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The Ocean, CPR Tuscan Red fleet, Olympic Rails

L'Océan - Le parc de voitures rouge toscan du CPR - Voies ferrées olympiques

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FRONT COVER: Resplendent in the classic CNR passenger diesel colours of green, yellow and black, new MLW FPA4 6765 pauses at Moncton, New Brunswick in August 1959 with the westbound "Ocean Limited". The outbound engineer, clad in classic garb is striding alongside his charge while the fireman waits to hand up the grips, lunch buckets and water pail. D. MacIntosh, Smaill collection, (Thanks also to Bill Linley and the Orangedale Station, Nova Scotia gang for saving this image with Exporail in mind)

BELOW: The Canadian Government Railways was the first Canadian railway to purchase all steel sleeping cars. The fourteen L class sleeping cars were the third lot of such cars built for the CGR and were built by the Pullman Company in 1918 for service on the Ocean Limited. These cars with their uncommon 10 section-2 drawing configuration would remain in service until the 1960s. – Library Archives Canada PA182692

PAGE COUVERTURE : Resplendissante dans sa livrée verte, jaune et noire classique des locomotives diesels du service passagers du CNR, la FPA4 de la MLW no 6765 est en attente à Moncton, Nouveau-Brunswick, avec l'Océan en direction ouest en ce mois d'août 1959. Le mécanicien, vêtu de l'uniforme traditionnel, s'avance vers son poste tandis que le chauffeur se prépare à saisir la boîte à lunch et le seau d'eau. D. MacIntosh, collection Smaill (merci à Bill Linley et au personnel de la gare d'Orangedale d'avoir sauvegardé la photo pour Exporail).

Ci-DESSOUS : Le Canadian Government Railway (CGR) fut le premier chemin de fer canadien à acquérir des voitures-lits entièrement métalliques. Les 14 voitures-lits de classe L faisaient partie du troisième lot de cet ensemble de voitures destinées au CGR. Construites par la compagnie Pullman en 1918 pour l'Ocean Limited, ces voitures, avec leurs configurations inusitées de 10 sections et deux chambres, demeurèrent en service jusque dans les années 1960. Bibliothèque et Archives Canada PA 182692.

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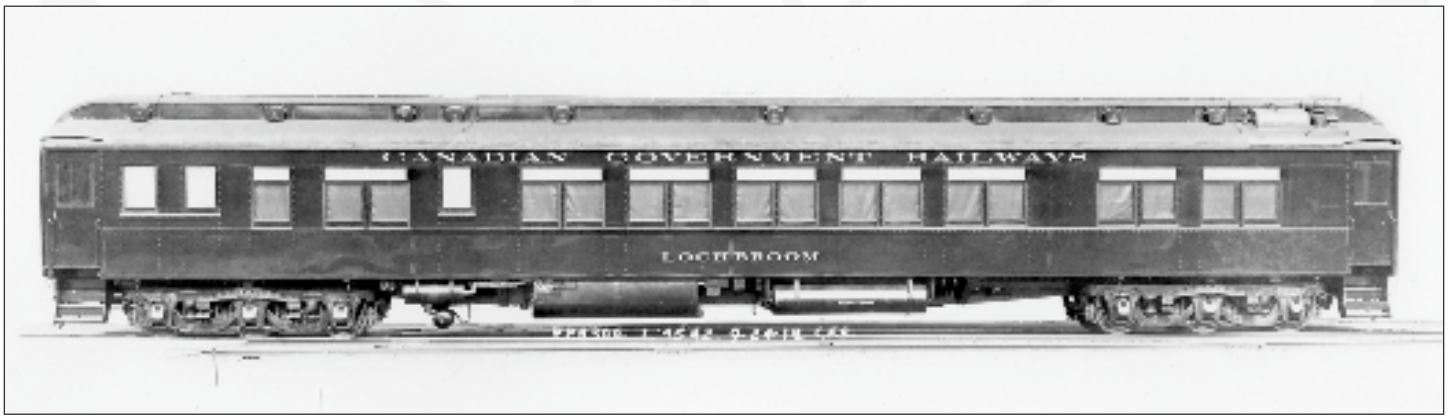
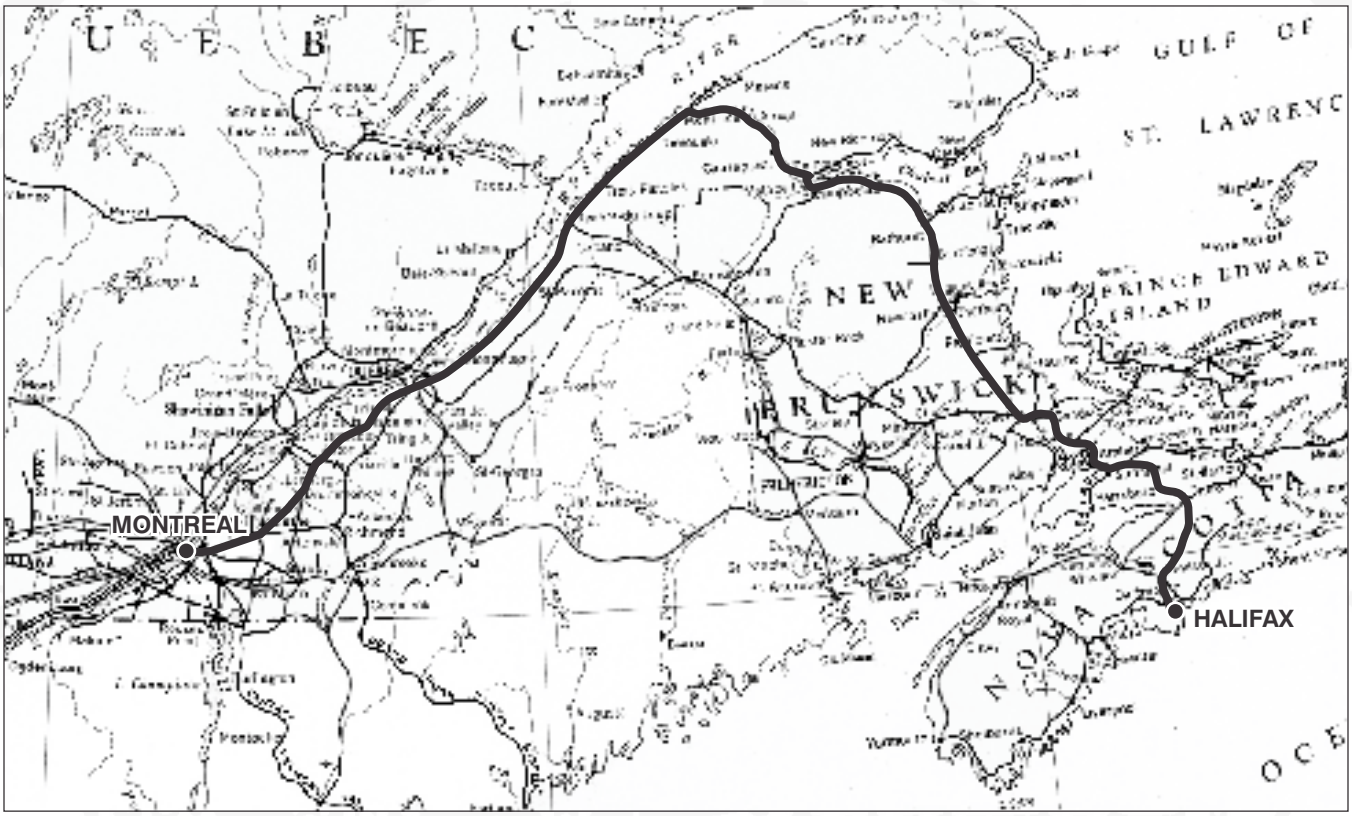


History Follows the Ocean to the Ocean

By Jay Underwood

6:30 p.m., Saturday, December 12th 2009: The Ocean rolls slowly eastward out of Montreal's gaudy post-modern shopping mall/Central Station just as it has done six times every week since July 4th 1904, carrying with it not only the myriad ambitions, aspirations and dreams of the people on board, but more than 105 years of history.



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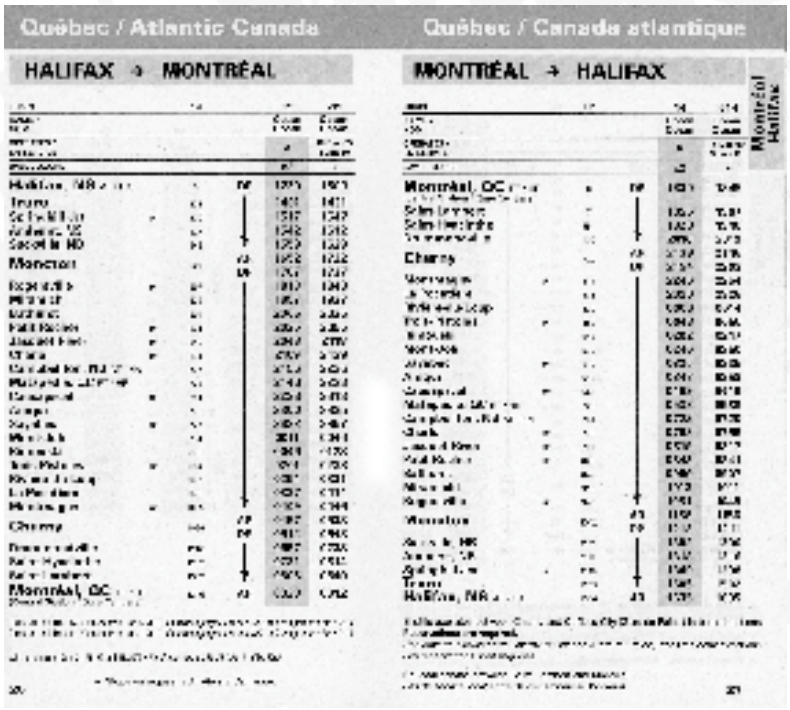


Central Station is a relative newcomer to the Ocean's route, having been introduced as the train's western terminal in July of 1943. The Ocean Limited had first departed from Bonaventure Station, on what is now Peel Street, a magnificent edifice opened in 1888 as a replacement for the outmoded and cramped station built for the Montreal and Lachine Railway in 1847.

Heavily damaged by fire in 1916, the Grand Trunk Railway hastily patched up the structure. Canadian National Railways announced plans for a new station in the 1920s, but debates over its location and then penny pinching during the Great Depression delayed completion of a new terminus for many years.

Current Ocean timetable in effect dated December 1, 2009. VIA Rail Canada

Horaire de l'Océan Limitée en vigueur au 1er décembre 2009. Via Rail Canada.

When the "Ocean Limited" was inaugurated in 1904, the Grand Trunk Railway's Boanventure Station in Montreal was the western terminus of this new service. This view shows Bonaventure circa 1890 and before the fire of 1916. The Montreal terminal was switched to Central Station when it opened in 1943. Canada Museum of Science and Technology Archives, CN001037.

La gare Bonaventure de Montréal était le terminus ouest de l'Ocean Limited au moment de l'inauguration de ce dernier en 1904. Cette photo, prise vers 1890, illustre la gare avant l'incendie de 1916. Le terminus de Montréal fut transféré à la gare Centrale en 1943. Archives du Musée canadien des sciences et de la technologie, CN001037.

The passengers on this night have forsaken the jet airplane and private automobile — or that antithesis of long distance travel comfort, the bus — to ride a train that now carries an aura of antiquity with it. This is also a less hurried way, as VIA Rail would say "more human way" to travel, devoid of the deep vein thrombosis experienced in cramped aircraft cabins, or the road rage now becoming prevalent on crowded highways.

Indeed, with VIA Rail operating as a Crown corporation, train travel carries a more "royal" cachet than any other form available to Canadians…or anyone else. Few Canadians realize they are riding aboard the second oldest continuously scheduled named train service in the world. Not even legendary trains like the Orient Express, the California Zephyr, or South Africa's Blue Train, can claim to have run without interruption for as long as Canada's premier eastern express.

To reach that status required a political gamble by then Minister of Railways and Canals Henry Robert Emmerson, the Maugerville, New Brunswick Liberal in Sir Wilfrid Laurier's government, who had taken control of the government owned railway at a time when costs were mounting and public opposition to increased subsidies in areas not served by the railway was increasing.

Previously the ICR's only Montreal-Halifax train had been the Maritime Express-. Bowing to political pressure, the number of stops had increased to the point where the train was stopping at even the smallest stations between Halifax and Montreal. This made the "Express" moniker a joke. More seriously, the Canadian Pacific –

Henry Robert Emmerson (1853-1914) The Liberal minister of railways in the Laurier government, he introduced the Ocean passenger service to help make the Intercolonial a valuable asset to the Dominion. (Topley photo, Library and Archives Canada PA 026992)

Henry Robert Emmerson (1853-1914), ministre libéral du chemin de fer dans le gouvernement Laurier. Il a introduit le service passager Océan afin d'aider l'Intercolonial à devenir un atout de valeur pour le Dominion. (Photo Topley, Bibliothèque et Archives Canada, PA 026992)

The Maritime Express in the Wentworth Valley, Nova Scotia in 1903. Photographer unknown, Canada Museum of Science and Technology, CN Collection 000404.

Le Maritime Express dans la vallée de Wentworth, Nouvelle-Écosse, en 1903. Photographe inconnu. Musée canadien des sciences et de la technologie, collection CN00404.

An engraving, based on the photo above of the Maritime Express graced a Dominion of Canada $ 5 banknote in 1912. Some 11,019 five dollar Dominion notes were issued bearing the illustration of the Maritime Express between 1912 and 1931. Banknote number 440167 was bequeathed by Frederick Angus along with many others with railroad motif to the CRHA. CRHA Archives Fonds Angus.

Une gravure, inspirée de la photo ci-dessus du Maritime Express, illustre un billet de 5 $ du Dominion du Canada en 1912. Quelque 11 000 exemplaires de ce billet furent imprimés entre 1912 et 1931. Le billet no 440167 fut légué à l'ACHF par Fred Angus, ainsi que plusieurs autres avec motifs ferroviaires. Fonds Angus.

which was lobbying to either takeover or secure running rights on the ICR's Maritime lines – was running through cars between Montreal and Halifax using its Short Line across Maine and the ICR east of Saint John on a schedule much faster than that of the Maritime Express.

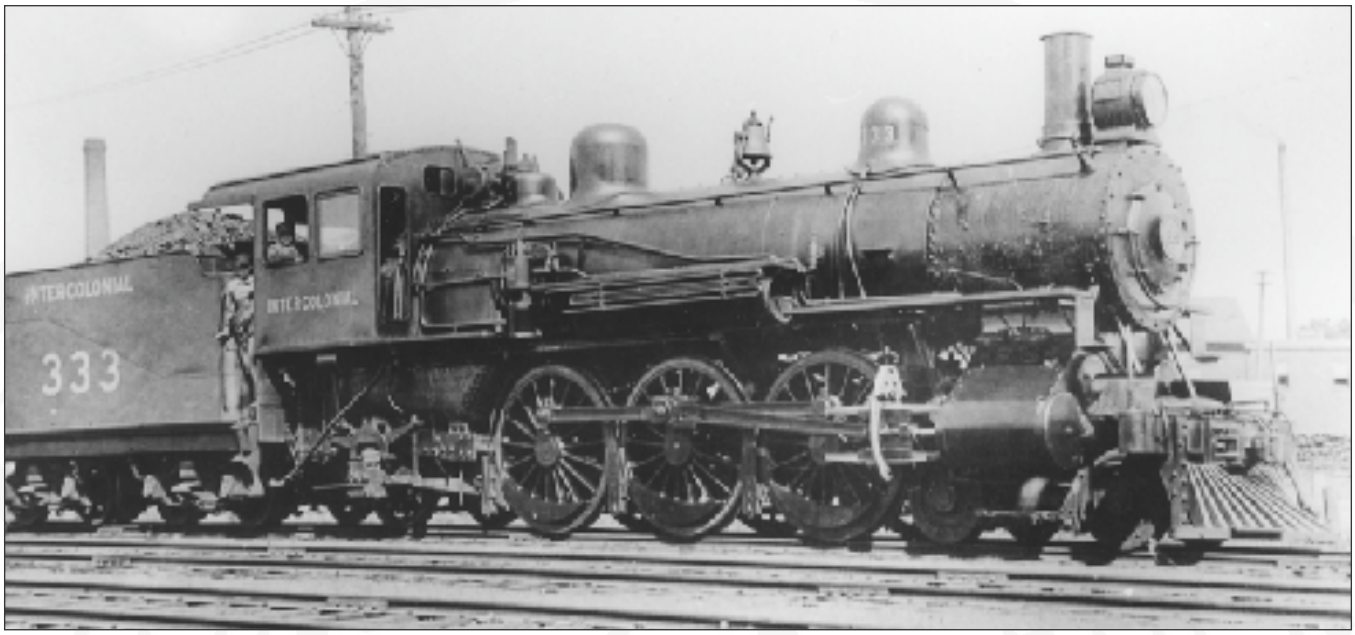
As its name implied, the Ocean Limited was planned to be an exclusive and opulent service. Initially, it was scheduled to run only in the summer months when vacation and transatlantic traffic peaked.

