



Canadian Rail

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Canadian Pacific Electric Lines, Forster Kemp Donation, Book Reviews

Lignes électriques du chemin de fer Canadien Pacifique, don de Forster Kemp, critiques de livres



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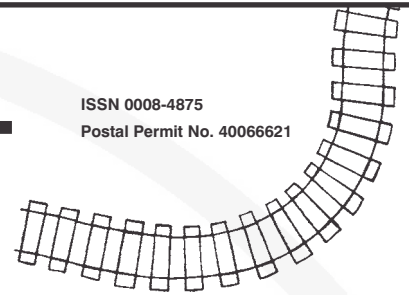


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FRONT COVER: Colourful Grand River Railway car 864 leads the four car (864, 848, 937, 862) National Railway Historical Society's final excursion before discontinuation of interurban passenger service. The train is street running in Waterloo, Ontario on May 1, 1955. These four cars were stored in Preston until they were eventually scrapped in 1956. CRHA Archives, Fonds Bailey C1-22.

BELOW: Preston & Berlin Railway car 61 posed at the Preston Car and Coach Company yards in 1910. The car was actually built by the Ottawa Car Company, possibly subcontracted out by Preston because of a heavy workload in 1910. Note the 'Royal Mail' designation, the car was scrapped in 1935.

PAGE COUVERTURE : Dernière excursion de la National Railway Historical Society avant l'abandon du service interurbain de passagers. La voiture no 864 est en tête d'un convoi de quatre voitures (864, 848, 937 et 862) du coloré Grand River Railway. Le train roule dans les rues de Waterloo, Ontario, en ce 1er mai 1955. Les quatre voitures ont été par la suite entreposées à Preston jusqu'à leur démantèlement en 1956. Archives ACHF, Fonds Bailey C1-22.

Ci-DESSOUS : Cliché de la voiture no 61 de la Preston & Berlin dans la cour de la Preston Car and Coach Company en 1910. La compagnie étant submergée de commandes cette année-là, la construction de la voiture fut confiée en sous-traitance à la Ottawa Car Company. À noter, l'inscription « Royal Mail ». Le véhicule fut démantelé en 1935.

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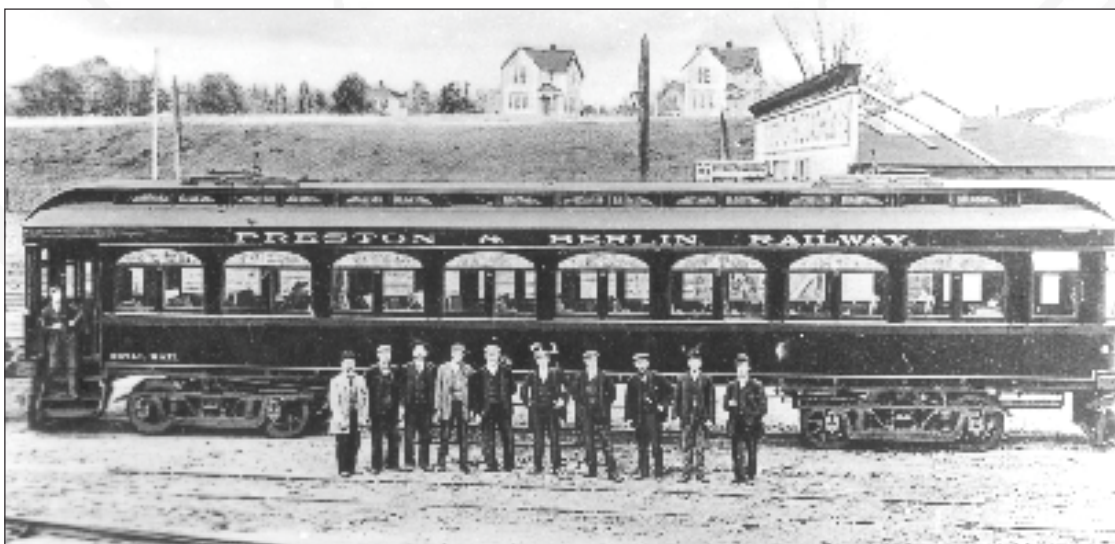
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Canadian Pacific Electric Lines

History Overview

By Robert J. Sandusky

In the latter half of the 19th Century the Grand River watershed contained several medium-sized towns and small cities based around both light and heavy manufacturing. Major railways such as the Great Western, Grand Trunk and Canadian Pacific were already present and eventually the prospects for electric interurban traction looked favourable as well.

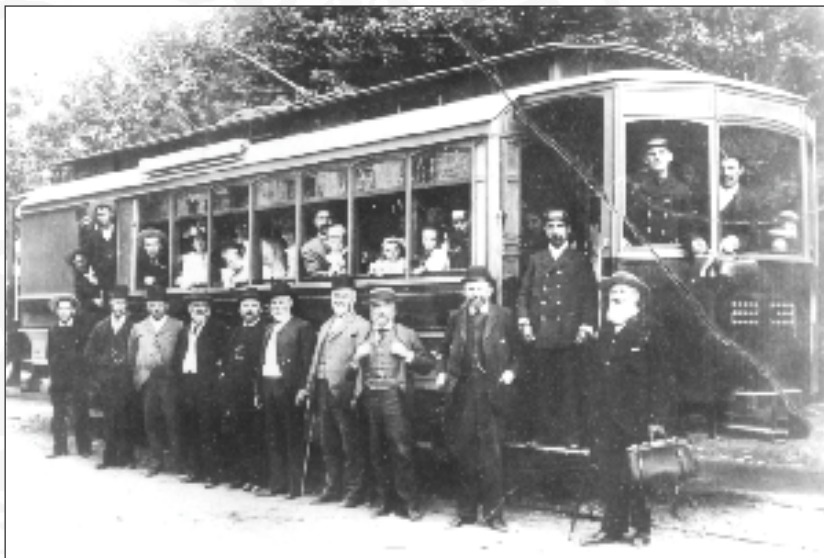
The first such initiative of this type was the Galt and Preston Street Railway Co., organized in 1890 to

carry both passengers and freight and provide a connection with the Canadian Pacific Railway. It opened on July 26, 1894, connecting both the Grand Trunk and Canadian Pacific stations in Galt with Preston.

The name was changed to Galt, Preston and Hespeler Street Railway in 1895 and a branch to the latter town was opened in 1896. The Preston and Berlin Railway was organized in 1894 and constructed between 1900 and 1902 in close affiliation with the GP&H.

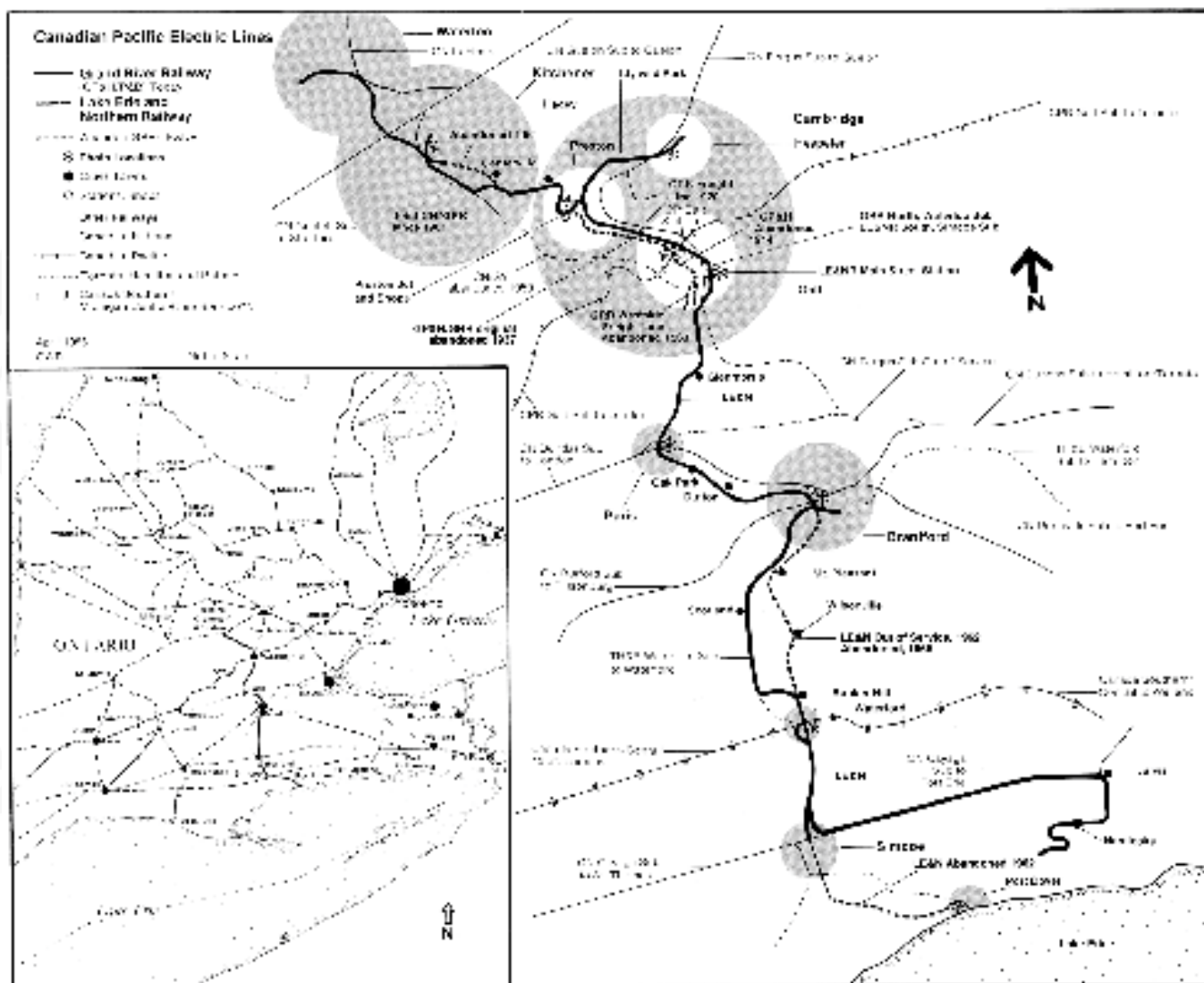
Dignitaries pose beside double truck car 23 of the Galt and Preston Street Railway Company probably at the inauguration of service in 1894. The initial roster of the company consisted of Ottawa built single truck car 22, double-truck combine 23, and three single truck open cars purchased second hand from Brooklyn, New York. These three cars were converted to trailers by Patterson & Corbin of St. Catharines before arriving at Galt. CRHA Archives, Fonds Corley.

