRAPHER TO TITAN

by Valerie Knowles

Published by The Dundurn Group
 8 Market Street, Suite 200
 Toronto, ON
 M5E 1M6
 Price \$55.00

"AS THE FUNERAL TRAIN MADE ITS WAY THROUGH CANADA AND THE UNITED STATES, GROUPS OF MEN WHO REVERED VAN HORNE'S MEMORY GREETED IT, STATION AFTER STATION. IN HOMAGE, ALL TRAFFIC ON THE CANADIAN PACIFIC SYSTEM WAS SUSPENDED..."

September 1915. Amidst the news items concerning the Great War, then in its second year, came a startling news bulletin from home: "Van Horne is dead". His funeral procession was very impressive as it went from his Montreal residence to the Canadian Pacific Railway's Windsor station. There a special funeral train, to which was attached his old car "Saskatchewan", waited to take his body back to Joliet Illinois for burial. Among the crowd present that day were many who could recall the time, thirty years before, when Van Horne had been the driving force pushing the CPR through to completion.

Spring, 1885. The CPR was drowning in debt. Hundreds of miles of track had yet to be laid. Three years earlier, CPR General Manager William C. Van Horne had been contracted to complete the railroad within ten years. He did it in five - with money left over. Eighty-five years after his death William C. Van Horne was named Canada's Businessman of the Century.

A historical biography should contain certain elements: It should provide historical context; it should embrace the subject's life in a way that provides well-rounded and well-researched information; and it should provoke curiosity. Valerie Knowles' portrayal of William C. Van Horne in *From Telegrapher to Titan* does all of these, and, in addition, because of Knowles' narrative genius, it will be heralded as the definitive biography of one of Canada's most complex and controversial figures.

George Tate Blackstock, a friend of Van Horne's, wrote a year after his death that "Canadians...have no realization of the work he did or of what they owe him. He was a Napoleonic master of men, and fertility of his genius and resource were boundless, as were the skill and force with which he brought his conceptions to realities..."

Van Horne's realities included being set a tough mandate. It was up to him to forge from the rugged terrain of the Canadian Shield and the Rocky Mountains one of the longest and most efficiently run railroad systems in the world, to orchestrate thousands of workers into a type of cross-country army, and to appease the government bureaucrats who seemed determined to get in the way of their own country's progress. Obstacles and political peccadilloes did not stop Van Horne from approaching his task with enough panache, guts, and a certain irreverence, which bristled against the late-Victorian sensibilities of his peers.

In *From Telegrapher to Titan*, Knowles takes us back to an era of frenzied progress, a time of frontier mentality and old money, and shows us a titan amongst men, who rose from being a messenger boy to the Chairman of the Canadian Pacific Railway while becoming one of the foremost art patrons of his time as well as a devoted father and husband. Van Horne's legacy is felt today - his signature forever etched upon the country in tracks, coast to coast.

From Telegrapher to Titan is a large hardcover book of more than 500 pages, covering Van Horne's entire life, from 1843 to 1915. There is also some history of his ancestors, as well as a chapter about events after 1915. There are illustrations in the text which help to tell the story. The book is well indexed, and there are no less than 1138 footnotes giving source information of great value to the historian. This book is a must for any student of Canadian railway history.

ABOUT THE AUTHOR:

Montreal-born Valerie Knowles has had articles published in the Ottawa *Citizen*, the Ottawa *Journal*, and The *Globe and Mail*. She received her M.A. (History) from McGill University and has contributed to the *Canadian Geographic magazine*, the *Dictionary of Canadian Biography*, The *Beaver* and *Horizon* magazine. Her research work includes archival and primary source material and she has published several non-fiction works.

Another Fifty Year Flashback

The 50th Anniversary of the "Ocean Limited"

Much has been done this year to commemorate the centennial of the "Ocean Limited", the longest running named train in Canada. Fifty years ago there was another commemoration when this train completed half a century of service. It was also a time of transition for the train, because, before the year 1954 was out, October 5 to be exact, the "Ocean Limited" became the first long distance CNR train to be dieselized.