Emmerson knew the railway needed a flagship, something to show to the nation and the world that the government was determined to make its publicly owned railway (a proposition openly derided by the robber barons of the privately owned American railways) a paying proposition.

To do that required a massive infusion of money to bring the track, roadbed and bridges up to a standard necessary to carry longer, faster, heavier locomotives and their trains, and Emmerson told Parliament he intended to make the Intercolonial "the great asset of the Dominion."

That might explain why, as the train was being planned in 1901, the proposed name was the Imperial Express which, as the Railway & Shipping World magazine noted in its March 1901 edition, sounded too much like the CPR's Imperial Limited, "…and should be changed to something original."

The Ocean Limited was immediately popular, and soon attracted a regular clientele. Up to 1912, the train operated seasonally and did not run on Sundays in the Maritimes where the Lord's Day Act was strictly enforced. When the Ocean Limited began operating year-round, the Maritime Express faded into a plodding secondary train stopping on average every 8 miles.

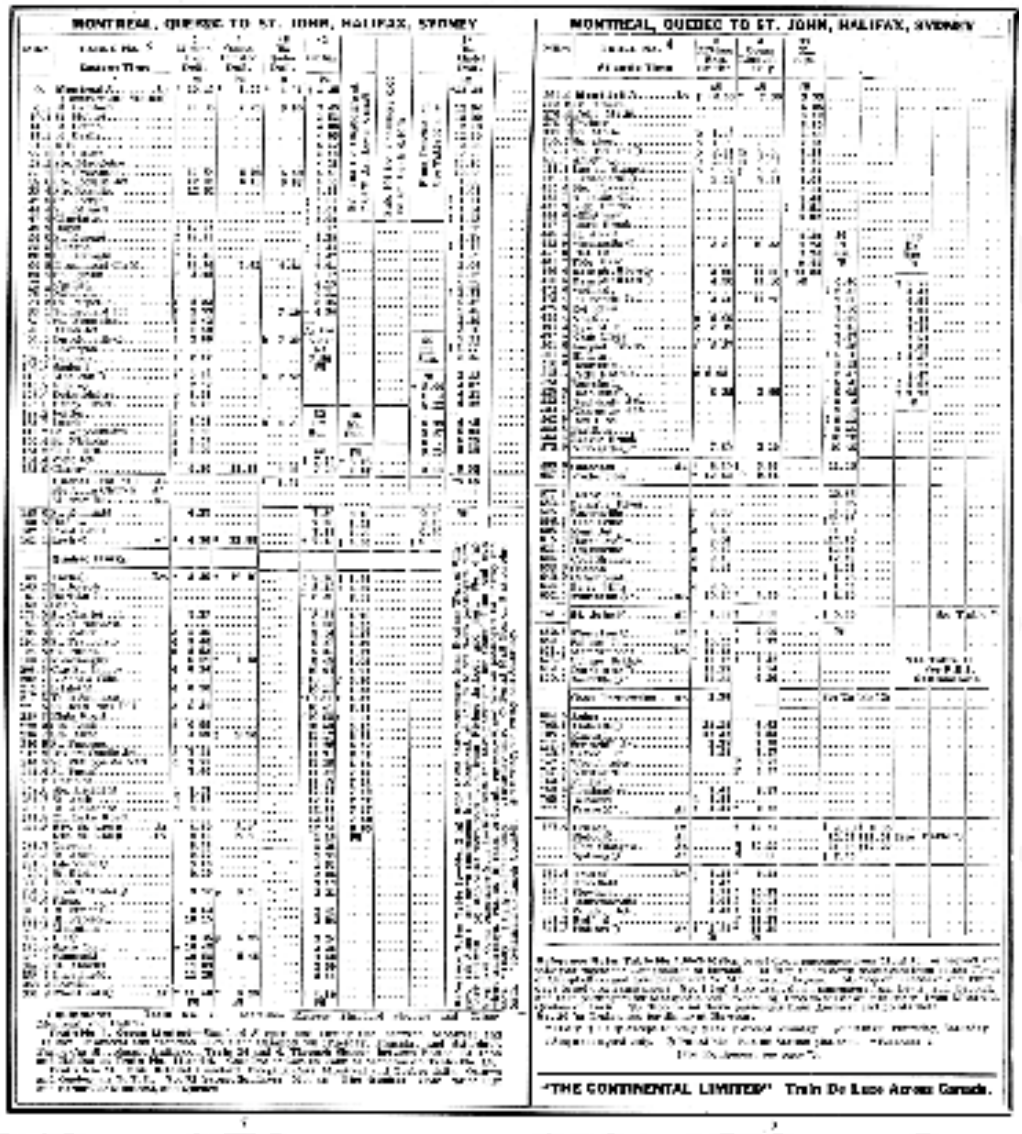


Contrary to popular belief, the government owned railway could be venturesome. The Intercolonial had a number of firsts to its credit including being the first Canadian railway to use 4-6-2 Pacific type steam locomotives. The larger grate area of the firebox , made possible with the use of a trailing truck made the new Pacific type engines the locomotive of choice for ICR passenger trains from 1905 onward. In fact, the increased schedule of the "Ocean Limited" with advent of steel underframed passenger equipment made engines the size of a 4-6-2 an absolute necessity. In this summer 1911 view at Truro, 4-6-2 333 will become the motive power for the westbound "Ocean Limited". Eventually, this engine which began service as 2nd 333 on the ICR was retired in 1942 as CNR 5542. Sister Pacific 5550 now preserved at Exporail was built by MLW in 1914 for the Intercolonial / Canadian Government Railways as that carrier's no 451. Kenneth S. MacDonald collection.

Contrairement à la croyance populaire, ce chemin de fer, propriété du gouvernement, se révéla une entreprise à risque. L'Intercontinental Railway (ICR) fut le premier chemin de fer canadien à utiliser des Pacific 4-6-2. À partir de 1905, l'ICR a privilégié ce type de locomotive qui, grâce au support d'un bogie arrière, pouvait comporter une grille de foyer plus large. Le recours aux 4-6-2 fut rendu nécessaire pour réduire le temps de parcours de l'Ocean Limited et tirer les nouvelles voitures de passagers plus lourdes à châssis métalliques. Truro, été 1911, la 4-6-2 no 333 sera à la tête de l'Ocean Limited en direction ouest. Cette locomotive, la deuxième no 333 pour l'ICR, fut retirée en 1942. Elle portait alors le no 5542 pour le CNR. Sa sœur, la Pacific no 5550, actuellement préservée à Exporail, fut construite par la MLW en 1914 pour l'Intercontiental/Canadian Government Railway et portait à l'origine le no 451. Collection Kenneth S. MacDonald.

Canadian National acquired its first 15 Mountain type steam locomotives from the Canadian Locomotive Company in Kingston, Ontario in 1923. Lanky Mountain 6010 posed on the head end of the Ocean Limited at Moncton in 1928. J. Markham, Douglas N W Smith Collection.

Le Canadien National a acquis ses 15 premières locomotives à vapeur de type Mountain en 1923 de la Canadian Locomotive Company de Kingston, Ontario. La Mountain no 6010, quelque peu dégingandée, est photographiée ici à la tête de l'Ocean Limited à Moncton en 1928. J. Markham, collection Douglas N. W. Smith.



Canadian National Railways 1922 timetable showing both the Maritime Express and Ocean Limited schedules. CRHA Archives.

Les horaires du Maritime Express et de l'Ocean Limited dans l'horaire du Canadien National de 1922. Archives ACHF.

Today the Ocean, which lost the Limited part of its moniker when CN made all its train names bi-lingual in the 1960s, features the modern "Renaissance" (Ren) sets designed in Europe. On the plus side, the new equipment provides 2-1 seating for coach passengers, private showers in bedrooms and exceptional riding quality. There is definitely lack of convivial lounge space except in the summer months when one of the Park class sleeping-dome-lounge cars is assigned to the train. None of the current railway staff ever mentions the antiquity of the service, where one might have felt any other company would trumpet such longevity loudly and with pride.

Back to our train trip. Its slow over the Victoria Jubilee Bridge is fitting, but the darkness of the Ocean's departure hides more than 150 years of history. One of the engineering wonders of the world when the Grand Trunk Railway completed it, this bridge was the first to span the ageless river.

There is a pantheon of august names associated with the bridge: Thomas Coltrin Keefer selected the site; Robert Stephenson, son of the famed George Stevenson who built Rocket, designed the three kilometers (two miles) of trusses that lie on twenty-four piers; and Edward Albert, Prince of Wales, oldest son of Queen Victoria inaugurated the bridge in 1860.

Although it has undergone several major rebuilding over the years, the bridge continues to make Montreal a vital transportation hub in North America.

The landscape, like the very train itself, has changed greatly over those years, as the Ocean cruises into the darkness through Saint-Lambert to Saint-Hyacinthe on what was the St Lawrence & Atlantic Railroad, the third railway to open in Lower Canada (what we now call Quebec) in 1848. At this time of year neon advertising, Christmas LED displays and the stark flash of crossing signals brighten a cold winter sky for those who want to try and see what they can from the tinted glass of the coaches.

CNR U2g 4-8-4 6207 was part of an order of "war baby" Northerns built by Montreal Locomotive Works in 1942. As they were delivered, they were immediately placed in service between Moncton and Halifax supplementing their older 6100 series sisters. In 1942, heavy wartime passenger and freight traffic saw the Northerns placed into service on the entire Montreal – Halifax run. In this postwar view from August 1949, Northern 6207 has the westbound "Ocean Limited" well in hand leaving Halifax for the west. Photo: Kenneth S. MacDonald.

La locomotive 4-8-4 U2g no 6207 du CNR, construite par la Montreal Locomotive Works en 1942, faisait partie de la commande des Northern du temps de la guerre. Au moment de leur livraison, elles furent mises en service entre Moncton et Halifax, en renfort de leurs sœurs de la série 6100. On en a observé aussi en 1942, à la tête de trains de passagers et de marchandises entre Montréal et Halifax. On aperçoit, sur cette photo d'après-guerre de 1949, la Northern no 6207 à la tête de l'Ocean Limited en direction ouest. Photo : Kenneth S. MacDonald.

From Montbec (about two miles east of St Hyacinthe) to Chaudiere (about two miles west of Charny, our train rolls over the former Drummond Country Railway. Built in the 1890s, the Intercolonial acquired the line in 1898 as part of a push by the Laurier government to extend the government owned system to Montreal. The receding headlights of private vehicles on Autoroute Jean Lesage, which chases the railway between Montreal and Quebec City, shows that the railway can still beat the horseless carriage for speed and comfort, and the train passenger almost feels sorry for the harried motorist as he is left behind in his desperate hurry to beat the truck traffic.

Track abandonments east of Charny ended the picturesque run along the banks of the St Lawrence to the Levis station and the Ocean now runs inland from the river. The Dominion government purchased most of the section from Charny to Riviere du Loup from the Grand Trunk Railway in 1879. The Grand Trunk happily turned over the under maintained and thinly traffic line to the ICR and used the funds to extend its main line from Port Huron, Michigan to Chicago.

It is only at Rivière du Loup that the Ocean begins travelling over the original Intercolonial line. A rail link to the Maritimes built by the Dominion government was one of the main demands of the east coast residents made when discussing the confederation of the British provinces in the 1860s. While Nova Scotia and New Brunswick politicians had espoused the project for the previous two decades, the project floundered as neither private capitalists or the British government was willing to finance on the line through the sparsely populated areas of New Brunswick or eastern Quebec. The notion of government construction and ownership came from the Maritimes that had a tradition of this; the Nova Scotia Railway and the European & North

American Railway were owned by the two provinces. It was agreed that the Dominion government would takeover the railways owned by Nova Scotia and New Brunswick and to extend the them to form an intercolonial railway system from the St Lawrence River to Halifax. Riviere du Loup was designated as the western terminus in 1867. Oddly, it took nine years to complete the less than 500 miles of new construction needed to finish the eastern transcontinental line. The reasons centred on political wrangling over the route of the line, patronage appointments and construction materials. The process sorely tried Sandford Fleming who oversaw the surveys and construction of the line as engineer-in-chief.

With no hope of seeing much along the southern shore of the St. Lawrence River before dawn greets the train beyond the spectacular Matapedia Valley of the Gaspé Peninsula, the history of the line and this train is all there is to engage the imagination of the wide-awake traveler.

Bic, Quebec posed the first of four major engineering challenges for Fleming's crews, requiring the removal of half the mountain face along the coast of Otty Bay. This feature is lost to the darkness on the current schedule, as the train goes by well after 2 a.m.

So too is the somber rail-side grave of John Frederick Darwall, passed by the train shortly after leaves Causapscal at four o'clock in the morning. One of seven engineers on Fleming's staff to die at a young age, Darwall was drowned he attempted to cross Lac au Saumon on a bitter winter night in 1871. He was thirty-six years old.

Again in darkness, the Ocean crosses the Restigouche River on the border of Quebec and New Brunswick, crossing the river close to the whirlpool where Capt. John Hodges Pipon of the Royal Engineers lost his life in 1846 as he conducted the survey later taken over by Major William Robinson, for whom this route is named.

While the Ocean Limited was an all-sleeping car train from the 1940s through 1958, its consist often included long strings of head end cars carrying fresh fish, express and mail. The Alco 244 engined FPA2's arrived in 1955 and were a welcome addition to the passenger diesel motive power assigned to the CNR's Maritime passenger services. The 6711 eventually was renumbered 6756. The later 6760 series FPA4's powered with the dependable Alco 251 diesel engines would replace the FPA2's after 1959. On April 28, 1956, FPA-4 6711 and FB-2 6807 head up the eastbound 14 car train at Moncton, New Brunswick. Kenneth S. MacDonald.

Quoique l'Ocean Limited fût un train exclusivement constitué de voitures-lits entre 1940 et 1958, on y ajoutait fréquemment plusieurs wagons pour le transport de produits frais de la pêche, de colis express et de poste. L'acquisition par le CNR, en 1955, des locomotives diesel FPA2 avec des moteurs Alco 244 fut fort appréciée pour le transport des passagers dans les Maritimes. La no 6711 fut renumérotée plus tard 6756. Les FPA4 de la série 6760 avec des moteur Alco 251 remplaceront les FPA2 après 1959. En ce 18 avril 1956, les FPA4 no 6711 et FB2 no 6807 sont à la tête du train no 14 en direction est à Moncton, Nouveau-Brunswick. Kenneth S. MacDonald.

The crossing of the Restigouche is made shortly after Matapedia, where the thrice-weekly rendez-vous between the Ocean and the Chaleur takes place. The Chaleur wends its way along the bay towards Gaspé, but not on this night. Residents of the communities along the 325 kilometre (203 miles) route, like so many Canadians on other routes, know their railway service hangs in a precarious balance between necessary subsidy funding and the political will to keep the route open.

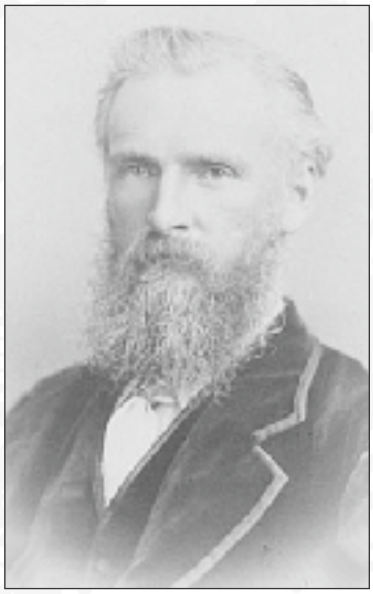
Before reaching sun-up at Campbellton, New Brunswick at 7.22 a.m., the Ocean passes through the only true tunnel on Major Robinson's path, the

Morrissey Rock tunnel that was built at the expense of the lives of two navvies who were careless with their black blasting powder!

At about 10: 30 a.m., and with daylight now a constant companion along the remainder of the route, passengers on the Ocean get a good opportunity to experience the bridges over the Miramichi River, the second major obstacle presented to Fleming's volunteers as the line was built eastward, and one overcome by his divisional engineer Alexander Luders Light, and district engineer William Baillie Smellie.

In a wonderful image from the mid fifties when the CNR was dieselizing the Maritime passenger services with a vengeance, the westbound Ocean Limited and its slower running mate, the Scotian, were photographed at Truro on March 23, 1958. The C-Liners 6705 and 6805 head up the departing Ocean, while the 6511 and 6611 are switching head end cars from the Sydney connecting train into the consist of the Scotian. Less successful than their GMD and MLW counterparts, the often temperamental CLC 6700's were reassigned to Upper Canada after 1958. They would make occasional appearances on the" Ocean" and the" Scotian" in the sixties, albeit usually as trailing units. Kenneth S. MacDonald.

Magnifique illustration des années mi-1950 lorsque le CNR convertit au diesel son service de passagers dans les Maritimes. L'Ocean Limited et le Scotian, plus lent, photographiés à Truro le 23 mars 1958. Les locomotives C-Liners nos 6705 et 6805 se préparent à tirer l'Ocean tandis que les nos 64-511 et 6611 manœuvrent les voitures de tête du train en provenance de la correspondance de Sydney vers le Scotian. Ayant moins de succès que leurs équivalentes GMD et MLW, les CLC 6700 furent assignées à l'Ontario après 1958. Elles apparurent à l'occasion sur l'Ocean et le Scotian dans les années 1960 comme locomotives d'appoint. Kenneth S. MacDonald.