Des dignitaires sont photographiés ici, probablement le jour de l'inauguration du service, près de la voiture interurbaine à double bogie no 23 de la Galt and Preston Street Railway Company. À l'origine, le parc de véhicules de cette compagnie comprenait la voiture no 22 à bogie simple construite par la Ottawa Car, la voiture combinée no 23 à double bogie et trois voitures à bogie simple achetées d'occasion à Brooklyn, New York. Ces trois dernières furent converties en remorques par la Patterson & Corbin de St. Catharines avant d'être livrées à Galt. Archives ACHF, Fonds Corley.



Galt and Preston express motor 20 was built in 1895 and is pictured here 'as built' in 1908. Hauling freight was important to the interurban system from its earliest days. CRHA Archives, Fonds Corley.

La motrice express Galt and Preston no 20 fut construite en 1895 et est ici photographiée en 1908 avec son allure d'origine. À l'époque, la traction de wagons de marchandises était une activité importante pour le réseau interurbain. Archives ACHF, Fonds Corley.



Map (not to scale) from Canadian Pacific Electric Lines, published by BRMNA, Calgary, Alberta.

Carte (non à l'échelle) des Canadian Pacific Electric Lines, publiée par BRMNA, Calgary, Alberta.

Service opened in 1903 to Berlin, initially by steam then by electric traction, followed by an extension to Waterloo on October 6, 1904. The P&B was amalgamated in 1908 with the GP&H, which was then leased to the CPR under the name Berlin, Waterloo, Wellesley and Lake Huron Railway. This name, in turn, was changed to Grand River Railway in 1914. Four years later, the GP&H became the GRR organizationally. (Note that Berlin was renamed Kitchener in 1916.)

On December 4, 1906 the new car barn at Preston was destroyed by fire. One of the casualties was this handsome interurban car 20. This car was only a few months old at the time. CRHA Archives, Fonds Corley.

Un incendie a détruit la nouvelle remise des voitures de Preston le 4 décembre 1906. L'une des victimes fut cette voiture interurbaine No 20 à peine âgée de quelques mois. Archives SCHF, Fond Corley.



While the 600-volt, 17 route mile Grand River Railway was a very early Canadian interurban, the Lake Erie and Northern Railway (LE&N) was almost the last. In 1910 Brantford interests promoted a steam road south to Lake Erie as an outlet for local industries and a source for coal imports from the United States. A Dominion charter was obtained in 1911 but the CPR, who already had a half interest in the nearby Toronto, Hamilton & Buffalo, moved in immediately to purchase control of the project. They reconfigured the original plan into an upgraded electric railway reaching Galt at one end and the Port Dover car ferry terminal at the other. Built to handle heavy freight traffic moving to and from the CPR, there was no street running through any towns.



Galt Preston & Hespeler car 205 poses on King Street in Preston around 1915. This car was built by Preston in 1912 for 600 volt operation. It was later rebuilt for 1500 volt operation and renumbered as Grand River Railway 826. CRHA Archives, Fonds Corley.

Le tramway no 205 du Galt Preston & Hespeler rue King, à Preston, vers 1915. Ce véhicule, fonctionnant avec 600 volts, a été construit par Preston en 1912. Il fut reconstruit plus tard pour fonctionner avec 1500 volts et renuméroté 826 pour le Grand River Railway. Archives ACHF, Fonds Corley.

Construction began in 1913 with management being integrated with that of the Grand River Railway. There was already a competing and lightly-built interurban, the Grand Valley Railway that had been running between Galt and Brantford since 1904. It had been in receivership from 1912 so its owner, the City of Brantford, was quite amenable to selling the unprofitable Galt to Paris portion to the LE&N whose own line was advancing southward. Fate took a hand in February 1917 when Grand River flooding forced closure of the GVR near Galt and the LE&N was able to commence service prematurely on February 7th. The southern end of the LE&N opened in later stages, the final one being to the GTR station in Port Dover on July 8, 1917. With the completion of the 51-mile Lake Erie & Northern, Canadian Pacific could boast of having one of the country's first interurban lines (GP&H) as well as one of

its newest. Overhead wiring was built to the same high standards as other recent interurbans such as the London & Port Stanley and Toronto Suburban. The use of pantographs was considered, but never got further than short-term use on a few freight locomotives.

A wooden 8-car fleet had been built by the Preston Car and Coach Co. for the 1500V LE&N in 1915. A new 1500V steel fleet from Preston followed in 1921 (8 cars for the GRR and 2 for the LE&N) and at that time the GRR voltage was converted to 1500. (Previously, any LE&N cars running over the GRR did so at reduced voltage.) Several former GP&H 600V cars were retained but only 3 were converted to 1500V. This fleet of 21 cars served the system through to the end of World War II. Substations were located at Preston shops, Brantford car barn and Simcoe station.

Voltage uniformity meant that equipment of both railways could be inter-mixed with running crews working both. The Grand River and Lake Erie & Northern Railways finally formed the 68-mile Canadian Pacific Electric Lines with headquarters in Preston. While legally separate railways, they still operated as one under the CPEL terminology.

The growing CPEL freight traffic eventually required 3 LE&N and 7 GRR freight motors; all equipped for multiple unit operation and it was common to see them working together. Many freights were operated with sufficient regularity to be assigned run numbers. All train movements on both railways were dispatched in a regular steam road manner from the dispatch office at Preston.



Lake Erie & Northern Railway freight motor 333 and outside braced box car, street running in Waterloo, Ontario on September 9, 1948. Here, the locomotive was painted kaki green with plain yellow lettering. Compare this with the view of the same locomotive on the back cover. M. D. McCarter N29988, CRHA Archives, Fonds Bury.

La motrice pour train de marchandises no 333 du Lake Erie & Northern Railway et le wagon couvert à charpente externe roulent dans une rue de Waterloo, en Ontario, en ce 9 septembre 1948. La locomotive était peinte de couleur kaki avec lettrage jaune. Comparez cette photo avec celle du même véhicule sur la couverture arrière du présent magazine. Archives ACHF, Fonds Bury, M.D. McCarter N29988.

The maintenance shop in Preston was well equipped at an early stage to handle significant repairs and reconstruction. They fabricated the trucks for the steel fleet constructed by Preston Car & Coach, built car and overhead parts, finished off locomotive shells and rebuilt equipment as required. A storage barn was also maintained at Brantford.

The key railway stations on the system were Kitchener Queen Street, Preston, Hespeler, Galt Main Street, Glen Morris (actually an old, stone dwelling), Paris, Brantford, Mount Pleasant, Waterford, Simcoe and Port Dover Chapman Street. (From 1917 to 1946 the Grand Trunk/Canadian National Port Dover waterfront station was the terminus.) Most important flag stops were equipped with typical wooden keyhole shelters.

The 13 mile line between Galt and Paris was a beautiful run that paralleled the Grand River but generated little traffic. However, the area between

Brantford and Port Dover was a well-populated agricultural region ideal for growing tobacco, fruits and vegetables. The fish industry and Ivey's Greenhouses at Port Dover helped generate express revenue for the line. These products would be transported to market via the CPR mainline passenger train connections at Galt. The beach at Port Dover also generated much passenger traffic in the summer months.

Passenger service frequency over the GRR was initially every 30 minutes between Galt and Preston and hourly to Kitchener and Hespeler. On the LE&NR it was roughly every 2 hours. A new bus subsidiary named Canadian Pacific Transport Company Limited began a half-hourly service between Galt and Preston in 1925 and a less frequent one to Kitchener in 1926. This reduced electric service somewhat, but protected the company's competitive position. Connections were made with the Kitchener-Waterloo Street Railway, the CPR at Galt and



Southbound car 842 was built by Preston in 1921. It is pictured here southbound loading express at Brantford's unusual 'run through' station in 1950. Patterson George Collection, CRHA Archives, Fonds Bury.

Cet interurbain no 842 en direction sud fut construit par Preston en 1921. On l'aperçoit ici au moment du chargement des colis express à la gare quelque peu inusitée de Brantford, en 1950. Archives ACHF, Fonds Bury, collection Patterson George.



Express passenger car 626 was built by National Steel Car in Hamilton, Ontario in 1948. It was the last electric interurban car built in Canada. It is pictured here on May 1, 1948. The car was scrapped in Preston in 1957 when it was less than ten years old! CRHA Archives, Fonds Corley.

L'express passager no 626, photographié ici le 1er mai 1948, fut construit par la National Steel Car à Hamilton, Ontario, la même année. Ce fut le dernier véhicule interurbain construit au Canada. Il avait moins de dix ans lorsqu'il fut démantelé à Preston en 1957. Archives ACHF, Fonds Corley.