The following article appeared in *Canadian Transportation* for September 1954, and contrasts the train of 1904 with the modern streamliner of 1954. It is hard to believe that just as much time again has passed since that article appeared!

The Ocean Limited - Fifty Years of Progress

On July 3, 1904, there rolled out of the old North Street Station in Halifax and the historic Bonaventure Station in Montreal a new passenger train to link the two cities. No fanfare of trumpets heralded the event. The train was known in the then-Intercolonial timetables as the "Ocean Limited" - numbers 199 and 200. Today the Ocean Limited is designated in Canadian National Railways timetables as trains numbers 3 and 4, the Intercolonial now being part of the C.N.R. system.

The Ocean Limited epitomizes the advance made in railway operation both in motive power and passenger equipment, as well as in operating methods, over the span of half a century. When it made its debut the train was hauled by a ten-wheeler type locomotive, having a four-wheel leading truck and three pairs of drivers. The old Stephenson link motion was in vogue, and boiler pressures were not as high as they are today.

The passenger equipment was of a like order. The sleeping cars were of wooden construction and the interiors were decorated in dark, sombre colors - mahogany was the vogue in those days. There was no air conditioning and mattresses were felt filled, the best of the day. The dining cars carried the same sombre color note.

Today the Ocean Limited is hauled by powerful Northern type steam locomotives, the sleeping cars and other equipment are of all-steel construction, and the interiors of the sleeping cars and diners are done in light pastel shades. There is air conditioning, while the lounge cars, not known in those early days, with their fluorescent lighting, are the last word in luxury travel, as are the sleeping cars. Other innovations are the popular roomette cars, with their individual closed space, each roomette with its own temperature controlling system and toilet facilities.

Like advances have been made in operating methods, one of the most spectacular of which is Centralized Traffic Control, which was installed between Moncton and Halifax during the second world war to expedite the movement of troops and munitions. Since that time Centralized Traffic Control, which makes a single track practically equivalent to a double track, has been extended to other parts of the

Canadian National system. Automatic block signals are also part of the advance in operating methods that has taken place. Centralized Traffic Control, or C.T.C. as it is known in railway circles, dispenses with train orders. A train controller controls the movement of trains over his section by light signals, operating the switches when arranging train meets at sidings, by remote control. The train controller can also get into communication with train crews by means of a telephone system, telephone cabins being installed alongside each of the signal posts.

The Ocean Limited, during its half century of service, has witnessed great advances in other fields of endeavour - in industry, medicine, agriculture, forestry and mining - while nobody dreamed of atomic bombs or atomic energy in those what-now-seem-to-be "far off" days.

The world was a happy place in the days when the Ocean Limited commenced rolling out of Halifax and Montreal on her scheduled run between the two cities. It was to be ten years before the cataclysm of the first world war broke upon the world. In that war the Ocean Limited did yeoman service, as did other trains of the system, transporting troops to seaboard for movement overseas or engaged in the war effort, and bringing the troops back victorious.

Twenty-one years later, during the second world war, the Ocean limited again carried on under heavy burdens. Shortly after the war commenced, second sections were the usual thing. Ultimately these second sections became The Scotian, carrying both day coaches and sleeping cars.

The old North Street Station was demolished in the Halifax explosion of December 6, 1917, and today the Ocean Limited rolls out of and into a modern station which is linked up with a deluxe hotel, the Nova Scotian, and a modern ocean terminal. In Montreal, the historic Bonaventure Station has given way to progress and the Ocean Limited of the present departs from and arrives at Central Station, one of the most modern railway passenger terminals on the Continent.

The future looks bright for the "Limited". Before many months, diesel-electric locomotives will be head-ending the big train, and another important event in fifty years of steady progress will be marked.

BACK COVER TOP: A two-car RDC train stops at Ayer's Cliff on the Massawippi Valley line of the Quebec Central Railway on March 2, 1968. The occasion was a CRHA "Snow" excursion to Newport Vermont.

BACK COVER BOTTOM: CNR 5107 and 6153 head a special excursion train out of Montreal on October 14, 1962.

Both photos by Fred Angus

Canadian Rail

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