Alexander Luders Light (1822-1894): A veteran of New Brunswick railway construction, he built the European & North American line, and was district engineer for the difficult work of the Intercolonial in Northern New Brusnwick. (Jay Underwood collection)

Alexander Luders Light (1822-1894). Vétéran de la construction du chemin de fer au Nouveau-Brunswick. Il a construit la ligne European & North American et fut ingénieur de district pour l'Intercolonial dans la région nord du Nouveau-Brunswick, où il dirigea des travaux fort difficiles. Collection Jay Underwood.

William Baillie Smellie (1830-1912): The Scottish-born engineer was responsible for the erection of the Intercolonial Railway bridges over the Miramichi River in New Brunswick (Photo courtesy Smellie family)

William Baillie Smellie (1830-1912). Ingénieur d'origine écossaise, il fut responsable de l'érection du pont de l'Intercolonial au-dessus de la rivière Miramichi au Nouveau-Brunswick. Offert par la famille Smellie.

The two bridges were among the longest and most expensive structures on the entire line. While Fleming has been given credit for their construction, the work was overseen by Light — who had far more experience with iron bridge construction — and Smellie, who found the local stone for the abutments that prevented the project from going dramatically over budget and pitching Fleming into a political quagmire.

The City of Miramichi today contains the old community of Newcastle, which at the time of the 1846 survey for the railway, was the second-largest community in New Brunswick after Saint John. It was for this reason local Conservative MP Peter Mitchell, a perennial minister in Sir John A. Macdonald's cabinet, insisted the Intercolonial follow Robinson's

route along the province's north shore.

Ironically the bridges are now mirrored across the river by a new twin lane highway the government of New Brunswick has committed to build from Campbellton to Moncton, making northern New Brunswick's remote communities less "remote," and providing further private automobile competition for railway passenger traffic.

Two hours after passing over the Miramichi, the Ocean rolls into Moncton, a city that owes its existence to the Intercolonial Railway, which called the small town on the Peticodiac River its headquarters from 1872 until Canadian National Railways was formed in 1919.

To reach the station at the far end of the city, the train follows track laid down by Alexander Luders Light for the European & North American Railway in the 1850s, and it is this line that lies bare the myth of Fleming's use of iron bridges on the Intercolonial.

Conventional history records that Fleming engaged in a battle with the Intercolonial commissioners over the sue of wood or iron structures; Fleming arguing that iron bridges would be less susceptible to fire, and that iron would be easier to replace in the more remote areas of Northern New Brunswick where wood for bridges was, curiously, then in short supply.

At some point these facts have led to the assertion that Fleming was the first to use iron bridges on Canadian railways, but Light had used them on the European & North American almost ten years before Fleming set foot in New Brunswick, and twenty years before the Intercolonial was completed.

At Moncton, the old headquarters city for the Intercolonial, the largest numbers of passengers disembark from the train. During peak travel times, several Renaissance cars are cut off the train to be added to the westbound Ocean that same day. At present, the Industrial Rail Services plant in the former Canadian National shop at the Moncton freight yard is humming with massive contracts from VIA to overhaul the Bombardier built LRC cars, upgrade the safety and accessibility features of the Renaissance cars and rebuild VIA's RDCs.

Continuing its run eastward, the Ocean passes beneath the daunting walls of Dorchester penitentiary, the federal prison that has held some of Canada's worst criminals, and one German war criminal from the Second World War — Kurt Meyer, the SS commander who ordered the execution of prisoners of war, including seven members of the famed North Nova Scotia Highlanders Regiment at Abbey Ardennes, France in 1944.

The penitentiary was a gift to the town, presented by its most prominent resident, Edward Barron Chandler, the Intercolonial Railway commissioner who had also insisted the rail way take a sweeping route off the most direct line to Moncton so that he might take the train more easily between Ottawa and his home. The line also passed close to his proposed coal mine, which was never developed.

The "Dorchester Diversion" has taken a back seat to other similar detours in Fleming's line, perhaps because it was built by the New Brunswick government under the charter of the Eastern Extension Railway.

The Ocean reaches Amherst, Nova Scotia, at a little after 1 p.m. and comes to a halt in a town that was home to four fathers of Confederation: Robert Barry Dickey, Edward Baron Chandler, Charles Tupper and Jonathan McCully.

The station building here is the oldest of any served VIA in Nova Scotia, and functions as the gateway to the province. Indeed, except for a flag stop at Springhill

This lineup of rail diesel cars awaiting overhaul was photographed at Industrial Rail Services in Moncton, New Brunswick on October 19, 2009. Visible are: 6212-6128, 6224, 6207, 6137, 6208, 7214. David Morris.

Cet alignement d'automotrices diesels, en attente de révision, fut photographié à l'Industrial Services de Moncton au Nouveau-Brunswick le 19 octobre 2009. Nous apercevons les nos 6212, 6128, 6224, 6207, 6137, 6208 et 7214. David Morris.

Junction, there are only two other operating railway stations left in Nova Scotia.

Shortly after leaving Amherst on the final leg of the trek to Halifax, the Ocean passes the unmarked spot where the Intercolonial Railway was born. This is believed to be close to the salt processing site at Nappan where a small and exclusive party of local notables and contractors turned the first sod of the railway in May of 1869.

That it has been ignored and left unmarked is perhaps testament to the attitude of most Canadians towards their railway history, and the railway itself; so many preferring private vehicles and jet planes to get from Point A to Point B.

The history, however, remains very much alive and might some day provide VIA with a unique selling proposition for passengers aboard the Ocean. They might be interested to know, as their train climbs into the Cobequid Mountains of Cumberland County, that the embankment across Smith Brook — from which a splendid view of the Wentworth Valley is available when the winter has cleared the leaves from the trees — was the largest man-made railway structure in the country before the Canadian Pacific Railway was built through the Rocky Mountains.

The next major point of interest is Folly Lake. Originally it was called Folleigh Lake, until a cartographer with the provincial department of highways apparently decided to change the spelling in the 1930s!

It was here in the winter of 1929 that the first aircraft carrying mail from Truro to Saint John, New Brunswick was forced to land on the lake ice and transfer its cargo to a waiting Maritime Express. Skeptics might have been excused for thinking it doubtful the new flying machine would ever replace the reliable steam locomotive to carry the Royal Mail.

At 4:35 p.m., the time the Ocean arrives at Halifax, the gloaming has pervaded the sky and the view of the Bedford Basin; Halifax's marvelous sheet of sheltered water is becoming obscured. As the train passes through Rockingham, especially in December, passengers should be reminded that it was here — where Canadian National Railways still marshals its freight trains — that the inbound morning train from Saint John was stopped by a timely telegraph, sent December 6, 1917 by dispatcher Vincent Coleman, warning that a munitions ship was about to explode in the Narrows.

The Ocean bypasses that fatal spot, and reaches Halifax's 1928 beaux arts station designed by John Schofield to replace the grand North Street station damaged in the explosion. It is a splendid contrast to Montreal's terminus, a style that reinforced the stability and permanence of the railway in the minds of the travelers and the shareholders, which in VIA Rail's case are the same people.

Here the train will be emptied and later turned on the balloon track that runs around Halterm, the Atlantic container. As part of a seemingly endless cycle, the Ocean will start its return journey to Montreal the following day, as it has for 105 years, ever faithful to those who faithfully believe in the comfort of railway travel, and the tradition of excellence that its venerable service still maintains as an asset to Canada.

Note: Reader's interested in learning more about the Ocean Limited, the Maritime Express and their running mates are directed to The Ocean Limited: A Centennial History by Douglas N W Smith. The 128 page volume provides a history of the

Rolling beneath the sturdy ramparts of the Truro's magnificent stone station (alas now only a memory), was the eastbound Ocean on October 4, 1966. The diesel consist, which includes a 6800 series "Fairbanks" passenger "B" unit has been repainted in the red, black and off-white paint scheme as has most of the trailing passenger consist. The Limited appellation was dropped when the railway adopted bi-lingual names for its trains in the 1960s. Kenneth S. MacDonald.

L'Océan, en direction est, le 4 octobre 1966, à la magnifique gare de Truro en pierre (maintenant disparue). L'ensemble de traction diesel, comprenant une unité B de la série 6800 de Fairbanks, voué au train de passagers, a été repeint avec la livrée rouge, noire et crème caractérisant la plupart des ensembles de traction de trains de passagers. L'appellation Limited a été retirée après l'adoption de noms bilingues pour les trains de l'entreprise ferroviaire dans les années 1960. Kenneth S. MacDonald.

construction of the ICR main line, the operations of the many Montreal-Halifax passenger trains as well as dining, sleeping and observations cars used from the 1870s through the Renaissance era, accidents and railway post office cars. The volume is heavily illustrated with black & white and colour photos, maps and schedules. Copies are available at the Exporail boutique.

Riding the Route of Soldiers

Although it was conceived in, and designed for peacetime purposes, The Ocean travels a route whose selection was heavily driven by military considerations. The Imperial Government in London saw the Intercolonial Railway as an all-weather route to get soldiers to central Canada should American threaten the nescient nation. Shortly before Confederation, the Imperial Government passed legislation authorizing the Treasury to guarantee loans of up to three million pounds for the railway provided that the railway would be available for all time to transport Her Majesty's military personnel and be built on a route satisfactory to the British.

One passenger aboard this Ocean can appreciate the value of the line. Andrew is a young airman on his way home to Nova Scotia from Winnipeg. He can appreciate that the railway could not only carry troops to the interior at a remarkable rate, but that ports along north shore of New Brunswick and the St. Lawrence River could re-supply a troop train that travelled far from the border with the United States, should American hubris spur thoughts of fulfilling the continental "manifest destiny" of which they so often boasted. At the end of the American Civil War in 1865, it was feared that the victorious Union Army would be sent north to take Canada as Britain has sides with the defeated southern states during the conflict.

While the railway never had to be used as a military conduit against invading Americans, it proved its value during times of strife both at home and abroad. That is why soldiers from Halifax took this route in 1885 to fight the uprising in the North West Territories; why soldiers from the Central Canada travelled the route to Halifax in support of the army sent to South Africa in 1900 to fight the Boers; why young men took the train to Halifax in 1914-1918 to avoid the German "U-boat scare" in the Gulf of St. Lawrence; why Canadian heroes from across the country rode the rails eastward to meet the convoys that were massed in the Bedford Basin in 1939-45. In more recent times Canadian, British and West German armour travelled by rail from as far away as Suffield Alberta, to ships in Halifax waiting to take them to the staging points in Saudi Arabia in 1991.

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Soldiers from Quebec prepare to leave Montreal aboard an Intrecolonial train as the railway took troops to Halifax at the height of the "U-Boat Scare" in the Gulf of St. Lawrence in the First World War. The Intercolonial had been built with a military imperative, but that had seen to send troops westward to defend the colonial possessions, not eastward to defend the homeland! Library & Archives Canada.

Des soldats se préparent à quitter Montréal à bord d'un train de l'Intercolonial qui les amènera à Halifax. Ces troupes s'opposeront à la menace des U-boat présents dans le golfe du Saint-Laurent pendant la Première Guerre mondiale. La construction de l'Intercolonial avait été conçue pour l'envoi de troupes militaires vers l'ouest afin de défendre les territoires de la colonie et non pas pour défendre la patrie à l'est.

Andrew's trip is purely peaceful. A qualified commercial pilot, he could have flown himself. Spurred by his love of the railway, and even though an airplane might deliver him home within a day, he takes the four-day ride from Winnipeg aboard The Canadian to Toronto, and The Ocean from Montreal to Halifax, because he wants to experience the journey.

Sleeper accommodation isn't in a private soldier's budget, so he will spend the entire trip in his coach seat, sleeping when fatigue makes it impossible to stay awake, but otherwise drinking in all the scenery the windows have to offer.

He also wanted to avoid any possibility of a weather delay. As a meteorological technician he knows a sudden change in temperature, humidity and wind speed can ground a jet aircraft without much notice, but the train will battle the snow at ground level, and invariably win, so he avoids having long unexpected layovers in Toronto or Montreal (since there are few direct flights from Winnipeg to Halifax).

He also avoids the fate of twenty-three passengers of a Greyhound bus rescued in the wee small hours of the morning by The Canadian, after being unceremoniously dumped by the bus company in bad weather at Sudbury Junction, Ontario.

Railways are in his blood. His maternal great grandfather was a conductor aboard the first Canadian National Railway trains between Halifax and Moncton; his paternal grand uncles were signal men on the London North Eastern Railway (LNER) — the route of the famed Flying Scotsman — in Leicestershire, England.

From Winnipeg to Toronto, Andrew has already seen that there is something almost military about the way in which a train is managed; from the calculated time table, to the routine re-supply at key stations. As soon as the train comes to a halt, baggage handlers move to the cars to load and unload, and other staff deploy to the dining cars to re-supply the kitchen and the lounge car.

All the while the Onboard Services Staff — in uniform — are mustering departing passengers, and marshalling the newcomers into their seats, the mechanical teams are inspecting the locomotives, checking fuel and lubricant levels, and cleaning headlights and ditch lights.

It is a choreographed exercise, designed to be performed within a fixed time, so that — should the train have been delayed at any point, and for whatever reason — the delay is not prolonged on their watch, and that the departure time is on time. Their esprit de corps would be the envy of any soldier.

The Canadian had left Winnipeg three hours behind schedule, having met with locomotive failure at Portage La Prairie, and plugged toilets at Winnipeg. By the time Sioux Lookout was reached, the delay was down to two hours; at Hornepayne it was down to one hour, and further reduced by thirty minutes when the service crews hurriedly prepare the train for an early departure.

By the time Foleyet is reached, the train is seventeen minutes ahead of schedule and would have been in Toronto early, had the lengthy boarding at Sudbury Junction not delayed the train.

Indeed, the very nature of railway employment had a military imperative from its beginning. The first rule in the 1859 employees' handbook for the Nova Scotia Railway declared:

"Each person employed in the railway service is to devote himself exclusively to that service, attending during the prescribed hours of the day or night, and residing wherever he may be required by those in authority over him."

The Canadian Rail Operating Rules (CROR) today open with the terse general notice:

"Safety and a willingness to obey the rules are of the first importance in the performance of duty."

As The Ocean dashes along the coast of Northern New Brunswick, Andrew stares out of the window. For now he doesn't have to be a soldier, just a kid on his way home for Christmas.

Canadian Pacific Railway's Heavyweight Business Car Fleet

by Cor van Steenis

All photos by the author unless credited otherwise

The Canadian Pacific Railway has done a masterful job of preserving, restoring and operating a fleet of heavyweight heritage business cars, some of which are approaching the century mark since they were built. When one sees these cars today in the consist of the 'Royal Canadian Pacific' along the Bow River at Morant's Curve near Lake Louise, Alberta, it harkens back to the days when CP's crack transcontinental passenger train, 'The Dominion', travelled through that location behind the tuscan and gray F-units of the early 1950's.

Parc des voitures de fonction

Par Cor van Steenis

Sauf avis contraire, toutes les photos sont de l'auteur

Traduit par Denis Vallières

Le Canadien Pacifique a accompli un magnifique travail de préservation, de restauration et d'exploitation d'un parc de voitures de fonction patrimoniales, dont certaines presque centenaires. Voir de nos jours ces voitures sur le convoi du Royal Canadian Pacific le long de la rivière Bow à la courbe Morant près du lac Louise, en Alberta, nous ramène au temps où le CPR exploitait son train transcontinental, le Dominion, tiré par des locomotives grises et rouge toscan du début des années 1950.

The 'Royal Canadian Pacific' eastbound CPR Train 11B with CPR 4106, 3084, 4107 and 10 cars at Morant's Curve, Alberta, Mile 113 of the Laggan Subdivision on August 4, 2009.

Le train Royal Canadian Pacific no 11B du CPR de 10 voitures tirées par les locomotives no 4106, 3084 et 4107 en direction est dans la courbe Morant à la borne 113 de la subdivision Laggan, Alberta, en ce 4 août 2009.

These cars are used today on the 'Royal Canadian Pacific' for its summer Rockies tours, occasional excursions to Eastern Canada, the annual CPR Holiday Trains as well as special assignments such as the 'Spiral Tunnels Centennial Special' in September of 2009.

Ces voitures sont utilisées aujourd'hui sur le train Royal Canadian Pacific pour des excursions en été dans les Rocheuses ou parfois dans l'est du Canada, ou encore, sur le train du temps des Fêtes du CPR ou pour des occasions spéciales tel le centenaire des tunnels en spirale en septembre 2009.

The 'Royal Canadian Pacific' with CP 4106, 3084, 4107 and 10 cars crosses the 1,200 foot long bridge (built 1911) over the Little Bow River at Carmangay, Alberta, Mile 30.5 of the Aldersyde Subdivision on July 31, 2009.

Le Royal Canadian Pacific, constitué des locomotives du CP nos 4106, 3084 et 4107 à la tête de 10 voitures, traverse le pont de 1200 pieds (365,8 mètres) au-dessus de la Petite rivière Bow à Carmangay, Alberta, à la borne 30.5 de la subdivision Aldersyde en ce 31 juillet 2009.