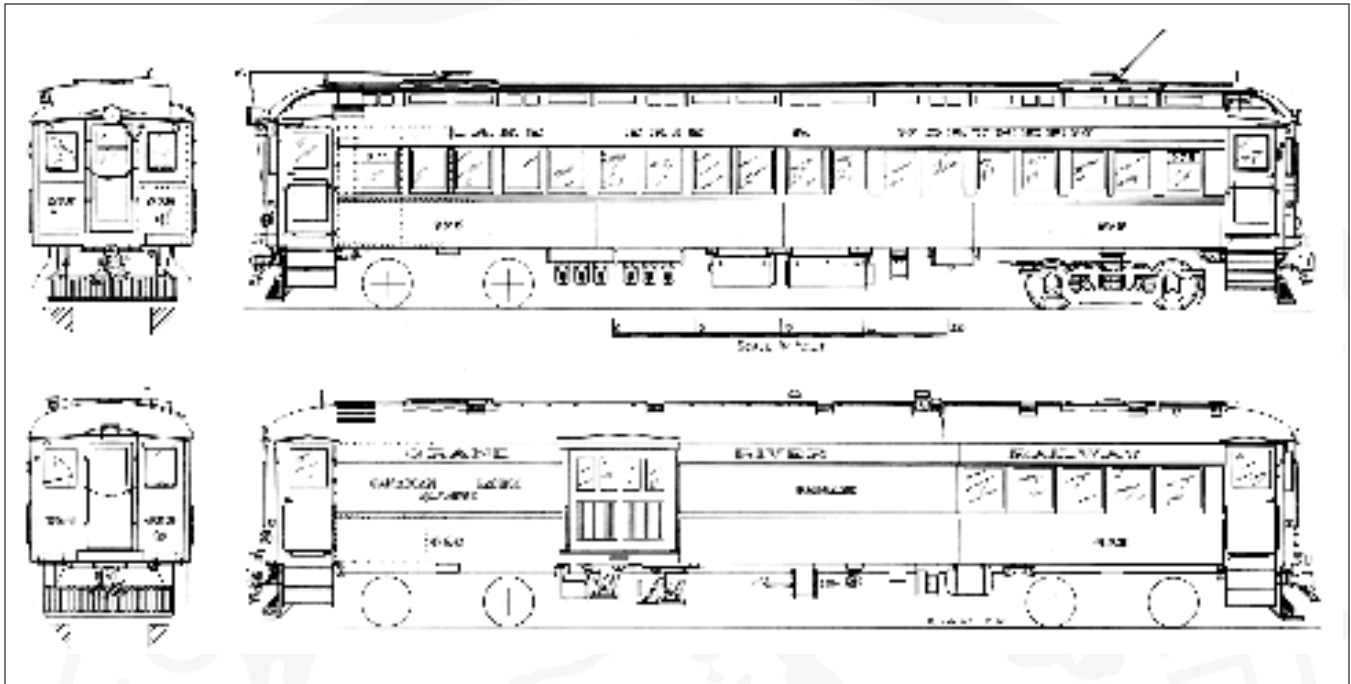
the 600-Volt Brantford and Hamilton Electric Railway (who shared access to the LE&NR's Brantford station from 1917 to 1929).

In the years after 1921 ongoing improvements to the system brought it up to a higher standard. Track relocations were done in Preston, Galt, on the approach to Kitchener and for most of the riverside line to Hespeler. In some cases double tracking was required. Street running for passenger services between Galt and Preston was finally eliminated by 1939. Freight traffic gradually increased to serve some 450 customers over the years. Even after the end of World War II the tonnage continued to grow until 1955 when figures ceased to be readily available. Notwithstanding that there were still operating losses about 50% of the time. Unfortunately passenger traffic was another story. The LE&N section was never a heavy carrier in either tons or passenger miles. The entire CP Electric system had a passenger peak in 1944 of 1,680,000 (almost double any other best year), but it declined after that.

There was still optimism in 1946 because all of the 1921 steel cars were cycled through the CPR's Angus Shops for upgrading. There they received stronger motors, higher speed gearing and refurbished interiors. Freight locomotives also were beefed up or completely

rebuilt in the Preston shop while 3 more locos were obtained from the Salt Lake & Utah Railway. A new express combine ordered from National Steel Car in 1947 turned out to be the last interurban built in Canada and had a short life of only 8 years. As late as 1952 a new express office was erected in Brantford to keep pace with increasing business. It was a full time job for an express motor to load up there each weekday afternoon then be added to a late day northbound train for a run to the CPR station at Galt. Cargo space was in demand and even two 1915 combines had their passenger capacities reduced to make room for more express. Given these improvements the fleet was looking pretty good.

In spite of the improvements, passenger traffic continued its decline. In April 1950 the first application to discontinue that service was made to the Board of Transport Commissioners. Permission was refused. CP Electric's appeal was denied. Thus passenger service had to continue 'indefinitely'. However, many runs deemed to be "non-paying" were soon cancelled and the previous street car type of service frequency could no longer be said to exist. (Paradoxically, the railway was still reporting that freight and express businesses were at the highest level in its history.)



Diagrams of LE&N – GRR steel cars as drawn by the author in 1963.

Interurbain en acier du LE&N-GRR, schéma dessiné par l'auteur, en 1963.

Passenger service over the LE&N section was reduced to 4 through trains and 2 local runs south from Brantford. The GRR's Hespeler run was eventually down to 16 trips per day and no Sunday service after 1952. The main service between Galt and Kitchener was provided by Canadian Pacific Transport buses, which connected with the Hespeler run at Preston station. Rail service on that same run dwindled to 3 through runs daily except Sunday.

The service reductions and general switch to automobile travel saw passenger traffic fall to 160,000 in 1954. A second application for service discontinuance was made and approved in March 1955. Car service ended with the completion of the scheduled runs on Saturday, April 23rd. Two farewell excursions ended public use of the passenger equipment by May 1st. All passenger cars were scrapped save combine 797 which is preserved by the Ontario Electric Railway Historical Association.



Single car 862 calls at Hespeler in this mid fifties view. Another 1921 Preston product, it was overhauled and modernized at Angus Shops in Montreal in 1947. It was scrapped in Preston in 1956 CRHA Archives, Fonds Kemp 2476.

L'interurbain no 862 à Hespeler au milieu des années 1950. Construit par Preston en 1921, il fut révisé et modernisé aux ateliers Angus de Montréal en 1947, puis démantelé par Preston en 1956. Archives ACHF, Fonds Kemp 2476.



Grand River Railway 846 crosses the Waterford trestle in July 1947. The bridge was built in 1916 and crosses the Canada Southern Railway. M. D. McCarter N3806, CRHA Archives, Fonds Bury.

L'interurbain no 846 du Grand River Railway traverse le pont de Waterford en juillet 1947. Ce pont fut construit en 1916 et enjambe le Canada Southern Railway. Archives ACHF, Fonds Bury, M.D. McCarter N3806.

The final demise of passenger service on this efficient electric railway came as no surprise. The 1946 "modernization" program for the passenger service had produced practically no new traffic. Patronage dropped off steadily in post-war years as it did with most other railways for all the obvious reasons. The growing express service, which had been physically part of the passenger operation, was converted to trucking. On March 1, 1957, the CP Transport bus business at Preston was sold to The Canada Coach Lines Limited of Hamilton, Ontario.

Canada Coach continued to operate the Kitchener - Galt CPR train connection until June 19, 1961.

Electric freight operation continued until October 1, 1961 when diesels of the Canadian Pacific Railway replaced the electric freight motors. The day before that another farewell run saw two electric locomotives pull a train of conventional CPR passenger equipment. All freight motors, but two, were either sold or scrapped.



The last Canadian Pacific Electric Lines passenger run was on September 30, 1961. A chartered train organized in Toronto saw CPR FPA-2 4095 pulling baggage car 4266, baggage-buffet 3053 and coaches 2200, 2285, 2257 and 2229 to Galt whence they travelled over both the Grand River and Lake Erie & Northern trackage behind GRR motor 228 and LE&N motor 337. This runpast took place beside a tobacco farm near Oakland on the LE&N between Brantford and Waterford. John M. Mills, Robert Sandusky collection.

Le dernier train de passagers des Canadian Pacific Electric Lines, le 30 septembre 1961. Un convoi nolisé de Toronto comprenant la locomotive FPA-2 no 4095, le fourgon à bagages no 4266, la voiture bagages-buffet no 3053 et les voitures coach 2200, 2285, 2257 et 2229 s'est dirigé vers Galt, puis, de là, les motrices no 228 du GRR et no 337 du LE&N circulant sur les voies du Grand River et du Lake Erie & Northern ont pris la relève. Ce passage-photo (runpast) eut lieu près d'un champ de culture de tabac à Oakland sur la ligne du LE&N entre Brantford et Waterford. John M. Mills, collection Robert Sandusky.

Trackage south of the Canadian Pacific Railway in Galt was removed after July 1990, as were the rails of the Hespeler Branch and those beyond the Kitchener CNR interchange to Waterloo. The only surviving part of the system today is CP Rail's 11.2 mile Waterloo Subdivision stretching from the CPR Galt interchange to the connection with the Goderich and Exeter (ex-CNR) Huron Park Spur in Kitchener. The traffic is basically automotive. Most of the Lake Erie and Northern right of way between Galt and Simcoe can be travelled to-day as a series of linked bicycle trails developed since abandonment.

Sources:

Upper Canada Railway Society Newsletter: July 1950; August 1950; November 1950; April 1955; May 1955.

John F. Due. The Intercity Electric Railway Industry in Canada. Toronto: University of Toronto Press, 1966

Traction on The Grand, John M. Mills, Railfare

Enterprises, 1977, ISBN: 0-919130-27-5.

Railfare DC Books will be reissuing Traction on the Grand by John Mills later this year. This new edition will have an expanded photo section; many photographs will be in colour.

Canadian Pacific Electric Lines, George Roth and William Clack, BRMNA Publications

Trackside Guide, Edited by Earl Roberts and David P. Stremes, Bytown RR Society

Personal observations; 1950-2010.