CPR Train No. 41B-14, returning from a Calgary-Toronto charter, with FP9A #4107 leading FP9A #4106 and 10 business cars at Indus, Alberta, Mile 158 of the Brooks Subdivision on October 18, 2008.

Le train du CPR no 41B-14, de retour d'un voyage nolisé Calgary-Toronto. Il est constitué des locomotives FP9A nos 4107 et 4106 ainsi que de 10 voitures de fonction, à Indus, Alberta, à la borne 158 de la subdivision Brooks en ce 18 octobre 2008.

CPR 9815 is on the point while Business Car # 77 'Van Horne' brings up the tail of CPR Business Train 40B-13 with 10 cars en-route from Calgary to Montreal one mile east of Gleichen, Alberta, Mile 123 of the Brooks Subdivision on November 13, 2009.

La locomotive du CPR no 9815 est en tête du train 40B-13 et suivie de 10 voitures, dont la voiture de fonction Van Horne no 77 en queue. Le convoi, en provenance de Calgary et en route vers Montréal, est à 1 mille (1,6 kilomètre) à l'est de Gleichen, Alberta, à la borne 123 de la subdivision Brooks en ce 13 novembre 2009.

CPR Train 25B-05, the 'Spiral Tunnels Centennial Special', with CP 4106, 3084, 4107 plus 12 cars, climbs the grade on the north track to the Great Divide west of Lake Louise, Mile 118 of the Laggan Subdivision on September 5, 2009.

Le train du CPR no 25B-05, le Spiral Tunnels Centennial Special, constitué des locomotives du CP nos 4106, 3084 et 4107 ainsi que de 12 voitures, s'engage dans la pente sur la voie nord de la Grande Division à l'ouest du lac Louise, à la borne 118 de la subdivision Laggan, en ce 5 septembre 2009.

With the relocation of CPR Business Car No. 83, LACOMBE, from Moose Jaw, Saskatchewan to Calgary, Alberta in late October 2009, all of CPR's active duty and stored heavyweight business bars are now based in Calgary. The cars are:

À la suite du transfert de la voiture de fonction Lacombe no 83 du CPR de Moose Jaw en Saskatchewan vers Calgary en Alberta, à la fin d'octobre 2009, toutes les voitures du CPR actives ou entreposées se trouvent maintenant à Calgary. Ces voitures sont :

CAR NO.	CAR NAME	BUILT	TYPE
70	ASSINIBOINE	1929	Business Car
71	KILLARNEY	1916	Business Car (used as crew car)
73	MOUNT ROYAL	1927	Business Car (used as crew car)
74	MOUNT STEPHEN	1926	Business Car (used as observation day car)
76	SHAUGHNESSY	1917	Business Car (not in use)
77	VAN HORNE	1927	Business Car
78	ROYAL WENTWORTH	1926	Business Car
79	N.R. CRUMP	1930	Stateroom Car
82	STRATHCONA	1927	Business Car
83	LACOMBE	1921	Business Car (not in use)
84	BANFFSHIRE	1926	Stateroom Car
85	CRAIGELLACHIE	1931	Dining Car

The following heavyweight official car, currently numbered for work train service as 411752, is still on CPR's inactive (stored) roster but future plans for retention, restoration or disposition of this car are unknown:

21	RIVER FORTH	1929	Buffet Solarium Lounge

continued on page 119

Stan's Photo Gallery

May – June, 2010

By Stan Smaill

French Version, Michel Lortie

CNR Folder notes:

In a publicity folder from 1955 intended for the British passenger market, the back cover lists the passenger trains available as the transportation means to travel Canada. Among the trains mentioned, the Atlantic Canada services include the "Ocean Limited". The photo shows CNR FP9 6500 and F9B 6600 in a publicity pose back in October 1954. This photo was taken in the Montreal area. Engines 6500 and 6600 hauled the first dieselized "Ocean Limited" from Montreal to Halifax on October 5, 1954. Eventually, passenger diesels of Alco design would become the usual motive power on all CNR Maritime trains until the arrival of the GMD F40's in 1986.

Les photos de Stan

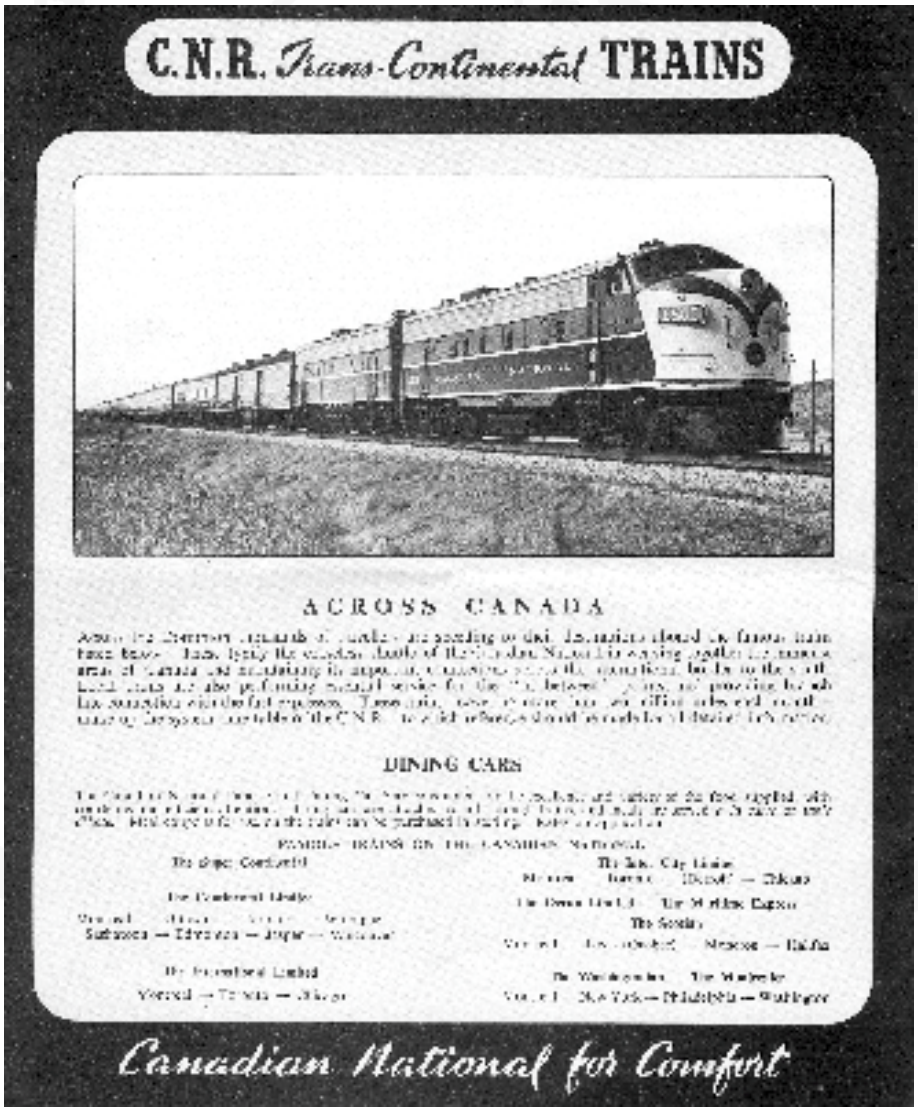
Mai – Juin 2010

Par Stan Smaill

Version française : Michel Lortie

Notes sur une publicité du CN :

Dans un feuillet publicitaire datant de 1955 et destiné au public voyageur de Grande-Bretagne, on peut voir une liste des différents trains disponibles pour voyager partout au Canada. On y trouve, entre autres, le nom de l'Océan Limitée, illustré par une photo prise en 1954 montrant la FP9 6500 et la F9B 6600. Cette photo avait été prise dans la région de Montréal. Les deux locomotives avaient tracté le premier convoi de ce train confié à des diésels le 5 octobre 1954. Par la suite, les diésels de marque Alco eurent le monopole en direction des Maritimes et ce, jusqu'à l'arrivée des GMD F40 en 1986.



CNR U2e 4-8-4 6175 is at Campbellton, New Brunswick in this June 21, 1952 view of an advance section of the Ocean Limited. The 6100 series U2e's were ubiquitous as motive power on all CNR Maritime passenger trains between Montreal and Halifax from 1940 until the arrival of diesels in the mid fifties. Famous excursion Northern Type 6167 began her career in the Maritimes and was involved in a head on collision while hauling a westbound freight train on July 6,1943 with sister 4-8-4 6168 on the" Maritime Express" at Montmagny. Quebec. R.S. Ritchie.

À Campbellton, Nouveau-Brunswick, le 21 juin 1952, la U2e 4-8-4 6157 du CN est en tête de la section avancée de l'Océan Limitée. Les locomotives U2e de la série 6100 furent omniprésentes sur tous les trains de passagers entre Montréal et Halifax à partir des années 1940 et ce, jusqu'à l'arrivée des diésels en 1954. La fameuse Northern 6167 des trains d'excursion avait commencé sa carrière dans les Maritimes et avait même été impliquée dans une collision frontale avec une autre Northern, la 6168, le 6 juillet 1943 à Montmagny au Québec. R.S. Ritchie.

Following behind U2e 6175 on the advance section of the "Ocean Limited" the regular No. 60 leaves Campbellton eastbound for Moncton and Halifax behind an unidentified older sister 6100 series 4-8-4. Of the sixty older CNR "Confederation" Northerns, only 6153 survives on display in building 5 at Exporail. R.S. Ritchie.

Toujours à Campbellton et suivant la section avancée, le train régulier Océan Limitée quitte la gare en direction ouest derrière une autre Northern de la série 6100, de construction antérieure. De toutes les Northern de la série 6100, une seule, la 6153, a pu être préservée et on peut la voir dans l'édifice no 5 du Musée Exporail. R.S. Ritchie.

Detour train - in December 1976, a washout on the "ICR" at St. Fabian, Quebec forced the detouring of the "Ocean" over the CNR's "NTR" main line via Edmunston, New Brunswick for several months. On February 12, 1977, No. 14, the eastbound "Ocean" pauses at McGivney, New Brunswick for Fredericton passengers. David Morris.

Convoi détourné, en décembre 1976, une crue soudaine ayant emporté une partie de la voie de l'Intercontinental à Saint-Fabien au Québec. Les convois du CN pour les Maritimes durent être détournés pendant quelques mois, via la ligne passant par Edmundston, Nouveau-Brunswick. On voit ici le train no 14 vers l'est arrêté en gare de McGivney, Nouveau-Brunswick, pour prendre les passagers en provenance de Fredericton. David Morris.

Arriving Moncton - on July 7,1977, FPA4 6772 and an F9B mate are about to cross Moncton's Church Street with train No. 15, the westbound "Ocean". The eastbound signal has already been cleared for No. 12 the "Scotian" for Halifax, due to leave Moncton at 1750. David Morris.

Le 7 juillet 1977, la FPA4 6772, accompagnée d'une F9B, arrive à Moncton, Nouveau-Brunswick. En tête du train 15, l'Océan Limitée, en direction ouest, elle traverse le passage à niveau de la rue Church. Le sémaphore pour la direction a déjà été mis au vert pour le train 12 en direction de Halifax, qui doit quitter la gare de Moncton à 17 h 50. David Morris.

Approaching Amherst - In 1984, VIA decided to introduce dome cars on the “Ocean”. In this March 25, 1984 view, FPA4 6790 approaches Amherst, Nova Scotia with one sleeper Greenpoint and ex CPR skyline dome car 507 serving as the diner. David Morris.

Le train de VIA Rail arrive en banlieue de la ville de Amherst en Nouvelle-Écosse. Sur cette photo prise le 25 mars 1984, la FPA4 6790 tracte un convoi comprenant la voiture-lit Greenpoint et un wagon panoramique ayant déjà appartenu au CP, le no 507, qui sert de wagon-restaurant. David Morris.

Highball Oxford Junction - westbound No. 15 has a pair of F40’s marshalled elephant style led by engine 6435 with a full Budd stainless steel consist including a Skyline dome car and a full length diner passing Oxford Junction on the CNR Springhill Subdivision on April 29, 2009. Once upon a time, a ”back road” local passenger train operated between Stellarton, Tatamagouche and Oxford Junction and connecting with the ”Maritime Express” until the early sixties. Today, most trains highball Oxford Junction unless the RTC arranges a meet in the 6360 foot siding or a local move is made on the Oxford Spur. David Morris.

Le 29 avril 2009, le train de VIA passe sans s’arrêter à Oxford Junction, Nouvelle-Écosse. Deux F-40 emmènent un convoi entièrement composé de voitures en acier inoxydable de type Budd avec une voiture panoramique et un wagon-restaurant. Il y a longtemps, un train reliait les villes de Stellarton et Tatamagouche à Oxford Junction, où les passagers pouvaient correspondre avec le Maritime Express, qui s’y arrêtait, et ce jusqu’au début des années 1960. Aujourd’hui, aucun train ne s’arrête à Oxford Junction, à moins d’une rencontre prévue sur la voie d’évitement. David Morris.

Incongruous to say the least - is the coupling of a classic ex CPR "Park" observation car behind the British loading gauge sized "Renaissance" passenger equipment now in service on VIA Rail's "Ocean" between Montreal and Halifax. The "Park" cars are used for the premium "Easterly" service in the summer season which includes presentations on Maritime folklore and social history from a "learning coordinator". On August 29, 2009, Kootenay Park brings up the rear of No. 14, the eastbound "Ocean" leaving Sackville, NB for a meet with No. 15 the westbound "Ocean" at Folly Lake, then on to Halifax. David Morris.

Il est assez incongru de voir, attelée à des wagons Renaissance de dimension plus étroite, une classique voiture panoramique du CP, mais VIA en utilise sur l'Océan Limitée. Durant la saison estivale entre Montréal et Halifax, ce wagon est réservé aux clients qui paient un surplus leur donnant droit, entre autres, à un spectacle de folklore et a une conférence sur l'histoire des Maritimes. Le 29 août 2009, le wagon panoramique Kootenay Park est à la queue du train 14 en direction est au départ de Sackville, Nouveau-Brunswick. Ce train va rencontrer le train 15 en direction de l'ouest à Folly Lake avant d'arriver à Halifax. David Morris.

Never too old to start train chasing - Mildred Dalrymple, 86, of Truro, Nova Scotia waves to the eastbound Ocean at Westchester, Nova Scotia at 14:37 (on time) on Saturday, March 28, 2009. Bill Linley, his wife Marilynn, and son-in-law, Steven Dickie, were train chasing and Marilynn's Aunt Mildred asked if she could come along! Marilynn Linley.

On n'est jamais trop âgé pour la chasse au train. Mildred Dalrymple, 86 ans, de Truro en Nouvelle-Écosse, salut l'Océan qui roule en direction est, à Westcheser, NE à 14 h 37 (à l'heure) en ce 28 mars 2009. Bill Linley, son épouse Marilynn et leur gendre Steven Dickie s'activaient à la chasse au train quand la tante de Marilynn, Mildred, a demandé de se joindre à eux! Marilynn Linley.

VIA F40 6432 is the lead unit on No. 15 the westbound "Ocean" in this nocturnal scene at Matapedia, Quebec on December 9, 2009. No. 15 has already completed 624 kilometres of her 1346 km. journey from Halifax to Montreal. The Gaspe train No. 17 has been added to No. 15's consist and soon, 6432 will be westbound for Montreal. David Morris.

Cette photo de nuit, prise le 9 décembre 2009 à Matapédia au Québec, montre le train 15 qui a déjà couvert la distance de 624 kilomètres depuis Halifax. Le train 17 en provenance de Gaspé sera ajouté aux convois et à la locomotive 6432 pour continuer vers Montréal et compléter les 1346 kilomètres de son périple. David Morris.

Twin rebuilt F40's led by VIA 6443 pause at the old CNR railway division point town of Campbellton, New Brunswick on March 12, 2010. The engine crew is changed here, baggage and passengers are handled during No. 15's stop at Campbellton. The 6400 series VIA F40's are being rebuilt by Canada Allied Diesel in Montreal and feature a newly designed head end power (HEP) system and the new paint scheme pioneered by the 900 series GE P42's used in VIA's Quebec-Windsor corridor. David Morris.

Deux F40 de VIA reconstruites, avec la 6443 en tête, font une pause à Campbellton, Nouveau-Brunswick, le 12 mars 2010. Le changement d'équipe de la locomotive a lieu ici, dans cette ville qui fut longtemps un siège social régional du CN. À cet endroit, de nombreux passagers montent à bord avec leurs bagages ou quittent le train. Les locomotives F40 de la série 6400 de VIA sont en cours de rénovation chez Canadian Allied Diesel à Montréal. Elles seront munies d'un nouveau système de gestion de la température des wagons et repeintes avec des couleurs semblables à celles des GE P42 de la série 900 utilisées sur le corridor Québec-Montréal. David Morris.

After making its St Lambert, Quebec station stop, VIA train 614, the Ocean, sporting Telus decorated 6429, mate and Renaissance consist is about to pass under Taschereau Boulevard on Montreal's south shore on a sunny July 6, 2008 evening. The lift structure of the Saint Lawrence Seaway's lift bridge is visible in the background. Gerald E. Gaugl.

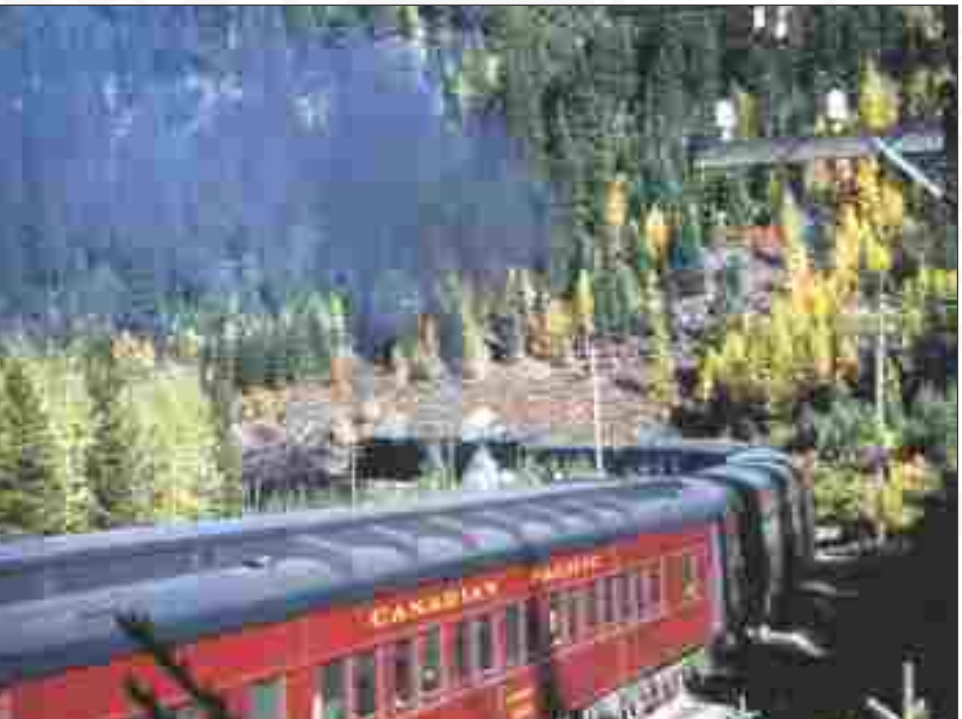
Au sortir de la gare de Saint-Lambert au Québec, le train VIA 614, l'Océan Limitée, s'apprête à passer sous le viaduc du boulevard Taschereau en cette fin de journée ensoleillée du 6 juillet 2008. La locomotive de tête, une F40, est peinte aux couleurs publicitaires de la compagnie Telus. On peut voir à l'arrière-plan la structure du pont-levis au-dessus de la voie maritime du Saint-Laurent. Gerald E. Gaugl.

For the second half of this issue's Photo Gallery, selected images of CPR heavyweight passenger equipment both past and present are featured. The fact that the CPR maintain the extensive heavyweight passenger fleet that they do is remarkable. For those seeking a photographic opportunity to replicate the scenes made famous by the likes of famous CPR photographer Nicholas Morant and Ron Ritchie, the CPR's "Royal Canadian Pacific", excursions with 4-6-4 2816 and special movements like 2010's "Olympic Express" give today's photographers that chance.

Dans la seconde partie de cette exposition de photos, on pourra voir des wagons de passagers ayant appartenu et appartenant encore au CP. Il est intéressant de constater que le CP possède et maintient en bon état toute une flotte de ces antiques wagons poids lourd, qu'il utilise à des fins publicitaires pour des voyages d'excursion dans les montagnes Rocheuses. Ils sont tractés soit par la 4-6-4 2816, soit par des diésels comme le train Olympique Express en 2010. Ceci permet aux amateurs de photos de train de prendre des clichés tels ceux qu'ont faits dans le passé des photographes bien connus comme Nicholas Morant ou Ron Ritchie.

Back in 1951, all CPR passenger trains were still painted in the tuscan red of yesteryear. On September 15, 1951 Ron Ritchie was at the CPR division point of Cartier, Ontario as westbound train number 7, the "Dominion" paused for a crew change and servicing. Of note is the concrete main line coal chute for coaling the tenders of main line passenger train steam engines. Also noteworthy is primarily heavyweight passenger consist which includes a classic CPR "A" class dining car. Ron Ritchie.

Le 15 septembre 1951, Ron Ritchie a pris cette photo d'un train de passagers du CP à l'arrêt en gare de Cartier, Ontario, où avait lieu un changement d'équipe et un ravitaillement du train. On peut voir les wagons poids lourd, entre autres un wagon restaurant de classe A arborant à cette époque la classique couleur rouge toscan, et la tour contenant la réserve de charbon pour le ravitaillement des locomotives à vapeur. Ron Ritchie.



Doubleheaded steam attacks Field Hill as an all tuscan red consist of passenger equipment heels to the curves one mile east of Field, B.C. on the CPR Laggan Subdivision in 1951. By 1952, most regular CPR passenger operations will be dieselised but tuscan red passenger trains will continue to be the norm until the introduction of Budd built stainless steel passenger equipment starting in 1954. Ron Ritchie.

Un mille à l'est de Field, Colombie-Britannique, en 1951, sur la subdivision Laggan du CP, deux locomotives à vapeur s'efforcent de gravir la colline Field avec un train entièrement composé de voitures en livrée rouge toscan. Les trains de passagers du CP seront tractés par des diésels à partir de 1952, mais les wagons de couleur rouge toscan resteront en service jusqu'à l'arrivée des wagons Budd en acier inoxydable en 1954. Ron Ritchie.

A set of A-B-B of passenger F's lead the all tuscan red consist of "the Dominion" eastbound into Lake Louise, Alberta on June 27, 1953. Behind the second B unit is a classic 'Burnett' RPO mail-express car and a "Spans the World" mini box is on the adjacent track. The Revelstoke Railway Museum equipment displays feature a mini box decorated in the "Spans the World" paint scheme. Ron Ritchie.

Un attelage A-B-B de locomotives diésels de type F arrivant en gare du Lac Louise, en Alberta, avec un train de passagers entièrement composé de voitures en livrée rouge toscan, le 27 juin 1953. Immédiatement derrière les locomotives, on peut voir un classique wagon postal de type Burnett, et, sur les voies adjacentes, un petit wagon couvert portant le célèbre logo Span the World du CP. Un wagon de ce type a été préservé avec sa décoration originale au musée des chemins de fer de Revelstoke, Colombie-Brittanique. Ron Ritchie.

What year is this - in a scene that might have been shot in 1953 by legendary CPR photographer Nicholas Morant, FP9u's 4106 and 4107 lead the eastbound "Royal Canadian Pacific" through Morant's Curve at mile 113 of the Laggan Subdivision on July 31,2008. Cor van Steenis.

Cette photo, prise le 31 juillet 2008, aurait tout aussi bien pu être prise en 1953 par le légendaire photographe du CP, Nicholas Morant, qui a donné son nom à cette courbe située au point milliaire 113 de la subdivision Laggan. Deux FP9u, les 4106 et 4107, amènent en direction est le train Royal Canadian Pacific. Les locomotives on été remises aux couleurs d'époque et les wagons sont tous en livrée rouge toscan d'origine. Cor van Stennis.

Cathedral Mountain and Mount Stephen tower over CPR business car “Mount Stephen” bringing up the markers of the “Royal Canadian Pacific” near the old station of Hector, British Columbia at mile 124 of the Laggan Subdivision. Cor van Steenis.

Le wagon-bureau Mount Stephen du CP ferme la marche, alors que le train passe devant le mont Cathédrale et le mont Stephen au point milliaire 124 de la subdivision Laggan tout près de l’ancienne gare de Hector en Colombie-Britannique. Cor van Stennis.

Castle Mountain looms to the west as CPR FP9u 4107 approaches with the all tuscan red “Royal Canadian Pacific:” near mile 96.3 of the Laggan Subdivision. Other units in 4107 East’s diesel consist include GP38-2 3084 and FP9u 4106. Shades of the early fifties “Dominion”. Cor van Steenis.

À l’ombre du mont Castle, en direction est, près du point milliaire 96.3 de la subdivision Laggan, la FP9u 4107, suivie des GP38-2 3084 et de la FP9u 4106, est en tête d’un train entièrement composé de wagons d’époque en livrée rouge toscan d’origine. On pourrait croire qu’il s’agit du train Dominion des années 1950. Cor van Stennis.

On the CPR, especially in the second century tuscan red can also equal memories of the steam era. Thanks to former CPR president Rob Ritchie, the restoration of 1930 HIb 4-6-4 2816 in 1998 allowed for the recreation of many steam era scenes that typified the CPR from 1930 to 1960. In this image, 4-6-4 2816 is at Banff East, mile 80.5 of the CPR Laggan Subdivision incredibly, on May 17, 2008! Cor van Steenis.

Au CP, les wagons de passagers de couleur rouge toscan rappellent toujours l’époque de la vapeur, grâce aux efforts de l’ancien président Rob Ritchie. Le CP a investi en 1998 dans la restauration de la locomotive à vapeur de type HIb 4-6-4 2816, construite en 1930. On revit ici toute une époque de l’histoire du CP, de 1930 à 1960. Sur la photo, on peut voir la 2816 en action à Banff East, point milliaire 80.5 de la subdivision Laggan. Comment croire que nous sommes le 17 mai 2008! Cor van Stennis.

Continued from page 109

CPR Business Car assignments

It is perhaps appropriate to explain the different terminologies used for these non-revenue passenger cars. In North America several terms were used such as "Business Cars", "Office Cars", "Official Cars". "Private Cars". etc. Canadian Pacific had a specific pair of definitions. Cars used for Company purposes were "Business Cars". Cars owned by individuals or corporations were "Private Cars". Thus, the CPR Business Car "Shaughnessy" was the Private Car "Cromarty" when owned by J.K.L Ross.

The CPR included in its Business Car fleet not only cars assigned to Superintendents, General Superintendents and more senior officers, but also cars designed for specific purposes such as Air Brake Instruction Cars, Mechanical Instruction Cars, Medical Cars, Rules Instruction Cars, etc. When I joined the Company in 1947 there were 93 such cars on the roster.

Each President of the Canadian Pacific Railway had his choice of Business Car for use during his tenure, cars were assigned as follows:

Lord Mount Stephen	Matapedia
Sir William Van Horne	Saskatchewan
Lord Shaughnessy	Killarney
Sir Edward Beatty	Thorold
D'Alton C. Coleman	Mount Royal
William A. Neal	Craigellachie
William A. Mather	Assiniboine
Norris R. Crump	Laurentian
Ian D. Sinclair	Any available car
Frederick S. Burbidge	Any available car
William S. Stinson	Any available car
Russel S. Allison	Assiniboine

Information courtesy Ronald S. Ritchie

Assignation des voitures de fonction du CPR

Il est approprié, je crois, d'expliquer la terminologie liée à ces voitures de passagers. En Amérique du Nord, plusieurs termes furent utilisés tels que voiture de fonction, voiture officielle, voiture privée, etc. Le Canadien Pacifique a retenu voiture de fonction pour celles utilisées par la compagnie et voiture privée pour celles qui appartiennent à des individus ou à des corporations. Ainsi, la voiture de fonction Shaughnessy du CPR était la voiture privée Cromarty appartenant à J.K.L.Ross.

Le CPR a inclus dans son parc de voitures de fonction non seulement celles qui furent assignées aux superintendants, superintendants en chef et cadres supérieurs, mais aussi celles qu'on affecta à des tâches particulières : voitures d'instructions pour les freins à air, la mécanique ou les règlements, voitures pour soins médicaux, etc. Lorsque j'ai joint la compagnie en 1947, il y avait plus de 93 voitures dans ce parc.

Chaque président du Canadien Pacifique a eu le loisir de choisir sa voiture de fonction pendant son mandat. Ces voitures furent assignées ainsi :

Lord Mount Stephen	Matapédia
Sir William Van Horne	Saskatchewan
Lord Shaughnessy	Killarney
Sir Edward Beatty	Thorold
D'Alton C. Coleman	Mount Royal
William A. Neal	Craigellachie
William A. Mather	Assiniboine
Norris R. Crump	Laurentian
Ian D. Sinclair	toute voiture disponible
Frederick S. Burbidge	toute voiture disponible
William S. Stinson	toute voiture disponible
Russel S. Allison	Assiniboine

Source : offert par Ronald S. Ritchie

Nine of these cars (plus Generator Car # 95), which are used in the consist of the 'Royal Canadian Pacific', are housed today on two tracks in the 'Great Hall' adjacent to the CPR's 'Pavilion' in downtown Calgary. The three other cars (ASSINIBOINE, LACOMBE, and SHAUGHNESSY) are kept in the compound at Ogden Yard, Calgary, that houses the CPR's 4-6-4 Hudson 'The Empress' and its consist.

Neuf de ces voitures et le wagon de groupe électrogène no 95, utilisés sur le convoi du Royal Canadian Pacific, sont entreposés actuellement sur deux voies dans le grand hall adjacent au Pavillon du CPR au centre-ville de Calgary. Les trois autres voitures, l'ASSINIBOINE, la LACOMBE et la SHAUGHNESSY, sont au complexe ferroviaire d'Ogden à Calgary, tout comme la Hudson 4-6-4 du CPR, l'Empress et ses voitures.

The west wing of the CPR Pavilion in Calgary, (the 152 meter long 'Great Hall'), which houses the 10 heritage cars of the Royal Canadian Pacific when it is in Calgary. The photo was taken on July 14, 2009.

L'aile ouest du Pavillon CPR à Calgary (le grand hall de 152 mètres de long) qui abrite les 10 voitures d'époque du Royal Canadian Pacific lorsque celui-ci est à Calgary. La photo fut prise le 14 juillet 2009.

Opened on 14 February 2000, the 12 meter high glass rotunda of the CPR Pavilion crosses over 1st Street at 9th Ave. SW, Calgary, Alberta. The Palliser Hotel is on the left and Royal Canadian Pacific Office the right. The photograph was taken on July 14, 2009.

La rotonde de verre de 12 mètres de hauteur du Pavillon CPR au-dessus de la 1re Rue près de la 9e Avenue SW à Calgary, Alberta, a été ouverte le 14 février 2000. L'hôtel Palliser est à gauche et le bureau du Royal Canadian Pacific à droite. La photo fut prise le 14 juillet 2009.

The history of each of the cars follows (except as noted, all images are taken in the consist of the 'Royal Canadian Pacific' at Banff, AB., on July 31, 2008):

Ci-dessous, historique des voitures de passagers; sauf indication contraire, les voitures illustrées sont celles du Royal Canadian Pacific garées à Banff, Alberta, le 31 juillet 2008.

CPR BUSINESS CAR # 70 ASSINIBOINE: built by Canadian Pacific in December 1929 as ASSINIBOINE, this business car is used mainly in executive service and on special event trains; shown here in the 'Spirit of 150' consist at Ogden, Calgary, AB., on September 27, 2008. The ASSINIBOINE was the tail end car on the inaugural run of the CPR's restored 4-6-4 Hudson H1b #2816 from Vancouver to Calgary in September 2003. The car is named after the Assiniboine Tribe of the western prairies.

VOITURE DE FONCTION ASSINIBOINE NO 70 : L'Assiniboine fut construite par le Canadien Pacifique en 1929 et mise à la disposition des cadres supérieurs ou utilisée pour des événements spéciaux. Nous l'apercevons ici sur le train Spirit of 150 à Ogden, Calgary, Alberta, le 27 septembre 2008. L'Assiniboine fut la voiture de queue du voyage inaugural de la locomotive restaurée, la Hudson H1b no 2816 du CPR, de Vancouver à Calgary en septembre 2003. La voiture porte le nom de la tribu Assiniboine des Prairies de l'Ouest.

CPR BUSINESS CAR # 71 KILLARNEY: built in 1916 by Pullman as Florida East Coast WHITEHALL, acquired by CPR in February 1918 and named KILLARNEY, the second car to carry that name. The car today features four rooms for the 'Royal Canadian Pacific' train service crew.

VOITURE DE FONCTION KILLARNEY NO 71 : Elle fut construite en 1916 par Pullman et nommée WHITEHALL pour le Florida East Coast, puis acquise par le CPR en février 1918 et renommée KILLARNEY, la deuxième à porter ce nom. La voiture abrite actuellement quatre chambres pour le personnel de bord du Royal Canadian Pacific.

CPR BUSINESS CAR # 73 MOUNT ROYAL: built in October 1927 by Canadian Pacific as MOUNT ROYAL, became the ONTARIO in October 1969, renamed MOUNT ROYAL again in 1989. In the 1990's the car carried the initials 'StL&H' (for St. Lawrence and Hudson Railway, a CPR subsidiary) on the letterboard. The MOUNT ROYAL is used today as a service crew car for 'Royal Canadian Pacific' staff. The MOUNT ROYAL was in the consist on the inaugural run of the CPR's restored 4-6-4 Hudson H1b #2816 from Vancouver to Calgary in September 2003.