Brantford Public Library.

<http://brantford.library.on.ca/images/genealogy/headers/section.png>

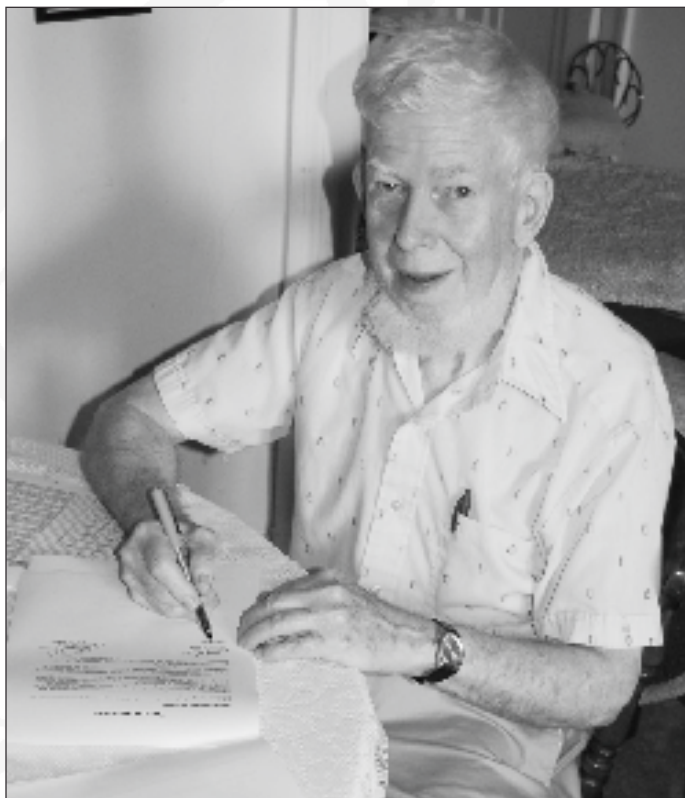
William E. Miller. General History, Grand River Railway and Lake Erie and Northern Railway.

<http://www.trainweb.org/elso/grr.htm#history>

<http://www.trainweb.org/elso/len.htm#history>

Forster Kemp's Photographic Legacy

By Peter Murphy



Forster Kemp signing the Donation Contract for the turnover of his photographic and railroiana collection on June 10, 2009. Peter Murphy.

Foster Kemp signant l'acte de donation de sa collection de photos et de documents ferroviaires en ce 30 juin 2009. Peter Murphy.



Montreal & Southern Counties suburban car 105 is heading 'to the barn' in this September 18, 1953 view. This scene was little changed from that which Forster saw, and was influenced by, as an infant in 1932 – 1934. Peter Murphy collection.

La voiture interurbaine no 105 du Montreal & Southern Counties se dirige vers le hangar en ce 18 septembre 1953. La scène diffère peu de ce qu'a pu voir Foster, et qui l'a probablement influencé, alors qu'il était enfant dans les années 1932-1934. Collection Peter Murphy.

Forster Kemp came by his railroad interest naturally. His parents lived in Como, Quebec (near Hudson just west of Montreal) and his pregnant mother commuted by train to Montreal for doctor's appointments and other activities. A year after Forster was born in 1932, the family moved to McAuley Avenue in Saint Lambert where they resided for two years. Living on the west side of town, his babysitter walked young Forster by the Montreal & Southern Counties car barn to reach downtown St. Lambert. His fascination with railways started at an early age!

Because of an annoying basement flooding problem, Forster's parents moved back to Como in 1935. His father was an insurance company executive and commuted by train to Montreal on weekdays. Dad came home on the 5:15 PM limited stop train from Windsor Station. Forster recalls meeting dad at 6:10 PM at the Como station on many an evening. A G2 class 4-6-2 CPR locomotive hauled the nine wooden cars. These engines were equipped with an auxiliary generator to power the electric lights in the wooden cars using a train line (some cars were still gas lit, others were electric).

In 1937, the family purchased a vacant lot on Bedbrook Avenue in Montreal West. A two story brick home was constructed; it bore civic number 185. Montreal West was (and is) a beehive of railway activity. Every passenger train departing Windsor Station passed through Montreal West, located just east of Ballantyne Junction between the Winchester and Adirondack Subdivisions. Montreal West was also home to many Canadian Pacific Railway employees - the houses on the opposite side of the street from the Kemps were owned by the CPR.



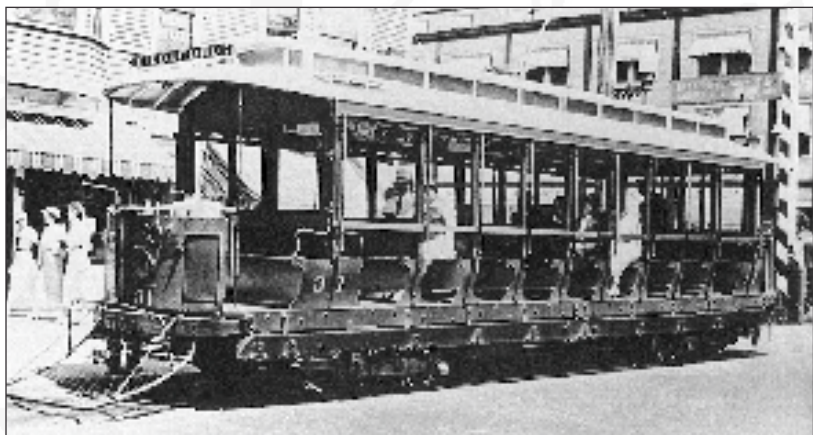
One of the many photos Forster took in and around Montreal West, Quebec, southbound freight with engine 2407 near North Junction on January 1, 1956. CRHA Archives, Fonds Kemp 39.

L'une des nombreuses photos prises par Foster à Montréal-Ouest au Québec et dans les environs; un train de marchandises en direction sud près de North Junction, tiré par la locomotive no 2407 en ce 1er janvier 1956. Archives ACHF, Fonds Kemp 39.



The Farnham Turn with Bedford stone cars operating as Extra 2212 North and pusher 6920 which has just cut off, on the grade at Montreal West on August 25, 1951. Ronald S. Ritchie.

Le 25 août 1951, le train extra 2212 Nord, en provenance de Farnham a gravi la côte en direction de Montréal Ouest. On vient de découpler la locomotive 6920 qui poussait le train. Ronald S. Ritchie.



Car 31, of the Biddeford and Saco Railway Company at Old Orchard Beach, Maine, taken in the late 1930's. The buildings in the background still stand today. It was this type of car that Forster saw rolling by as he got his hair cut in a trackside Biddeford barber shop! Car 31 was the first car in Seashore's collection, and is believed to be the first streetcar saved anywhere in the world by volunteers for preservation and operation. Seashore Trolley Museum collection.

Photo du tramway no 31 de la Biddeford and Saco Railway Company à Old Orchard, dans le Maine, prise à la fin des années 1930. C'est ce type de véhicule que voyait circuler Foster lorsqu'il se faisait couper les cheveux au salon de coiffure pour hommes de Biddeford situé le long de la ligne! Le tramway no 31 fut la première acquisition du musée Seashore et, semble-t-il, le premier au monde sauvé par des bénévoles à des fins de préservation et d'exploitation. Les bâtiments en arrière-plan existent toujours. Collection du Seashore Trolley Museum.

Forster attended Elizabeth Ballantyne School that was located beside the CPR's Adirondack Subdivision tracks. It didn't take long for him to make friends with his classmates, two of which were sons of

Canadian Pacific Railway Vice Presidents. One was Gordon Leslie, his father was Eric Leslie, Vice President, Finance; the other was David Evans, whose father F.C.S. Evans, the Vice President, Law. At that time Mr. Evans was assigned to represent Canadian Pacific at the Royal Commission of Freight Rates hearings. Mr. Evans spent a lot of time away from home albeit travelling in a private railway car.

Other neighbours who worked for the CPR included: Barney Remillard, the gardener at CPR's Montreal West station. Forster still remembers the greenhouse that was part of Barney's property. There was Mr. Franklin in the Accounting Department and of course the Leslies and Evans mentioned above.

As luck would have it, Forster's house was located within sight of the North Junction lead to the access track to the Adirondack Subdivision. He fondly remembers attending school and watching every morning for the daily 'Farnham Turn' to arrive from Farnham, hauled usually by an N2, 3600 series locomotive. Consist was usually about 20 cars including 6 cars of Bedford limestone destined for Shawinigan Falls. Timing was such that the train had to stop outside his school and wait for Train 354, 'The Frontenac', to clear for Quebec City. Once clear, the Turn would struggle against the curve and grade, and with a great cloud of steam, smoke and cinders blanketing the school (and Montreal West) would struggle on to Outremont yard. From birth he was always within the sight, sound and smell of a railway.

In the late 1930's the family spent two weeks annually in a rented farmhouse near the beach at Scarborough, Maine, just south of Portland. This was another opportunity for Forster to hone his rail enthusiast interest as his father took him for a ride on the Portland Railroad; the local streetcar system was abandoned in 1941. On another occasion he recalls being in the barber's chair at Biddeford (where mother shopped for linens) and nearly jumping out of the chair when an open trolley rolled by on the Biddeford & Saco Railway Company. Little did he know that the Seashore Trolley Museum at Kennebunkport, Maine was being formed at this time. Seashore's first acquisition was Biddeford & Saco car 31, a 12 bench open car acquired in 1939!



Portland Terminal Railway dieselized early, here ALCO HH600 diesel switcher 1002 is busy switching on August 16, 1937. Denver Public Library, Otto Perry collection, call number OP-14520.

Le Portland Terminal Railway a tôt fait de se convertir au diesel. Nous apercevons ici la locomotive diesel de manœuvre Alco HH600 no 1002 en plein travail en ce 16 août 1937. Bibliothèque publique de Denver, collection Otto Perry, no OP-14520.

His father rented a bicycle for Forster's use on his Maine vacation as he was more interested in pedalling to the Boston & Maine and Maine Central train stations to see the local railway action than going to the beach. Forster recalls discovering an open platform boarding car attached to the Grand Trunk's Portland auxiliary train. This turned out to be an early Grand Trunk coach built in 1859. It was later given a new lease on life as part of the CNR's Museum Train in the 1950s. It was in Portland, Maine that Forster saw his first diesel locomotive – the Portland Terminal Company was dieselized in 1936. Trips to Maine were suspended during the war years because of border restrictions and currency controls. The next trip to Maine would be in 1945.

In 1947 the family went on a trip, by automobile, to visit his uncle at Point du Chene, New Brunswick. His bicycle had been shipped by express and was waiting for him at the Point du Chene station. Forster frequented the local station and still remembers the CNR 10 wheeler assigned to the old Intercolonial branch line between Painsec Junction and Point du Chene. One day, he rode the noon train into Moncton where he explored the

impressive CNR facilities. He recalls seeing five CNR U2's (4-8-4), three of them with broken main rods. Ernie Modler told him in later years that this was a problem with these locomotives. He took the afternoon CNR local back to Pointe du Chene. This train consisted of 7 wooden cars, including a combine car at either end. Because the consist was not turned, the combines acted as buffer cars in either direction.

Forster was obviously infected with the travel bug at an early age. He spent the next twenty five years of free time travelling and photographing all forms of rail operations in Canada, the USA and abroad. This was helped along with his CPR's employee pass, and half fare orders on other railways.

In 1950, at age 18, Forster got a summer job in the General Passenger Agent's office in CPR's Windsor Station in Montreal. In 1951 he was hired permanently. He worked as a shed messenger at the Place Viger freight terminal. His job was to bring the shipping bills up to the



Same spot, different era – Bill Linley caught VIA's Ocean passing Painsec Junction in December 1978. Bill Linley.

Même endroit, autre époque : Bill Linley a capté l'Océan de Via Rail à la Painsec Junction en décembre 1978. Bill Linley.

office where the billing clerks would process them. Place Viger was then a bustling terminal. With 4 tracks accommodating 20 cars each, 80 cars of 'less than carload lot' freight could be handled at any one time. He also worked for a short time as a 'carbon boy', inserting reused sheets of carbon paper between the sheets of freight waybills (an early form of recycling). He made the rounds of the CPR Montreal facilities serving as call boy, car checker, yard-clerk at the Angus Shops and the Outremont, Mile End, Hochelaga and St. Luc Yards.



A view of Place Viger's 80 car capacity freight terminal in 1940. Canadian Pacific Archives.

Vue de du terminus Viger avec sa capacité de 80 wagons, en 1940. Archives du Canadien Pacifique.

In 1951, the National Railway Historical Society (NRHS) held its annual convention in Montreal. Working night shift as a car checker at St. Luc, he signed up to attend the NRHS convention by day. This was the ultimate rail enthusiast experience with a full agenda of steam excursions, charter streetcar trips in Montreal and Ottawa, a 6 car charter on the Montreal & Southern Counties, and so on!

In late 1951, Forster signed up for an apprentice electrician's training program at Angus Shops. This was a two year program. One of the side benefits was the ability to wander around the shops during lunch hour – a great advantage to a rail enthusiast. One lingering memory is seeing Belpaire boilers that had been brought in for scrapping. Three of these were from Class F1a and F1b Atlantic type locomotives built for the CPR in 1899. These locomotives had been withdrawn from service and scrapped in 1917, but the boilers were salvaged and served as stationary boilers. Two were used to heat the Outremont roundhouse and the other the Farnham roundhouse. The boilers still had their original locomotive builder's plates at time of scrapping in 1951.

When the apprentice course was completed, he was required to serve one year in a running shop servicing diesel locomotives. He spent from January to December 1954 at Chapleau, Ontario, where the running shop was servicing 20 FA1's (4008-4027), 10 FB1's (4404-4413), 10 FA2's (4042-4051) and 4 RS2's (8400's) assigned to that division. The Schreiber Division of the Algoma District was dieselized in 1950. Chapleau, Ontario being the main terminal for steam power,

was selected as the maintenance point for the diesels. A run-through servicing shop incorporated a drop table for truck, wheel and traction motor change-outs was constructed adjoining the roundhouse in 1950. It had two run-through tracks plus two others for the drop table. A ten-ton ground controlled overhead crane was provided. Originally, 50 road diesels were assigned to Chapleau, 40 Alcos and 10 GM's. By the time Forster arrived in Chapleau, the CPR had dieselized the Rockies and pulled the 10 GM units from Chapleau and sent them west to Calgary.

In 1954 east and west bound mainline passenger trains through Chapleau were still steam hauled because of the steam heat requirement. An H-1 4-6-4 Hudson Type was kept at Chapleau in steam, as a protection engine for mainline passenger trains. One other steamer was in standby service for work / ballast trains, otherwise all freight operations through Chapleau were dieselized.



Diesels arrived in Chapleau in May, 1950 for the RS-2's and June 1950 for the FA-1's, here we see FA-1 4019 outside the diesel shop in the 1950's. 'Skippy' Ketterer, CPR Chapleau retired.

Les locomotives diesels firent leur entrée à Chapleau en mai 1950, pour les RS-2, et en juin de la même année pour les FA-1. Ici, nous apercevons la FA-1 no 4019 à l'extérieur de l'atelier diesel dans les années 1950. « Skippy » Ketterer, retraité du CPR de Chapleau.

CPR Chapleau Diesel Shop

Extract from Schreiber Division information sheets circa 1959 courtesy Darcy Furlonger

At the present time 19 diesel locomotives can be housed under cover. Under emergency conditions, additional space can be found for 23 locomotives by removing wheels and diesel trucks from storage tracks.

The purpose for which each stall is used is as follows:

Stalls 1, 2 and 3 – Complete service facilities for diesel locomotives.

Stall 4 – Whiting drop table and wheel lathe.

Stall 5, 6, 7 and 8 – Dismantled and stalls 4 and 9 joined 10' wide corridor, wheel storage bays.

Stall 9 – Lubricating oil storage, two 5,000 gallon tanks.

Stalls 10 and 11 – General work area.

Stall 12 – Overhauling and testing of steam generators and parts storage.

Stall 13 – Storage and repairing of diesel locomotive batteries, approximately 40' of track to store two diesel locomotive trucks.

Stall 14 – machine shop and work benches, spray booth for treatment of diesel locomotive components.

Stall 15 and 16 – Ordinary diesel locomotive service stalls.

Stall 17 – Load testing mechanism.

Stall 18 – Diesel locomotive cleaning track. High level walkways permit washing of upper structure of diesels.

Stall 19 – Tracks removed to permit space for cleaning of diesel locomotive components.



Forster was required to spend time during his apprenticeship as a CPR electrician at one CP's diesel shops. Forster chose Chapleau, Ontario in northern Ontario one of CPR's first such facilities. CPR's first FP7's were briefly assigned to Chapleau before being transferred west to Alyth diesel shop in Calgary. A brand new FP7 4029 heads up westbound train 903 at Agincourt, Ontario on a test run in 1950, the van behind 4029 is for mechanical department personnel observing the performance of 4029 before she heads north for Chapleau. R. Post collection, from David Shaw - Smaill collection.

Foster devait faire son apprentissage en tant qu'électricien du CPR dans un atelier diesel de son choix. Il choisit celui de Chapleau, au nord de l'Ontario, l'une des premières installations du genre. Les premières locomotives FP-7 du CPR furent brièvement assignées à Chapleau avant d'être transférées dans l'Ouest à l'atelier Alyth de Calgary. Une FP-7 neuve, la no 4029, est ici en tête du train no 903 en direction ouest à Agincourt, Ontario, lors d'un test de parcours en 1950. Le fourgon de queue derrière la 4029 permet au personnel du service de la mécanique d'observer le comportement de la locomotive avant que celle-ci ne soit dirigée vers le nord à Chapleau. Collection R. Post de la collection David Shaw-Smaill.

CPR FA1 4008 was the first FA1 built in Canada by MLW and is seen here westbound at Baie D'Urfé, Quebec in June 1950. The 4008 and her B unit will transfer to Chapleau, Ontario where she will be worked on by a young electrician by the name of Forster Kemp. AL Paterson photo - Smaill collection.

La FA-1 no 4008 en direction ouest à Baie-D'Urfé, au Québec, en juin 1950. Ce fut la première FA-1 construite par MLW. Elle sera transférée, avec son unité B, à Chapleau, Ontario, où elle sera entretenue par un jeune électricien du nom de Foster Kemp. Photo Al Paterson, collection Smaill.



CPR 4042 was the first FA2 on the Canadian Pacific system, it was built in July 1951 and was also assigned to the Chapleau diesel shop during Forster's time. With FB1 4418 trailing, 4042 powers an extra west at Lorne Park Ontario in 1955. Al Paterson-Smaill collection.

La locomotive no 4042 fut la première FA2 acquise par le CPR. Elle fut construite en juillet 1951 et assignée elle aussi à l'atelier diesel de Chapleau du temps de Foster. Accompagnée par l'unité 4418, la 4042 est en tête d'un convoi extra en direction ouest à Lorne Park, Ontario, en 1955. Collection Al Paterson-Smaill.



CPR FA1 4011 and an identified FB1 are brand new as they prepare to couple on to a westbound test train at Sortin Yard in 1950. After the road test to Smiths Falls, both units will head north and be maintained at the Chapleau diesel shop. Paterson – George collection, Smaill collection.