VOITURE DE FONCTION MOUNT ROYAL NO 73 : Construite en octobre 1927 par le Canadien Pacifique, elle fut renommée ONTARIO en octobre 1969 pour redevenir MOUNT ROYAL en 1989. En 1990, les initiales ST&H (St.Lawrence and Hudson Railway, une filiale du CPR) furent ajoutées au nom. La Mount Royal est réservée de nos jours au personnel du bord du Royal Canadian Pacific. Elle fut utilisée pour le voyage inaugural de la locomotive restaurée, la Hudson H1b no 2816 du CPR, de Vancouver à Calgary en septembre 2003.

CPR BUSINESS CAR # 74 MOUNT STEPHEN: built in December 1926 by Canadian Pacific at their Angus Shops in Montreal as the CPR Directors' Day Car MOUNT STEPHEN; the name has remained to this day. This car was used by the Prince of Wales (the future King Edward VIII) on a visit to his private Bedingfield Ranch near Pekisko, Alberta in 1927. This car was also in the consist of the 1939 Royal Train for the Canadian tour of King George VI and Queen Elizabeth. The car is named after Sir George Stephen, first President of the CPR (1881-1888). The MOUNT STEPHEN is today used as an observation day car and contains a dining room that seats 14 persons.

VOITURE DE FONCTION MOUNT STEPHEN NO 74 : Construite en décembre 1926 aux ateliers Angus à Montréal pour les directeurs du CPR, la Mount Stephen a gardé son nom d'origine jusqu'à aujourd'hui. Cette voiture fut utilisée par le prince de Galles (futur roi Édouard VII) lors d'une visite à son ranch privé de Bedingfield près de Pekisto, en Alberta, en 1927. La voiture fit aussi partie du train royal de 1939 lors de la tournée canadienne du roi George VI et de la reine Elizabeth. Elle fut nommée d'après George Stephen, premier président du CPR (1881-1888). Elle est utilisée de nos jours comme voiture d'observation et elle comprend une salle à dîner de 14 places.

CPR BUSINESS CAR # 76 SHAUGHNESSY: built in 1917 by Pullman and Canadian Pacific as the private car CROMARTY for J.K.L Ross, a Director of the CPR. This private car was also used in the 1919 Royal Train for the tour of Canada by the Prince of Wales (future King Edward VIII). It was acquired by CPR in 1921 and renamed HOCHELAGA. It was named THOROLD in 1924 marking the second time that this name was used on a CPR business car. Lastly it was named SHAUGHNESSY in 1967 after Thomas George Shaughnessy, third CPR President (1899-1918) and Chairman of the CPR Board (1918-1923). The car is not in active use. In August 2008 it was moved from Alyth Yard in Calgary, where it had been stored for a number of years, to Ogden Yard in Calgary where it was photographed on August 31, 2008. It appears that extensive restoration work would be needed to make it operational.

VOITURE DE FONCTION SHAUGHNESSY NO 76 : Portant le nom de CROMARTY à l'origine, cette voiture fut construite en 1917 par Pullman et le Canadien Pacifique pour servir de voiture privée pour J.K.L. Ross, un directeur du CPR. Elle fut utilisée aussi sur le train royal lors de la tournée canadienne du prince de Galles (futur roi George VIII). Elle fut acquise par le CPR en 1921 et renommée HOCHELAGA, puis THOROLD en 1924, deuxième voiture à porter ce nom pour une voiture de fonction. Enfin, elle prit le nom de SHAUGHNESSY en 1967 d'après Thomas George Shaughnessy, troisième président du CPR (1899-1918) et président du conseil d'administration du CPR (1918-1923). La voiture n'est plus utilisée. Elle fut déplacée en août 2008 de la cour Alyth, à Calgary, où elle était entreposée depuis plusieurs années, vers la cour Ogden également à Calgary Elle y fut photographiée le 31 août de la même année. Il semble que d'importants travaux de restauration soient nécessaires pour la remettre en état de rouler.

CPR BUSINESS CAR # 77 VAN HORNE: built in May 1927 by Canadian Pacific the car has carried this name since it was built. As General Manager of the CPR from 1882, William Cornelius Van Horne oversaw the construction of the transcontinental line; he was President of the CPR from 1888-1899; Chairman of the CPR Board from 1899-1910. The car features a lounge area, a dining area, two twin staterooms and an open observation vestibule.

VOITURE DE FONCTION VAN HORNE NO 77 : Construite en mai 1927 par le Canadien Pacifique, la voiture porte son nom d'origine. William Cornelius Van Horne fut le directeur général du CPR dès 1882, au moment de la construction de la ligne transcontinentale, puis il présida la compagnie de 1888 à 1899. Il fut ensuite président du conseil d'administration de 1899 à 1910. La voiture comporte un salon, une salle à dîner, deux compartiments jumelés et une plateforme d'observation ouverte.

CPR BUSINESS CAR # 78 ROYAL WENTWORTH: built in August 1926 by Canadian Pacific's Angus Shops in Montreal as WENTWORTH; named after Edward Wentworth Beatty, CPR President from 1918-1943. This car was in the consist of the 1939 Royal Train for the Canadian tour of King George VI and Queen Elizabeth. It was renamed in 1999 to ROYAL WENTWORTH to mark 60th anniversary of its service on the 1939 Royal Train. The car features a lounge area, a 12 seat dining area, two twin staterooms and an open observation vestibule.

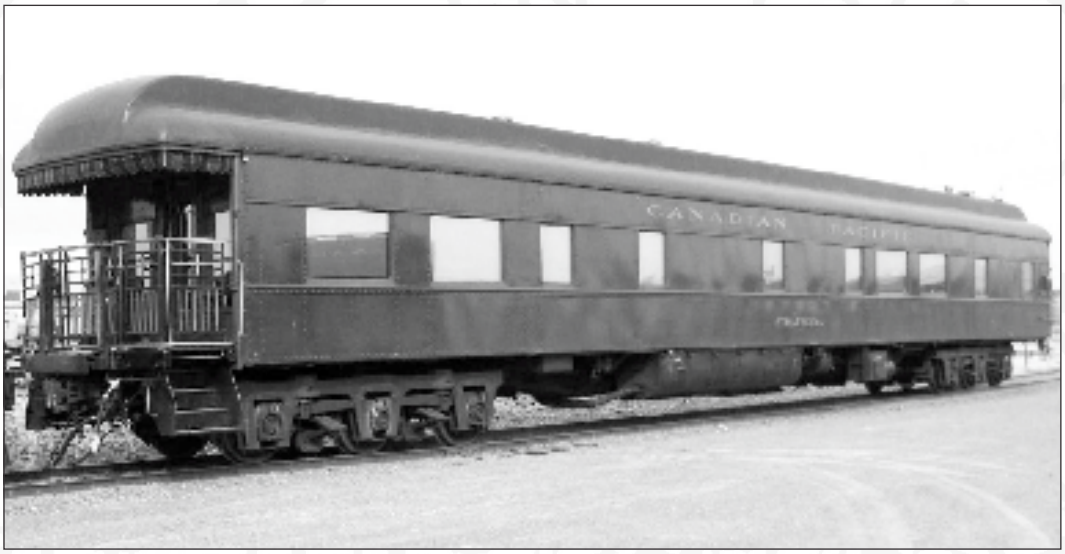
VOITURE DE FONCTION ROYAL WENTWORTH NO 78 : À l'origine baptisée WENTWORTH, du nom d'Edward Wentworth Beatty, président du CPR de 1918 à 1943, cette voiture fut construite en août 1926 dans les ateliers Angus du Canadien Pacifique à Montréal. Elle fit partie du train royal lors de la tournée canadienne du roi George VI et de la reine Elizabeth en 1939. Elle fut renommée ROYAL WENTWORTH en 1999 pour commémorer le 60e anniversaire de son service sur le train royal de 1939. La voiture comprend un salon, une salle à dîner de 12 places, deux compartiments jumelés et une plateforme d'observation ouverte.

CPR STATEROOM CAR # 79 N.R. CRUMP: built in 1930 by the Canadian Car & Foundry and Canadian Pacific as CPR Parlour Car #6758; converted in 1967 to Instruction Car #53; then CPR Safety Car #1; converted in 2000 to Stateroom Car N.R. CRUMP. It is named for Norris Roy Crump, CPR President 1955-1964 and Chairman of the CPR Board 1961-1972. The car features four twin and two single guest rooms.

VOITURE DE LUXE N.R. CRUMP NO 79 : Construite en 1930 par la Canadian Car & Foundry et le Canadien Pacifique, elle fut d'abord la voiture-salon no 6758, puis elle a été convertie en 1967 en voiture d'instructions, la no 53. Elle devint plus tard la voiture de sécurité no 1 et enfin la voiture à compartiments de luxe N.R. CRUMP. Ce nom évoque Norris Roy Crump, président du CPR de 1955 à 1964 et président du conseil d'administration de la compagnie de 1961 à 1972. La voiture comporte quatre chambres doubles et deux chambres simples.

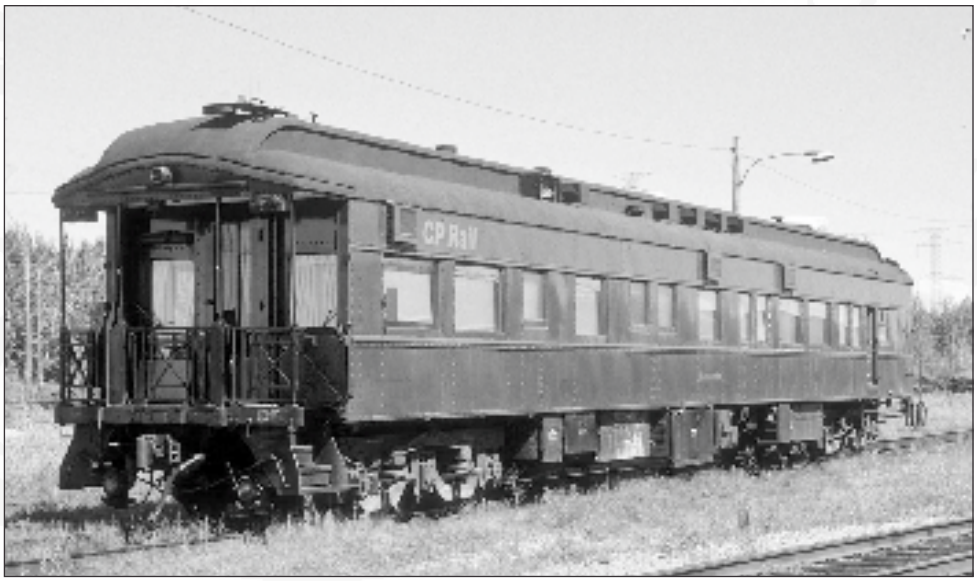
CPR BUSINESS CAR # 82 STRATHCONA: built in 1927 by CPR's Angus shops in Montreal and painted Pullman green as Toronto, Hamilton & Buffalo Railway's HAMILTON. In 1950 it was sold to CPR and named KINGSMERE. In 1972 it was renamed STRATHCONA. The car is named after the CPR financier and director Donald Smith, later Lord Strathcona; he drove the last spike in the transcontinental railway at Craigellachie on November 7, 1885. The car features a lounge area, a dining area, two double and two single guest staterooms and an open observation vestibule. The car is regularly used in the consist of the 'Royal Canadian Pacific' and has also been seen in the consist of CP 2816, the 'EMPRESS'. It was photographed at Ogden Yard, Calgary in May 2008.

VOITURE DE FONCTION STRATHCONA NO 82 : Cette voiture fut construite en 1927 par les ateliers Angus de Montréal et peinte avec le vert caractéristique de Pullman. Elle reçut le nom d'HAMILTON pour le Toronto, Hamilton & Buffalo Railway. En 1950, elle fut vendue au CPR et renommée KINGSMERE. En 1972, elle prit le nom de STRATHCONA d'après Donald Smith, Lord Strathcona, celui qui enfonça le dernier crampon du transcontinental à Craigellachie le 7 novembre 1885. La voiture comprend un salon, une salle à dîner, deux chambres doubles et une chambre simple en plus d'une plateforme observatoire. Elle est régulièrement utilisée pour le Royal Canadian Pacific et fit partie de l'Empress tiré par la 2816 du CP. La photo fut prise à la cour Ogden de Calgary en mai 2008.



CPR BUSINESS CAR # 83 LACOMBE: Built in Aug 1921 by the Canadian Car & Foundry and CPR Angus Shop in Montreal as 10-Compartment Sleeper GLEN ROY and rebuilt in April 1943 as Business Car LACOMBE. It was photographed at Walkley Yard in Ottawa, ON. on September 8, 1997 by Raymond S. Farand used with permission. Note the 'CP Rail' logo on the letterboard. The car is named after Father Albert Lacombe, Oblate priest, who negotiated a right-of-way for the railway through Blackfoot lands in Alberta in 1883 with Chief Crowfoot. The car is not in use today. As of October 29, 2009, it is stored at Ogden Yard in Calgary.

VOITURE DE FONCTION LACOMBE NO 83 : Voiture construite en août 1921 par la CC&F et les ateliers Angus du CPR de Montréal. Portant le nom de GLEN ROY à l'origine, cette voiture-lits de 10 compartiments a été convertie en voiture de fonction en 1943 et renommée LACOMBE. La photo fut prise à la cour Walkley à Ottawa, Ontario, le 8 septembre 1997 par Raymond S. Farand. À noter, le logo CP RAIL au-dessus des fenêtres. Son nom fait référence au père Albert Lacombe, le prêtre oblat qui a négocié en 1883 avec le chef amérindien Crowfoot le droit de passage du chemin de fer au travers des terres des Pieds-Noirs. Depuis le 29 octobre 2009, la voiture est entreposée à la cour Ogden de Calgary.



CPR STATEROOM CAR # 84 BANFFSHIRE: built in 1926 by National Steel Car and CPR as CPR 14-section Tourist Sleeper #6232. In 1951 it was named GOLDEN. Converted in 1961 to Work Service as Cook-Diner-Sleeper #10232 and later renumbered #411316. In 2003, it was converted to STATEROOM CAR #84 BANFFSHIRE. The Banffshire is named after the Scottish birthplace of two of the original investors in the CPR syndicate: George Stephen and Donald Smith. The car has six guest rooms.

VOITURE DE LUXE BANFFSHIRE NO 84 : Cette voiture construite en 1926 par la National Steel Car et le CPR était à l'origine la voiture-lits no 6232 de classe touriste comprenant 14 compartiments. En 1951, on la renomma GOLDEN. Elle fut convertie en 1961 en voiture cuisine/salle-à-dîner/lits no 10232 pour le service d'entretien et renumérotée plus tard 411316. En 2003, elle fut convertie en voiture de luxe comprenant six chambres et renommée BANFFSHIRE no 84. Ce nom renvoie à la localité écossaise où sont nés deux des investisseurs à l'origine de la fondation du CPR : George Stephen et Donald Smith.

CPR DINING CAR # 85 CRAIGELLACHIE: built in 1931 by CC&F and CPR as CPR 14-section Tourist Sleeper #6243. In 1951, it was named GREELY . Converted in 1966 to Work Service as Diner #10241and later renumbered #411687 when assigned to the Calgary Auxiliary. In 2003 became DINING CAR 85 CRAIGELLACHIE. The CPR named the location of the driving of the last spike 'Craigellachie', in B.C after the village of Craigellachie in the former County of Banffshire in Moray, Scotland. This was the ancestral home of Sir George Stephen, an original investor and the first president of the Canadian Pacific Railway. The car seats 32 guests for dining.

VOITURE-RESTAURANT CRAIGELLACHIE NO 85 : Cette voiture, à l'origine la voiture-lits de classe touriste de 14 compartiments no 6243, fut construite en 1931 par la CC&F et le CPR. En 1951, on la renomma GREELY. Elle fut convertie en 1966 en voiture-salle à dîner (no 10241) pour le service d'entretien et porta le no 411687 lorsqu'elle fut affectée au secteur de Calgary. En 2003, elle devint la voiture-restaurant CRAIGELLACHIE no 85. Le CPR a nommé Craigellachie l'endroit en Colombie-Britannique où a été enfoncé le dernier crampon. Le nom renvoie à un village du comté de Banffshire dans le Moray, en Écosse, lieu d'origine de George Stephen, un des investisseurs d'origine du Canadien Pacifique et son premier président. Cette voiture peut recevoir 32 personnes pour un repas.

The most recent excursion undertaken by the heritage cars was to carry the Olympic Torch on the railing of the observation deck of the MOUNT STEPHEN from Revelstoke to Craigellachie, British Columbia. The 'Olympic Express' departed Calgary on 26 January 2010 and arrived in Vancouver on January 27, 2010 where it remained in the downtown Vancouver Yard as a hospitality centre for Canadian Pacific for the duration of the Olympics. Photos of this move appear in this month's Photo Gallery.

A special treat is in store for all rail history aficionados later in 2010: the Canadian Pacific's heritage business cars are slated to run behind CPR's restored steam engine 'The Empress', CPR Hudson H1b # 2816, on three runs in September and October from Calgary to Vancouver and return; the train will be named the 'Royal Pacific Express'; harkening back to the day in 1886 when the first transcontinental passenger train, Canadian Pacific's 'Pacific Express' ran from Montreal's Dalhousie Square Station to Port Moody, B.C., in seven days. This is bound to be a spectacular event to behold - a tribute to Canadian Pacific and its staff!