La locomotive FA-1 du CPR no 4011 et une FB1 non identifiée flambant neuves se préparent à s'accoupler à un train-test en direction ouest à la cour Sortin en 1950. Après le test de parcours vers Smith Falls, les deux unités seront dirigées vers le nord pour subir un entretien à l'atelier diesel de Chapleau. Collection Paterson-George de la collection Smaill.

He was allowed one trip home per month on his pass. Forster used the opportunity to spend some free time in Toronto where he tied into the Upper Canada Railway Society and their activities. Through this connection he met John Mills, Ron Cooper, Bob Sandusky and others who founded the Ontario Electric Railway Historical Association, which he joined. He was present in 1953 when the group inspected and selected Toronto Civic Railway wooden car 55, the second OERHA car to be preserved (after TRC 1326).

In December 1954 he returned to Montreal's Angus Shops and worked as a maintenance electrician. He was soon assigned to the car and then diesel shop where he worked on generators, traction motors (including rewinding), dynamic braking grids, etc.

When he made his first solo trip to the Maritimes and Newfoundland in 1953, he didn't own a camera. Fortunately he purchased his first camera shortly thereafter. By 1954 the writing was on the wall – diesels would eventually replace steam, and subways and busses would eventually replace most streetcars. Forster had a broad railway interest, but his greatest passion was for steam powered branch lines. Armed with a black and white, colour slide, and an 8 mm movie camera, he proceeded to capture the great railway transition years on film. He travelled out west in 1954, 1955 and 1956, covering CNR and CPR mainlines and branch lines as well as the Northern Alberta, Pacific Great Eastern,

Esquimalt & Nanaimo and other smaller railways. In 1956 he also went back to the Maritimes with his cameras and recorded the railway action there including activity in Prince Edward Island and Newfoundland. He also found time to take several trips overseas, especially to Great Britain where he recorded many a great photograph.

His first CRHA excursion was the CRHA oil electric trip to Huberdeau with CNR 15837 in 1950. This was the CRHA's first railroad excursion charter! He was a CRHA excursion regular, seldom missing a trip. He also participated in other charters operated by the UCRS out of Toronto, and various organizations in the USA.

Forster married Frances Youngman on June 12, 1976. They adopted a son Nicholas in 1980. He retired from Canadian Pacific in 1992 after 42 years service. Forster and his wife live in Montreal and he still enjoys keeping track of happenings in the railway community.

Over his career Forster created an impressive legacy of railroad photographs and printed materials. This includes 6000 colour slides, 30,000 feet of 8mm movie film, uncounted black and white negatives, over 1000 timetables, a collection of early topographic maps and some 100 books. We are very honoured and pleased that Forster has chosen the CRHA Archives as the permanent home for his railroad collection.

On behalf of the railway heritage community, we sincerely wish to thank Forster for his generous donation to the CRHA Archives.

CN Canadian National Railway
Chemin de fer National du Canada
Grand Trunk Western
Railroad

This order is not good for passage on train. / Ce bon n'est pas un titre de transport.

number / numéro **Nº 54752** date **June 26, 1969.**

Ticket agent: on surrender of this order before 90 days from date of issue and to / À l'Agent recevoir son billet: Contre remise de ce bon dans les 90 jours de son émission, voirifiez votre bon

Mr. F.A. Kemp - - -

account / titre **Electrician, C.P.R., - Montreal, Que.**

rail passage tickets (not reserved) / des billets de chemin de fer (non réservés)

from / de **Montreal, Que.**

to / à **St. John's, Nfld. & return.**

issued at the charge shown hereunder: / aux conditions suivantes: 1. A la moitié du tarif des jours (Week) charge in each direction. / (Régulier).

Valid when countersigned by A. C. Oliver or S. W. Nicholas. / Ce bon doit être countersigné par A. C. Oliver ou S. W. Nicholas.

Signature

General Manager / Directeur général

form 308 (7-68) / brochure 308 (7-68)

ESQUIMALT AND NANAIMO RAILWAY COMPANY

No. **TX 7937**

PASS Mr. F. A. Kemp - - -

AGENCY Electrician - CPR

TO Nanaimo FROM Victoria

DATE / (JOURNÉE) December EXPIRE / (FIN DE) March 1968

ADDRESS Montreal REV'D BY dfh.c

Valid when countersigned by ON D. F. VALLÉE

Signature

THE DELAWARE & HUDSON RAILROAD CORPORATION Form R.F.O.

REDUCED FARE ORDER No. 21509

Ticket Agent Montreal, P. Q. Date Mar. 19, 1968

Sell to Mr. F. Kemp

Account CPR

One Ticket R/trip

(Ticket classification)

As fare authorized for "Employee". Ticket must be endorsed "Employee".

From Montreal, P. Q. To Albany, N.Y. and Return

Limit ticket to 90 Days

This order is not transferable and is NOT GOOD FOR TRANSPORTATION but must be exchanged at ticket office named herein within sixty (60) days after date of issue. Holder must identify himself or herself upon request. Any erasure or alteration of the writing on this order renders it void.

Valid only when countersigned by: MYSELF or J. F. MURPHY

AGENTS

STAMP HERE

Signature

Eleanor (Nora) Nicholls 1913 - 2010

Those who knew Nora Nicholls saw a lady with a beautiful spirit shining through. With great energy, warmth and laughter, she gave gifts of encouragement, advice, support, and fun. She inspired with faith and hope. Who can forget the sparkle in her blue eyes, the kindness in her voice and the impish smile hovering at the corner of her mouth.

Nora inherited the wonderful qualities of her parents: William Harlow Miner and Mabel (May) Chambers Miner. She carried on their values in life: hard work and honesty, honour to family and a commitment to community and country. Her personality was an amazing blend of her father's determination to bring about progress and her mother's quiet, deep sympathy for others.

Nora combined her abilities by choosing a career in teaching. She graduated from McGill with a B.A. and then qualified as a teacher with the first thesis on teaching with audio-visual technology. During the Depression, she was able to get a job teaching in Shawinigan, Quebec. She courageously went off to teach students some of whom were older than she was.

Next Nora undertook to work as a volunteer for the Red Cross in the War effort. She went overseas and worked for several years in the F.A.N.Y. Corps, Transport Service. She was chosen for a special assignment but at that time she sensed that her mother was not well so she chose to go home. Nora returned home to find that indeed her mother was seriously ill, but her mother was able to see her daughter married.

Robert Nicholls was a founding member of the Canadian Railroad Historical Association in 1932, he married Nora in 1945. From the day they met, Nora was always at Robert's side supporting him fully in his CRHA endeavors. Nora was part of the CRHA family, ever the gracious hostess whether it be for committee meetings or social gatherings related to fundraising for the Exporail, the Canadian Railway Museum, project. The Nicholls family was extremely generous, their generosity helped solve many an emergency that arose over the years as our



collection was assembled and the museum built. Their greatest commitment was to the CRHA Archives, the Exporail archives are suitably named The Nora and Robert Nicholls Archives.

Wherever Nora saw a need she used her abilities energetically. In Montreal, Nora used her energies as a member and on the executives of the McGill Womens Associates,

Women's Canadian Club, the National Canadian Club Council and the Red Feather Campaign. In Merrickville, Ontario. Robert and Nora were founding trustees of Heritage Merrickville to preserve historic buildings; they were active in creating community events and in church work.

Nora had a wonderful sense of beauty and with her vision and hard work houses became beautiful homes. She had an unfailing eye for colour, a broad knowledge of antiques and art, was a gardening magician. And what a wonderful purpose she and Robert made their homes serve: entertaining family, friends, students, new arrivals, those on their own, community organizers. And so much friendship was given back to the Nicholls family. Nora all her life had very close friends. She let them know that they were a great blessing to her and she loved them dearly.

And yes, we should speak of the great love of Robert for Nora. He admired her and was thrilled with all the good things she made happen. He proposed to her by telegram sent while Nora was overseas in Scotland causing a happy sensation in the town. They were married on Nora's return to Montreal. Nora's love for Robert helped him in all his work and special interests. Robert thrived on her love throughout his life and managed to have a long happy life due to her care.

It is hard to adequately describe the love Nora gave to her family. She was a vital part of the lives of her daughters, her grand-daughters and their families. She appreciated the support of special nephews, nieces and her sister-in-law. Her gift of love during her life on earth will continue to grow, since we are so grateful for her spirit.

Stan's Photo Gallery

July – August, 2010

By Stan Smaill

French Version, Michel Lortie

Introduction

In this issue of 'Canadian Rail', Stan's Photo Gallery is pleased to present the photography of Forster Kemp, a legendary icon of the Montreal's and, indeed, Canada's railway enthusiast community. Forster recently donated his collection of colour slides, black and white negatives, timetables, books and early topographic maps to the CRHA Archives at Exporail. This donation also included over 30,000 feet of 8mm railway movie film!

Forster started travelling all across Canada in 1953 on a quest to cover as many 'off the beaten track' branch lines, local and mixed trains as possible as even at that early date it was apparent that these were living on borrowed time. Forster's jaunts in search of the unusual were assisted by the pass privileges he enjoyed as a working railroader for the CPR. Let's ride with Forster as we cross Canada in those years when the old ways on Canada's railways had yet to change. Highball back to yesterday - Thanks, Forster!



Les photos de Stan

Juillet – Août 2010

Par Stan Smaill

Version française : Michel Lortie

Avant-propos

Dans ce numéro de Canadian Rail, nous sommes fiers d'exposer le travail photographique de M. Forster Kemp, bien connu des amateurs de la chose ferroviaire de Montréal et même de tout le pays. M. Kemp a fait don récemment aux archives de la SCHF et du Musée Exporail, de toute sa collection de photos noir et blanc et de ses diapositives couleur. Il a aussi offert sa bibliothèque contenant de nombreux horaires et cartes topographiques d'époque, et plus de 30 000 pieds de pellicule 8 mm portant sur des sujets reliés au chemin de fer.

Forster Kemp commença en 1953 à sillonner le pays d'un océan à l'autre, en quête d'images des petites lignes de chemin de fer dont l'existence était menacée par la rationalisation des réseaux. En tant qu'employé du Canadien Pacifique, il pouvait voyager à sa guise et à moindres frais sur tout le réseau. Transportons-nous avec lui à une époque où les chemins de fer avaient encore une allure de début de siècle. Mille mercis à Forster Kemp!

The crew inspects Northern Type 4-8-4 locomotive 6153 at a photo stop on the CNR / CRHA End of Steam excursion Montreal to Ottawa on September 4, 1960.

Forster Kemp donated some 4000 black and white prints / negatives. Here we see Montreal Transportation Commission one man car 1998 on Mount Royal Avenue in August, 1955. This car was one of the class (Nos. 1965 to 2004) delivered in July 1929.





When Forster made his first trip to Newfoundland in 1953, he didn't have a camera! Realizing a need to record Canada's disappearing old order of railroading, Forster soon bought one. In 1956, he returned to Newfoundland and captured memorable scenes such as CNR 4-6-2 594 switching the yard at Port aux Basques. By that time, the Canadian National herald, lettering and paint had largely replaced those of the Newfoundland Railway. The Baldwin Locomotive Works built the 594 in 1920 as Newfoundland Railway 194. It was scrapped in April 1957. Sister Pacific 593 survives in Corner Brook as a display exhibit. CRHA Archives, Fonds Kemp 1319.

1 Lors de son premier voyage à Terre-Neuve, en 1953, Forster n'avait pas d'appareil photo. Or il se rendit compte qu'il fallait préserver pour les générations futures des images de tous ces chemins de fer qui allaient inexorablement disparaître. Il s'acheta donc un appareil peu après et repartit pour Terre-Neuve en 1956. C'est alors qu'il prit cette photo de la Pacific 4-6-2 du CN 594 à la gare de triage de Port-aux-Basques. On la voit ici arborant les couleurs du CN, mais elle avait été construite par Baldwin en 1920 pour le compte du Newfoundland Railway et portait le numéro 194; elle fut mise à la ferraille en avril 1957. Une autre Pacific, la 593, est en montre dans un parc de la ville de Corner Brook. Archives SCHF, Fonds Kemp 1319.

In the yard at Port aux Basques, Forster found vestiges of the old Newfoundland Railway such as coach number 20 still painted in the maroon livery with the 'Nfld Railway' angled herald. The rocky uplands typical of the Port aux Basques terminal area provided an appropriate backdrop for this classic scene as Forster began his trans-island odyssey by train in 1956. CRHA Archives, Fonds Kemp 1334.

Toujours à Port-aux-Basques, Forster a retrouvé des vestiges du chemin de fer de Terre-Neuve, comme cet ancien wagon passager no 20 portant encore les couleurs marron du Newfoundland Railway ainsi que le logo original. On peut voir à l'arrière-plan le paysage rocheux typique de la région. Archives SCHF, Fonds Kemp 1334.





Stopped in her tracks at an unknown location is CNR 4-6-2 599 with the St. John's to Carbonear mixed train. The operating lever for 599's left side cylinder cock broke and the crew used bailing wire to keep the valves partially open to admit enough steam to the cylinder to get the train over the road. The entourage of the faithful on the 1956 Newfoundland tour also included Omer Lavallee, Anthony Clegg, Ron Ritchie, John Mills, Jack Marjoribanks and Bob Sandusky. Some rode the train and some motorcaded. CRHA Archives, Fonds Kemp 1459.

Panne en rase campagne de la locomotive Pacific 4-6-2 599 du CN avec un train mixte, entre St. John's et Carbonear. Il appert que le levier d'admission de la vapeur du piston de gauche était brisé. L'équipe a finalement utilisé un peu de broche à foin pour garder partiellement ouverte la valve et permettre au train de se rendre à destination! On peut voir sur la photo d'autres amateurs de train qui accompagnaient Forster lors de ce voyage en 1956 – entre autres, Omer Lavallée, Antony Clegg, Ron Ritchie, John Mills, Jack Marjoriebanks et Bob Sandusky. Certains étaient à bord du train, d'autres le suivaient en voiture. Archives SCHF, Fonds Kemp 1459.

Perhaps we should call this image 'the essence of Kemp'! Forster was an 'off the beaten track' version of E. M. Frimbo seeking as he was to cover as many of Canada's branch line, local and mixed train services as possible in the fifties and sixties. In this 1965 view, the Swift style train order signal is 'clear' at Montague, Prince Edward Island with the mixed train awaiting departure time. The CNR wooden van has been repainted with the Allan Fleming CN 'noodle', but the venerable combine is still in the solid olive green paint scheme. Power for the train is one of the GE 70 tonners – these were indigenous to P.E.I. and especially to the 'east end' branch lines. Perhaps the locomotive in the distance is No 30, which today is part of the CRHA's collection at Exporail. CRHA Archives, Fonds Kemp 1303.



Cette photo est typique de celles que prenait alors Forster Kemp. Il aimait se rendre dans des lieux où presque personne n'allait, pour immortaliser en images des petites lignes en voie de disparition où circulaient encore des trains mixtes qui, durant les années 1950-60, desservaient toutes les petites gares un peu partout au Canada. On voit ici un de ces trains en gare de Montague, Île-du-Prince-Édouard, en 1956. Le fourgon de queue a bien été repeint dans la nouvelle livrée du CN, mais le wagon passager est encore de l'ancienne couleur olive. On ne peut voir la locomotive, mais on peut penser qu'il s'agit d'une de ces petites GE 70 tonnes que l'on retrouvait partout sur les chemins de fer de l'île – voire de la no 30, que l'on peut admirer aujourd'hui au Musée Exporail. Archives SCHF, Fonds Kemp 1303.



As Prince Edward Island receives some of Canada's heaviest snowfalls, snow removal was a fact of life of winter operations. As the CNR mixed train from Charlottetown to Murray Harbour ran only from November to April, Forster journeyed to P.E.I. in the early spring to ride on this seasonal service. The day he rode, the train was also plowing sidings using a classic double-ended 'P.E.I.' snow plow. Seen here at Hazelbrook, GE 70 tonner 32 and plow 55699 posed for the Kemp camera in April 1964. CRHA Archives, Fonds Kemp 1314.

L'Île-du-Prince-Édouard est un des endroits au Canada où les chutes de neige sont parmi les plus abondantes, et il fallait constamment déneiger le chemin de fer de l'île. Le train mixte entre Charlottetown et Murray Harbour ne circulait que de novembre à avril. Forster a donc dû se rendre à l'île au début du printemps afin de prendre des photos. L'équipe du train à bord duquel il voyageait dut également procéder à l'enlèvement de la neige sur les voies d'évitement. On le voit ici avec la locomotive GE 70 tonnes no 32 et la charrue double no 55699 du CN à la gare de Hazelbrook en avril 1964. Archives SCHF, Fonds Kemp 1314.

As late as 1956, Canadian National Railways operated a 'back road' passenger service between Stellarton, Nova Scotia and Oxford Junction via Tatamagouche. At Oxford Junction a connection was made with Montreal-Halifax main line passenger trains. Here we see CNR oil electric 15843 and a trailer coach about to leave Stellarton for the west. CNR 15843 was one of a number of self propelled cars that had no passenger section. Passengers and mail were accommodated in the trailer car. A sister car, the 15844, survives at Ancaster, Ontario. Exporail's collection includes car 15824 presently undergoing operating repairs. CRHA Archives, Fonds Kemp 762.

Jusqu'en 1956, le CN offrait un service passager entre les villes de Stellarton et Oxford Junction en passant par Tatamagouche en Nouvelle-Écosse. Les passagers pouvaient alors correspondre à Oxford Junction avec les trains de la ligne Montréal-Halifax. Ce service faisait appel à l'autorail diesel électrique, tel le 15843 que l'on voit ici en gare de Stellarton tractant un wagon passager. Cet autorail en était un parmi d'autres qui ne possédaient pas de compartiments pour les passagers; ceux-ci devaient voyager dans un wagon tracté. Un de ces autorails de même type, le 15844, est en montre au musée ferroviaire de Ancaster, Ontario. Un autre fait partie de la collection du musée Exporail, où il est en voie d'être remis en état de marche. Archives SCHF, Fonds Kemp 762.





The Fredericton face-off! For years the CPR local from Fredericton Junction met the CNR service from Newcastle at the York Street Station in Fredericton. Interestingly, both of these services were equipped with self propelled cars for many years. For a time, the CNR used an articulated, three truck oil electric unit. However, in 1959 Forster found CNR RDC D-300 on the Newcastle train, while CPR car 9003 unloads baggage and mail. The D-300 was especially significant as it was the first RDC purchased by the CNR and its original assignment was the Fredericton-Newcastle run. The York Street Station survives today as a liquor store, but the delightful local trains have been gone for years. Dave Morris, this one's for you! CRHA Archives, Fonds Kemp 756.

Face à face à Fredericton! Pendant de nombreuses années, le train du CP en provenance de Fredericton Junction et celui du CN venant de Newcastle se rencontraient ainsi à la gare de la rue York à Fredericton, Nouveau-Brunswick. Ces deux trains avaient recours à des autorails; en 1959, le CN utilisait le RDC D-300 alors que le CP avait un modèle plus ancien, le 9003. Le D-300, le premier autorail Budd acheté par le CN, fut dès le départ affecté au trajet de Newcastle à Fredericton. La gare de la rue York est toujours « debout », mais elle sert désormais de magasin d'alcools. Depuis longtemps, les chemins de fer sont disparus de la ville de Fredericton. Cette photo est dédiée à Dave Morris. Archives SCHF, Fonds Kemp 756.