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L'excursion la plus récente entreprise avec ces voitures patrimoniales? Le transport du flambeau olympique sur la plateforme d'observation du MOUNT STEPHEN de Revelstoke à Craigellachie en Colombie-Britannique. L'Express olympique partit de Calgary le 26 janvier 2010 et arriva à Vancouver le lendemain, où il demeura dans la cour ferroviaire du centre-ville pour servir de centre d'accueil du Canadien Pacifique pendant les Jeux olympiques. Des photos de cet événement font partie des Photos de Stan de la présente édition.

D'autres événements s'ajouteront plus tard dans l'année. En effet, ces voitures de fonction du Canadien Pacifique participeront à trois excursions en septembre et octobre entre Calgary et Vancouver derrière la locomotive à vapeur Empress, la Hudson H1b no 2816 du CPR. Le train portera le nom de Royal Pacific Express, évoquant le premier voyage transcontinental du Pacific Express du Canadien Pacifique en 1886 entre la gare de la place Dalhousie de Montréal et Port Moody en Colombie-Britannique, voyage qui dura sept jours. Ce seront des événements inoubliables en hommage au Canadien Pacifique et à son personnel!

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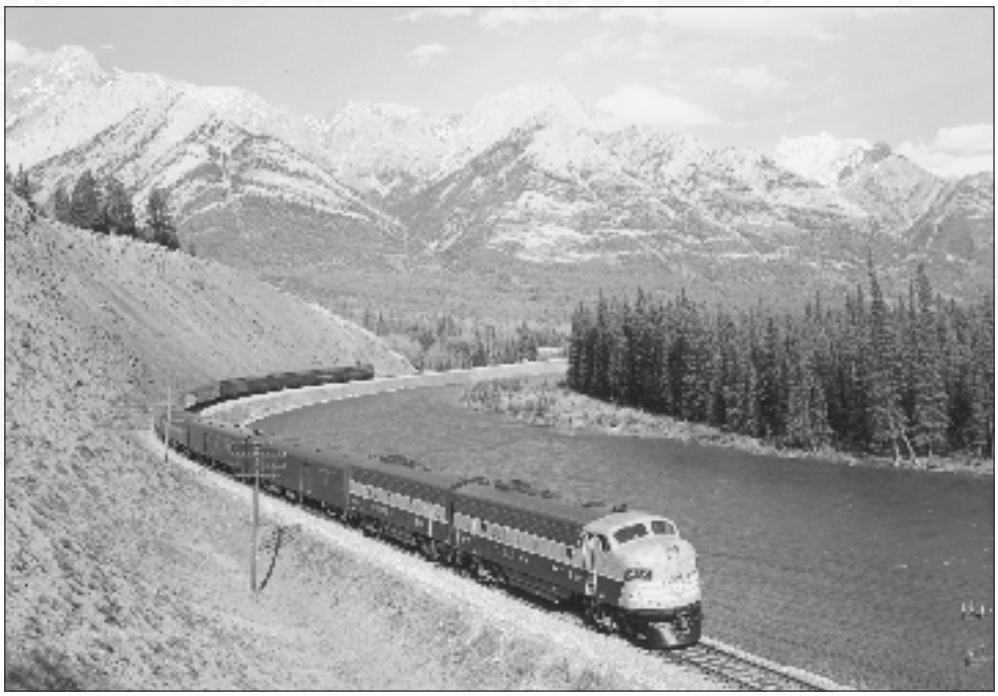


The Dominion, CPR's tuscan red trans Canada train rounding a curve eastbound along the Bow River west of Massive, Alberta in 1952. Nicholas Morant, CPR Archives.

Le /Dominion/, un train transcontinental canadien du CPR dans sa livrée rouge toscan, amorce une courbe en direction est, le long de la rivière Bow, à l'ouest de Massive, Alberta en 1952. Nicholas Morant, Archives du CPR.

Olympic Rails in Vancouver

By Don Evans

Translation by Denis Vallières

The Vancouver 2010 Winter Olympic Games touched just about every aspect of life in the Vancouver – Whistler, B.C., area, and the railways were no exception. From special security rules to special trains to some embargoes in highly secured places, it was not business as usual. Here are just a few of the interesting highlights as observed during the lead-up to the games and during February 2010, when the games were held. The Games were a very special time for Vancouver and for Canada.

Paving of the CN mainline at Porteau, B.C.

One of the commitments made by the Province of B.C. to the International Olympic Committee was the upgrade of Highway 99, between Vancouver and Whistler, to at least three lanes. A major upgrade of the highway cost nearly $1 billion, and accomplished this requirement with one short exception – a stretch of just under 1 km at Porteau, B.C. Here the highway hugs a towering rock wall on the east side with the railway on the west side against both the highway and the ocean.

The solution was to pave about 800 meters of track, making the railbed into a temporary roadbed. During the Games, the paved over portion of the rail line was used for an extra lane of highway traffic, except when trains passed. Trains had priority and access to the track was patrolled at both ends 24 hours a day. When a train came, barriers were manually moved, opening the tracks for the train; following passage, they were moved back re-opening for highway traffic.

Les chemins de fer olympiques de Vancouver

Par Don Evans

Traduit par Denis Vallières

Les Jeux olympiques de Vancouver ont touché à plusieurs aspects de la vie dans les villes de Vancouver et de Whistler en Colombie-Britannique, et le secteur ferroviaire ne fut pas en reste. Des règles de sécurité exceptionnelles, des trains spéciaux et l'accès limité aux endroits désignés à haute sécurité perturbèrent les affaires usuelles. Voici quelques faits intéressants observés en février 2010 pendant les temps forts des Jeux, lesquels constituèrent un moment privilégié pour Vancouver et pour l'ensemble du Canada.

Le pavage de la voie principale du CN à Porteau, C.-B.

Un des engagements de la Colombie-Britannique envers le Comité international olympique fut d'améliorer l'autoroute 99 reliant Vancouver et Whistler, en y ajoutant au moins une troisième voie de circulation. Ces travaux majeurs se chiffrèrent à près d'un milliard de dollars et respectèrent l'engagement, à l'exception d'un tronçon de moins d'un kilomètre à Porteau. À cet endroit, la route et le chemin de fer sont enclavés par un massif rocheux à l'est et par l'océan à l'ouest.

La solution pour remédier à cet étranglement fut de paver temporairement la voie ferrée sur une longueur de 800 mètres. Ainsi, pendant la durée des Jeux, cette voie fut partagée entre le chemin de fer et l'autoroute. Cependant, les trains avaient priorité et l'accès était surveillé 24 heures sur 24 à chacune des extrémités. Lors de l'arrivée imminente d'un train, une barrière était descendue manuellement pour être ensuite relevée après le passage du convoi.

West Coast Railway Association's Royal Hudson #2860 train had a chance to try this out, pictured here on January 16, 2010 southbound for Vancouver. Ken Storey.

Le 16 janvier 2010, la locomotive Royal Hudson no 2860 de l'Association West Coast Railway, en direction sud vers Vancouver, expérimente le passage de cet endroit inusité. Ken Storey.

Royal Hudson #2860 to White Rock, Olympic Torch Run event

The West Coast Railway Association's Royal Hudson 2860 got out for a run. She departed Squamish on January 16th. on a live steam move to Vancouver. The engine stayed there for three weeks before operating a two day excursion on February 8th and 9th over the BNSF to White Rock and return. Sponsor BNSF added shiny ES44AC #6422 and the train made a lovely sight along the White Rock waterfront. The train carried a good load of passengers and was seen by thousands. The run kicked off White Rock's winter festival and also was at the Canada – U.S. border for the Olympic Torch ceremonies that took place there the morning of February 9.

La Royal Hudson no 2860 à White Rock, cérémonie du flambeau olympique

La locomotive à vapeur Royal Hudson no 2860 de l'Association West Coast Railway a quitté Squamish le 16 janvier à destination de Vancouver, où elle est demeurée trois semaines. Après ce séjour, elle fut requise pour une excursion aller-retour de deux jours, les 8 et 9 février, en empruntant le réseau du chemin de fer Burlington Northern Santa Fe (BNSF) jusqu'à White Rock. Le BNSF avait ajouté au train sa rutilante locomotive diesel ES44AC no 6422, donnant ainsi une vue splendide du convoi le long des berges de White Rock. Le train transporta un grand nombre de passagers et fut admiré par des milliers de gens. L'excursion coïncidait avec le Festival d'hiver de White Rock et la cérémonie du relais de la flamme olympique à la frontière du Canada et des États-Unis, celle-ci ayant eu lieu le matin du 9 février.

Robert Hunter

The Olympic Line – Olympic Streetcar Demonstration Line

The City of Vancouver and Bombardier sponsored the "Olympic Line", a demonstration streetcar line that operated between the new Canada line Olympic Village Station and Granville Island. Bombardier brought over two "Flexity" trams from Brussels, Belgium for the service. They operated on the same route as the restored interurbans of the Downtown Historic Railway usually use. Vancouver spent more than $8 million upgrading the tracks to top standards, with new concrete ties and welded rail.

The Olympic Line was very popular, and operated more than 18 hours each day from January 21 to

La ligne olympique – Circuit du tramway de démonstration olympique

La ville de Vancouver et Bombardier commanditèrent l'Olympic Line, un circuit de tramways de démonstration qui reliait l'île de Granville à la nouvelle gare du Canada Line au Village olympique. La firme Bombardier avait fait venir deux tramways Flexity de Bruxelles, en Belgique, pour les installer sur le même circuit que les voitures interurbaines restaurées du Downtown Historic Railway. La Ville de Vancouver a consacré 8 millions de dollars à la restauration de cette voie, dont l'installation de traverses de béton et de rails soudés.

Cette ligne, exploitée 18 heures par jour entre le

March 21, 2010, carrying tens of thousands of people. Rides were free and the hopes are that this technology will be used for an expanded streetcar system in the city in the future.

21 janvier et le 21 mars 2010, fut très populaire auprès de dizaines de milliers de personnes, d'autant plus que le passage était gratuit. Les citadins espèrent que cette technologie sera utilisée pour une expansion future du système de tramways de la ville.

Greg Shevchenko

CPR and KCS Business car trains at Vancouver Waterfront

Both Canadian Pacific and Kansas City Southern brought their business car trains (equipment was deadheaded in) to Vancouver for the 2010 Winter Olympics. The trains were positioned in CPR's Waterfront yard for the duration of the Olympic Games, and CPR constructed quite an elaborate pavilion for the trains under the SeaBus Bridge at Waterfront. The trains were connected to power and water, and served as a base for clients and guests of the two railways to enjoy the games. Guests stayed and dined aboard, and buses took them to Olympic events. During the games, the Waterfront Yard was embargoed for any freight traffic, leaving it open for special passenger trains and West Coast express trains during February.

Voitures de fonction du Canadien Pacifique et du Kansas City Southern au Waterfront de Vancouver

Le Canadien Pacifique et le Kansas City Southern amenèrent leurs voitures de fonction (sans passagers) à Vancouver à l'occasion des Jeux olympiques de 2010. Les trains furent installés durant les jeux au triage Waterfront du CPR sous la passerelle menant au Seabus et le CPR y aménagea des accès couverts. Les trains furent branchés par la suite à une alimentation en eau et en électricité, puis accueillirent les invités des deux compagnies ferroviaires pour qu'ils puissent profiter des événements olympiques. Ces personnes dormaient à bord, y prenaient leurs repas, et des navettes les amenaient sur les sites des Jeux. Le trafic de marchandises fut suspendu au triage Waterfront pendant la durée des Jeux, laissant tout l'espace disponible pour les trains du West Coast Express et pour les trains spéciaux.

Don Evans

West Coast Express Expanded Service

The West Coast Express expanded its service during the Olympic Games period from February 12th through February 28th. There were several extra trains each weekday as well as special weekend service. WCE normally operates only five trains each weekday in the rush-hour direction. This marked the first time that the commuter service offered regular weekend service. It was very heavily used. During the Olympic period, WCE ran 225 scheduled trains compared with the normal 110, and there were also three instances when passengers were allowed to ride on a deadhead move, making a total of 228 passenger-carrying trips.

West Coast Express special weekend train W2 arrives at Coquitlam Central Station at 14:46 on Sunday, February 21, with cab car 103 leading the nine-car train westbound. Ian Smith.

Le train spécial W2 de fin de semaine, en direction ouest, entre à la gare centrale de Coquitlam à 14 h 46 en ce dimanche 21 février 2010 avec ses neuf voitures, dont la voiture de tête no 103 avec cabine de conduite. Ian Smith.

The Alberta Train – a great ticket

The Province of Alberta had the showstopper train during the Olympics, chartering a 13- car consist from Rocky Mountaineer and operating it daily from North Vancouver to Whistler and return. The consist was powered by a trio of GP40-2 units and included a generator car at each end, six double-decker Gold Leaf domes and several single level lounge and support cars. Most of the cars received a "wrap" treatment of various colours featuring the Alberta name and graphics, making the train a colourful sight.

The train departed North Vancouver around 6:30 each day and arrived at Whistler around 9:30. After the day's events, the train left Whistler around 1800 and reached North Vancouver around 2100. On board, super deluxe service with food and beverages was enjoyed by the invited guests.

Service élargi du West Coast Express

Le West Coast Express (WCE) a élargi son service durant les Jeux olympiques, soit du 12 au 28 février, en ajoutant des départs aux cinq déjà existants pendant les heures de pointe en semaine et en implantant pour la première fois un service de fin de semaine. Le réseau fut particulièrement achalandé. Pendant cette période, le WCE a fait rouler plus de 225 trains comparativement à 110 pour une même période en temps normal. À trois occasions, des passagers purent monter à bord de trains qui roulaient normalement à vide, pour un total de 228 déplacements avec passagers.

The Alberta train – un billet de grande valeur

À l'occasion des Olympiques, l'Alberta a nolisé un train sensationnel de 13 voitures du Rocky Mountaineer pour offrir un service quotidien aller-retour entre Vancouver Nord et Whistler. Le convoi était constitué d'un trio de locomotives diesel GP40-2, d'un wagon de groupe électrogène à chaque extrémité, de six voitures Gold Leaf à deux niveaux avec dômes panoramiques, de voitures-salons à simple niveau et de voitures de service. La majorité des voitures étaient recouvertes d'une pellicule colorée illustrant des noms et des motifs albertains.

Le train quittait Vancouver Nord tous les jours à 6 h 30 pour arriver à Whistler vers 9 h 30, puis retournait à Vancouver à 18 h, arrivant à destination vers 21 h. À bord, le service de luxe, comprenant la distribution de nourriture et de boissons, était fort apprécié des voyageurs et le train fut même qualifié par les médias de « meilleur billet pour les Jeux »!

Trevor Mills

BUSINESS CAR

May - June 2010

By John Godfrey
Edited by David Gawley

HERITAGE

Happy Birthday 86

CNR 86 photographed at Owen Sound, Ontario in the early 1950's. Patterson–George, CRHA Archives, Fonds Corley

La locomotive à vapeur CNR no 86 photographiée à Owen Sound, Ontario, au début des années 1950. Patterson-George, Archives ACHF, Fonds Corley.

On February 28, 1910, saturated 2-6-0 Grand Trunk Railway E8 1006 was shipped from the Canadian Locomotive Company's plant in Kingston, Ontario. At a cost (then) of $14,784 the Mogul was built under serial #919. GTR had the 2-6-0 superheated and converted to electric lights at its Stratford shop in February 1919 and re-classed it to E12. The Mogul became CNR E-10-a 908 sometime after March 1, 1920 until February 1952, when it was renumbered to 86.

The veteran was retired on April 30, 1958, and put on display in London, Ontario at the Western Fair Grounds on July 6, 1958. Proposals apparently are underway to move the steamer west of its present location and to be put under open cover. Hopefully some of this will come to pass in order to save this century-old Mogul from rusting to the rails.

CN 86 was one of 25 Grand Trunk Railway E8 class Moguls numbered 1000-1024 delivered between February 3 and June 9, 1910. Between 1910 and 1923 all but six (GTR 1010-11, 1015-16 and 1018-19) were superheated and rebuilt by GTR to E12 specifications which included the installation of piston valves.

In 1923 all 25 became CN E-10-a 902-926. Beginning in 1923, all but four (904, 906-908) were equipped with the Casey-Cavin reverse gear. The six which were never rebuilt or superheated (that became CN 912-913, 917-918 and 920-921) were scrapped between 1930 and 1935. Other than 916 and 922 scrapped in 1936, the remaining 17 were renumbered in 1951 to CN 80-96 to clear the 900-series for the new Y-4 (GR-12) NF110s for the Newfoundland lines.

Only the 925 was scrapped in 1954 without receiving its assigned number 95. The remainder were retired for scrap between 1955 and 1961. This group has the highest preservation rate of any Canadian locomotive class - seven out of 25 survive - 28% of the order

Other surviving Moguls current homes are:

- 81 was put on display in Palmerston, Ontario at Norman and Main Streets in November 1959;
- 86 was put on display in London in April 1958;
- 87 was donated to the St. Lawrence Seaway Museum in July 1957 and put on display as GTR 1008 in Morrisburg, Ontario at the Chrysler Farm Battlefield Park;
- 89 was sold to Steamtown USA in August 1961 and was operated as Green Mountain Railway 89 between April 1965 and June 1972 before being sold to the Strasburg Rail Road Company of Pennsylvania, where it is still under steam;
- 91 was sold privately to Charles A. Matthews, Longstaff (Ontario) before being sold in December 1984 to Middletown & Hummelstown Railroad of Middletown, Pennsylvania.
- 92 was sold to Thomas Marshall, Wilmington Delaware in July 1959 for the Wilmington & Western Railway Corporation of Elsmere, Delaware.
- 96 was sold to Steamtown USA, (Edaville Railway Museum) in June 1959 and was operated as Green Mountain Railway 96 between 1973 and 1986 before being sold privately and returned to Brantford, Ontario. Privately re-sold in November 1994, it currently operates on the Ohio Central Railroad at Coshocton, Ohio.

Excerpt from McQueen & Thomson, Constructed In Kingston - A History of the Canadian Locomotive Companies, 1854 to 1968. (Don McQueen & Tempo Junior)

Olympic tram sparks rail envy south of the Fraser River, where B.C. Electric interurbans used to roll

The sleek new European trams that operated over the Olympic Line in Vancouver during the Games had Fraser Valley passenger rail supporters drooling. The

new 2010 streetcar that ran along False Creek is just the sort of service they had hoped would by now be rolling along at least part of the old Interurban electric rail corridor through Surrey to Chilliwack.

They had even proposed a cheap-to-start demonstration run between Surrey's Scott Road SkyTrain station and Cloverdale. "This or something similar to it is an excellent solution for south of Fraser areas, specifically as a way of connecting the growing Surrey Metro centre to other regions of Surrey and Langley," Surrey transportation advocate Peter Holt said after touring the Olympic line. He noted the estimated $9M cost of setting up the streetcar on existing tracks proves similar technology can be used in the eastern suburbs at a fraction of the $100M per kilometre cost of using SkyTrain.

Holt blames former transportation minister Kevin Falcon for blocking an expedited push to launch a modern service on tracks once used by the British Columbia Electric Railway's Interurban trains to Chilliwack. "It makes abundant sense," added Langley Township Mayor Rick Green, who has assembled a task force of area mayors to press for community rail service. "You could put a new technology diesel unit on these tracks today and have no problem."

Hundreds of people lined up January 21st, to be among the first to ride the Olympic Line streetcar that zipped along a rail line between Granville Island and the Canada Line. The free electric tram service ran 18 hours a day until March 21 on a 1.8-kilometre route that connected to the Athlete's Village station at 2nd and Cambie.

Passengers praised the smooth six-minute ride. The two Bombardier-built Flexity streetcars on loan from Brussels were returned after the Games. Supporters say the route should be continued and extended through downtown. (BC Local News)

Chung Collection illuminates the Chinese experience in BC building CPR

One night, on the lower floor of the Irving K. Barber Learning Centre at UBC, a reception was held to celebrate the Chinese New Year and the Chung Collection.

Wallace Chung, a retired vascular surgeon who was born in Victoria and grew up in his father's Chinatown tailor shop, donated to the university, the collection which tells the story of what it was like to be of Chinese descent in British Columbia in the last half of the 19th century.

The collection tells the history of the Chinese vanguard in BC who came seeking gold in the mid-1800s. Thousands later built dangerous stretches of the CPR as it reached westward through the Interior and the Fraser Canyon. "Some recent immigrants don't know too much about the past here," Chung said at the end of the evening, organized by York House School. BC may promote its Asia Pacific Gateway as a newfangled concept, but many of Chung's keepsakes, especially the ones collected from CPR and Canadian Pacific Steamships, are reminders that people and trade to and from Asia have been flowing for much more than 100 years.

Two years ago, Chung and his wife, Madeline, a retired obstetrician, moved their collection of 25,000 items -- including documents, rare books, maps, posters and other artifacts recording early Chinese immigration to BC -- to this permanent location at the University of British Columbia where it is open to the public and on most days.

At the heart of the collection is a tribute to CPR's once grand fleet of luxury liners that carried goods and people across the Pacific, linking Vancouver to Hong Kong, Shanghai, Yokohama, and Nagasaki until the start of the Second World War. Chung's mother arrived in Canada in 1919 aboard the company's Empress of Asia steamship and, for many years, there was a poster of it hanging in his father's shop. This inspired him to obsessively and painstakingly spend some 4,000 hours over six years restoring a model of the ship.

In another corner, there is a nod to CP's first ocean-going ship. In 1886, just weeks after the first trans-Canada train made it from Montreal to Port Moody, the W.B. Flint arrived from Yokohama "with more than one million pounds of tea aboard. This was immediately transferred from ship to train for destinations in Eastern Canada, the United States and Europe. So began a large and profitable ocean trade for the Canadian Pacific Railway Company." (Vancouver Sun)

One of your co-editors visited this exhibit in 2009. This phenomenal collection of CPR memorabilia and documents is displayed in a very lavish and spectacular manner. Any member of the Association who visits Vancouver should see this exhibit. (Douglas N. W. Smith)

Restoring piece of railway history in NB

CPR Archives

Restoration of New Brunswick's McAdam Railway Station moved a step closer to completion recently with the unveiling of a meeting room set in the 1900s. The repairs and renovations were paid for by community donations and funding from the federal and provincial governments. But Greg Davidson, CEO of the McAdam Historical Restoration Commission, said it's not only the money that's bringing the village's history to

life. "We can't do this without the funding, but what really makes this place breathe history is the memories and stories of those who used to work in the station," Davidson said. "That's why this place is so authentic and true to its original architecture.

We are blessed to have people in our community who remember the station when it was in all its glory." The heritage railway station attracted about 11,000 tourists last year, and as the restorations continue, McAdam Mayor Frank Carroll hopes to see those numbers double. (Woodstock Bugle-Observer)

Canadian Museum of Rail Travel news

Construction of the interior galleries at the Canadian Museum of Rail Travel has been significantly advanced thanks to the current Museum Job Creation Partnership on-going from August 2009 to May 2010. The five galleries are intended for temporary exhibitions of local and touring history and art and are located on the upper level of the historic Freight Shed adjacent to the museum entrance hall.

When completed with the proper facing, nails and screws can be placed for the hanging of any items, be it historical photos or objects or art works. There will be over 600 linear feet of exhibition wall space when the galleries are complete, and their arrangement allows either casual access or controlled access depending on the type of exhibit. The five galleries can have one large exhibition or five smaller ones running concurrently. With an overlapping exhibition schedule, the galleries will provide a constant source of changing displays for local residents and visitors.

Once the 3000 square foot galleries are completed and staffing arranged, there will always be something new to see. It enhances the local cultural role of the Museum in addition to its tourist role.

Another project completed was the installation of original seats in first class car 621 – part of the Soo-Spokane Train Deluxe.

Un autre projet a consisté à installer les sièges d'origine dans la voiture de première classe no 621 du Train de luxe Soo-Spokane.

This photo shows the installation of original seats in first class car 621. This car was found being used as a country cottage (without wheels or interior furniture), near Bragg Creek, south east of Calgary in the late 1980's. It was brought to Cranbrook by truck in 1989, but was stored at the city works yard until 2003, when it was moved to the new site in the lineup of the Trains Deluxe set.

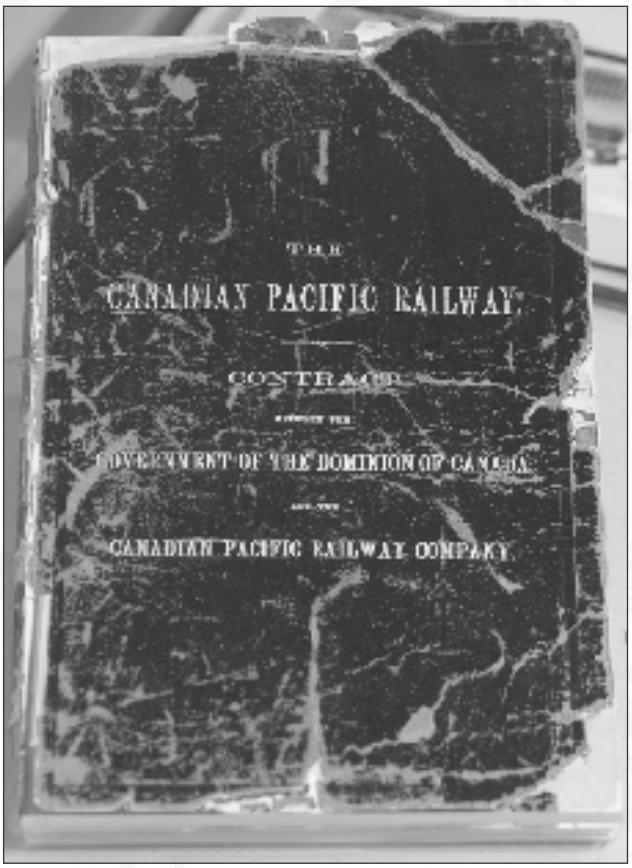
Cette photo illustre l'installation des sièges d'origine dans la voiture de première classe no 621. Cette voiture avait été transformée en maison de campagne (roues et mobilier en moins), près de Bragg Creek au sud-est de Calgary à la fin des années 1980. En 1989, elle fut transportée par camion à Cranbrook et entreposée dans une cour des travaux publics de la ville jusqu'en 2003, puis déménagée au nouvel emplacement de l'ensemble du Train de luxe.

In the fall of 2008, original seats were found in Scranton, Pennsylvania and obtained. They were stored until the summer of 2009 when they were finally installed in coach 621. While the interior panelling of the car is unrestored, the seats are a major visual improvement for train tours. (Garry Anderson)

Our 'National Dream'

Ten days before he died in 2007, Fred Angus of Westmount told Exporail, the Canadian Railway Museum on the South Shore of Montreal, about an important document that he wanted to bequeath. It was his great-grandfather R.B. Angus's copy of a contract between the Dominion of Canada and the Canadian Pacific Railway syndicate to build a railway across Canada. The contract set out to fulfill what has become

known in Canadian history as the "national dream" - a transcontinental railway to unify the sparsely populated country. Canada that had been born in 1867 as a result of the British North America Act. But to get British Columbia to join Confederation as the sixth province in 1871, an amendment to the BNA Act entrenched a federal promise to BC to create a transcontinental rail link.



Construction of that link was completed as a result of an 1881 contract between the federal government and the seven members of the new Canadian Pacific Railway syndicate. Then, as now, parties to contracts were entitled to their own original copies. As one of seven original investment partners in the CPR syndicate and one of four original company directors, R.B. Angus received his own handsome leather-bound copy.

This copy - the same one that Fred Angus told Exporail president Stephen Cheasley about - is the only original copy known to exist today. This copy was part of the museum's temporary exposition titled "What's In The Box?". The exposition, which ran at Exporail until April 11, featured the best of Canadian railway memorabilia donated or bequeathed to the museum during the last five years. The title refers to the many precious items that were mailed / delivered / or picked up by the museum in little boxes. (Montreal Gazette)

Study of Chelsea, Quebec steam train station contracted

A group of consultants has been hired to do a feasibility study on a Chelsea station for the Hull-Chelsea-Wakefield steam train. The federal government will pay $206,550 of the study's $275,400 cost. The study will examine the impact of a proposed train station on the environment, local economy, drainage, water and sewer services and transportation.

Surveys and other field work started during the last week of November. Tim Kehoe, study director, said the station could provide Chelsea with some economic benefit if passengers visit Old Chelsea shops and restaurants. Innovation Chelsea, a business group, has proposed locating a steam train station on a 50-acre site it owns that includes a medical clinic.

Community Table Outaouais, a group that helps develop economic opportunities for West Quebec residents, is participating. Other groups contributing to the study include Caisse Desjardins de Hull, Centre local de développement des Collines-de-l'Outaouais, Hull-Chelsea-Wakefield Steam Train and Tourisme Outaouais. Chelsea Mayor Caryl Green said the former passenger rail station north of Old Chelsea played an important role in the community until it closed during the 1960s. (Ottawa Citizen)

Glorious railway relic sits on track to nowhere in Ajax

A railway spur line that slows down traffic in Ajax may be in a state of disrepair, but not the marvellous passenger train car that resides at the end of it. The spur that crosses Dowty Road, near Highway 401 and Westney Road exists to permit the switching of an opulent passenger car, the Pacific, to and from the CN.

The Pacific was built by the Canadian Car & Foundry Company for the CNR in 1924 with six compartments, a buffet, lounge and observation platform. The car was originally built for charter service to private parties. It was part of the royal train operated for King George VI in 1939 and the whistle-stop

campaign train for Prime Minister John Diefenbaker and entourage in 1957.

The Pacific was purchased from CN in 1972 by Paul Higgins, owner of the Mother Parker coffee and tea conglomerate, who kept it in immaculate condition and used it for personal travel and to entertain guests.

Higgins died in 2004 and Pacific was passed on to his sons, Michael and Paul Jr., who now operate the well-known hot beverage business and store the private car at their plant on Mill Road in Ajax.

In an interview, Michael Higgins said they pay CN an annual fee, the amount of which he did not disclose, to maintain the spur line, adding it is not their responsibility to keep the level crossing in a state of good repair.

He was also concerned that an earlier column may have led some people to think the Pacific, which his father valued at more than $1 million in a 1985 interview with the Star, has been slowly crumbling in its repose.

"We've kept it in perfect condition and we hope to use it to promote the 100th anniversary of our company in two years," said Higgins, adding that after the original column, he got phone calls from people who wanted to buy it. (Toronto Star)

Canadian hall of fame honors two former railroaders, a city and a technology

The Canadian Railway Hall of Fame recently announced 2009's inductees in the leader, heroes, community and technology categories.

In the "leader" category, the hall inducted Major J.L. Charles, a former Grand Trunk Pacific Railway and CN executive who played a role in shaping the Canadian railway network. He directed engineering projects and operations for CN, and was involved in the construction of both the Hudson Bay Railway line from The Pas to Churchill, Manitoba, and the Great Slave Lake Railway from Roma Junction to Hay River, Northwest Territories.

In the "heroes" category, the hall inducted Paul Roy, who served Canadian Pacific, CN, the Northern Alberta Railway, Pacific Great Eastern and BC Rail Ltd. during his 35-year career. He contributed to various railway preservation projects in British Columbia, arranged for the donation of a former BC Rail electric locomotive to the Prince George Railway Museum and created a mini-rail system to introduce railroading and rail history to youngsters.

In the "community" category, the hall inducted Winnipeg, Manitoba, which in the late 1800s worked to become a terminus for a CPR branch line. The city provided the railroad land for yards and a perpetual tax exemption in return for making Winnipeg a divisional point and location for mechanical shops.

Finally, the hall inducted light-emitting diodes (LEDs) in the "technology" category. Approved by Transport Canada in 2003 for use at grade crossings, LEDs help enhance safety because they are visible from a long distance, according to the Hall.

The virtual Canadian Railway Hall of Fame was created in 2002 by the Railway Association of Canada in conjunction with its members, the Canadian Northern Society of Alberta and Canadian Association of Railway Suppliers. (Progressive Railroading On-line)

Uxbridge tourist railway on track with grant

Uxbridge's heritage train group has received a sizeable grant to help keep the organization on track. Denis Godbout, president of the York Durham Heritage Railway, said the group recently received news of a $158,200 Ontario Trillium Foundation grant, to be paid out the next three years. Godbout said the funds will be used to hire a program coordinator to develop marketing opportunities and program development, while cash will also be injected into website enhancement and signage "in order to improve public awareness of the railway as a major tourist attraction." Godbout hopes the awareness campaign will increase ridership, with any additional revenues going toward maintenance and restoration of rail equipment. (Uxbridge Times-Journal)

BACK COVER TOP: CPR GE ES44AC 8875 leads train 31B-26 "the Olympic Express" westbound at Morant's Curve, mile 113 of the Laggan Subdivision on January 26, 2010. The first publicity stop will be at Craigellachie on the mountain Subdivision for an appearance at an Olympic Torch relay event on January 27, 2010. Cor van Steenis.

COUVERTURE ARRIÈRE : La locomotive diesel GE ES44AC no 8875 du CPR est en tête du train 31B-26, l'Olympic Express, en direction ouest à la courbe Morant, borne no 113 de la subdivision Laggan en ce 26 janvier 2010. Le premier arrêt promotionnel se fera à Craigellachie, à la subdivision Mountain, à l'occasion du passage de la flamme olympique le 27 janvier 2010. Cor van Steenis.

BACK COVER BOTTOM : Business car "Mount Stephen" heels to Morant's Curve at mile 113 of the Laggan Subdivision as the "Olympic Express" makes its way westward to Craigellachie, Vancouver and ultimately Olympic glory for Canada at the 2010 Olympic Winter Games. Cor van Steenis.

COUVERTURE ARRIÈRE : La voiture de fonction Mount Stephen à la courbe Morant de la subdivision Laggan au moment où l'Olympic Express se dirige vers l'ouest à Craigellachie et Vancouver pour souligner les Jeux olympiques d'hiver du Canada de 2010. Cor van Steenis.

Canadian Rail

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