CPR F2a 4-4-4 3003 provides the motive power for train 349 bound for Quebec City at Bordeaux, Quebec on the Park Avenue Subdivision circa 1954. According to Forster, the unusual sight of Budd RDC's in 349's train consist was actually a regular occurrence on Friday nights and Saturday mornings as the Budd cars were used as coaches for extra passenger capacity on weekends. 'Jubilee' 4-4-4 3003 and sister 3004 were fixtures on CPR's Montreal-Quebec passenger services until the mid-fifties. CRHA Archives Fonds Kemp 238.



Au passage à niveau du boulevard Gouin dans le quartier Bordeaux au nord de Montréal, en 1954, la 3003 du CP Une F2a 4-4-4 est en tête du train en direction de Québec. La présence dans le convoi d'un autorail Budd s'explique par le fait que les trains de la fin de semaine devaient faire face à un surcroît d'achalandage et que l'on utilisait ces autorails comme simples wagons de passagers. Cette locomotive de type Jubilee 4-4-4 et une autre de même type, la 3004, étaient rattachées au train Montréal-Québec jusqu'au milieu des années 1950. Archives SCHF, Fonds Kemp 867.



CPR D4 4-6-0 419 is at Hull West in nineteen fifties with the Waltham local. Looking for all the world like an early 20th century local passenger train, 419's charge will soon become the legendary 'Pontiac' mixed train after freight cars are added to 419's consist. A weight restricted bridge at Davidson, Quebec on the Waltham Subdivision prohibited the operation of steam locomotives heavier than a D4 class ten wheeler. CRHA Archives, Fonds Kemp 219.

À Hull Ouest, en 1950, voici la dix roues 419 du CP avec son train de passagers. On pourrait se croire au début du siècle! Bientôt, on ajoutera des wagons de marchandises à ce train qu'on appelait le « Pontiac ». Il fallait utiliser ce type de locomotive à cause d'un pont situé à Davidson, au Québec, qui ne pouvait supporter des locomotives plus lourdes. Archives SCHF, Fonds Kemp 219.

Leaving St. Lambert for the east, CNR U2A 4-8-4 6119 is passing the original junction between the Montreal Terminals and Rouses Point Subdivision. This junction was controlled by 'MB' tower near the St. Lambert station and was familiar to CNR historian Lorne Perry who spent many hours in and around St. Lambert. The 6119 was the last of the first group of U2A 'Northern Type' locomotives built in 1927 by Canadian Locomotive Company in Kingston, Ontario. She was retired in 1960, but MLW built sister 6153 is part of the CRHA collection at Exporail. CRHA Archives, Fonds Kemp 867.

Sur cette photo non datée prise en hiver, une U2a 4-8-4 du CN vient de quitter la gare de Saint-Lambert et dépasse la jonction avec la subdivision Rouses Point. Cette jonction était alors sous le contrôle de la tour MB située près de la gare. L'historien du CN, M. Lorne Perry, y a passé de longs moments. La 6119 était la dernière d'une commande de plusieurs locomotives de ce type construites par la société Canadian Locomotive de Kingston, Ontario. Elle fut mise à la ferraille en 1960, mais une autre Northern, la 6153, construite par la MLW, fait partie de la collection du musée Exporail. Archives SCHF, Fonds Kemp 867.





By the mid fifties, Forster had returned to CPR's Angus Shops where he worked as an electrician. On his way to and from work, with his trusty camera in hand, the opportunity to chronicle the changing railway scene was a daily challenge. From Hochelaga Yard by the Port of Montreal up to Angus, the old CPR Park Avenue Subdivision ascends a short, but steep, grade that required the use of helper engines in the steam era. On a memorable afternoon in 1959, a triple-header, with two P2 class 2-8-2's and a 5750 series 2-10-0, begins its assault on Hochelaga Hill. CRHA Archives, Fonds Kemp 530.

Vers le milieu des années 1950, Forster Kemp travaillait aux usines Angus en qualité d'électricien. Il apportait toujours son appareil photo avec lui quand il se rendait au travail, car il voulait conserver des images des locomotives à vapeur, qui disparaissaient de plus en plus. Près des usines Angus, les voies du CP gravissaient une forte pente allant du port de Montréal au quartier Rosemont. Cette photo de 1959 montre trois locos vapeur, deux P2 Mikado 2-8-2 et une 2-10-0, la 5750, s'efforçant de gravir cette pente avec un lourd convoi. Archives SCHF, Fonds Kemp 530.

Train time at New Carlisle - the old railway division point town of New Carlisle is the location for this Kemp image of the CNR Gaspé passenger train with an RDC-1 circa 1963. The RDC provided the basic passenger service, while baggage, mail and express was handled by a mixed train service, which followed the RDC on a more leisurely schedule. Barry Brake, this one's for you in memory of your railway days at Black Cape! CRHA Archives, Fonds Kemp 739.



Le train local arrive à New Carlisle, en Gaspésie, en 1959. Il s'agit d'un autorail Budd RDC-1 qui assurait à cette époque le service passager dans la péninsule. Le transport des colis, de la poste et des marchandises se faisait par un autre train mixte qui suivait l'autorail, mais plus lentement. Cette image est dédiée à M. Barry Brake en souvenir de son travail sur les chemins de fer à Black Cape. Archives SCHF, Fonds Kemp 739.



The legendary 'K&P' (Kingston and Pembroke) branch of the CPR operated a delightful steam powered mixed train service between Kingston and Renfrew, Ontario until the late fifties. The K&P intersected the CPR's Trenton Subdivision at Tichborne where there stood a sizable coaling stage to fuel main line passenger trains and the K&P mixed trains. Here we see CPR D4 4-6-0 417 about to move away from the coal chute – as the sign admonishes – and continue her journey north to Renfrew circa 1957. Jim Brown and Dave Oram, this one's for you! CRHA Archives, Fonds Kemp 66.

Le Canadien Pacifique a longtemps exploité une ligne secondaire entre les villes de Kingston et Pembroke, Ontario, et ce, jusque vers la fin des années 1950. On y faisait circuler un mignon petit train mixte mu par une locomotive à vapeur. Cette ligne croisait les voies de la ligne principale à un endroit appelé Tichborne, où on pouvait trouver une réserve de charbon servant à ravitailler les locomotives. Vers 1957, ici, la locomotive 417 du CP, une D-4 dix roues, 4-6-0, se prépare à partir après avoir effectué son ravitaillement, comme le lui enjoint l'affiche, et continuera sa route vers Renfrew. Cette photo est dédiée à Jim Brown et Dave Oram. Archives SCHF, Fonds Kemp 66.

Still in Ontario, still a mixed train with a CPR D4 ten-wheeler - Lindsay, Ontario is the location and the train is the Bobcaygeon mixed train that ran from the division point town of Havelock to Bobcaygeon and return. Today, the mixed is powered by 4-6-0 434, a regular engine on this service in the 1950's. Lindsay station is of an interesting design with the circular waiting room and its 'witch's hat' roof, not unlike some Grand Trunk Railway station designs of the period. Similar stations were located at Ste. Agathe and St Guillaume in Quebec, at Orangeville and Parry Sound in Ontario, and on the CPR "Short Line" at Greenville Junction, Maine and Lancaster, New Brunswick. CRHA Archives, Fonds Kemp 173.

Un autre train mixte avec une dix roues de type D-4, en gare de Lindsay, Ontario. Ce train faisait l'aller-retour entre les villes de Havelock et Bobcaygeon. La locomotive ici est la 4-6-0 434 qui était affectée à cette ligne vers 1950. On peut voir à l'arrière-plan la gare de Lindsay, qui affiche une architecture particulière avec sa forme arrondie et son toit conique, dans un style qui rappelle celui du Grand Tronc de cette époque. On trouvait des gares de même facture à Sainte-Agathe et Saint-Guillaume au Québec, à Orangeville et Parry Sound en Ontario, sur la ligne du CP dans le Maine à Greenville Junction, et à Lancaster au Nouveau-Brunswick. Archives SCHF, Fonds Kemp 173.





Now to the prairies - Thanks to the pass privileges he enjoyed as a railway employee, it cost Forster little to ride many of Canada's branch line and mixed train services which were still carded in timetables in the 1950's. At Regina, Saskatchewan, CPR G5 4-6-2 1212 is the motive power for the local passenger service to Assiniboia. Behind 1212's tender is the unmistakable outline of a former CPR silk car converted for baggage and express service after the silk trade vanished from Canadian rails. CRHA Archives, Fonds Kemp 123.

Nous voici dans les Prairies de l'Ouest. Grâce à son statut d'employé, Forster Kemp pouvait voyager à peu de frais sur les lignes du CP, ce qui lui permit de monter à bord d'une multitude de trains mixtes sur des lignes secondaires qui existaient encore durant les années 1950. En gare de Regina, Saskatchewan, la G5 4-6-2 1212 du CP est ici en attente de départ avec le train de passagers pour Assiniboia. Le wagon derrière le tender servait au transport des soieries. Il sert de fourgon à colis depuis la fin du transport des soieries par rail. Archives SCHF, Fonds Kemp 123.

The exact location is uncertain, but this image is thought to be on the outskirts of Regina, Saskatchewan. CNR J4c 4-6-2 5093 approaches Forster's camera with a vengeance. The train is probably a Saskatoon-Regina local circa 1956. The 5093 started life as CGR 471 and now is on display in Regina. CRHA Archives, Fonds Kemp 992.



Cette photo fut probablement prise en banlieue de Regina, Saskatchewan. Le train qui approche à toute vapeur serait le train local entre Regina et Saskatoon vers 1956. La J4c 4-6-2 5093 du CN fut originalement construite pour le Canadian Government Railway sous le numéro 471; elle est maintenant en montre à Regina. Archives SCHF, Fonds Kemp 992.



Approaching Saskatoon circa 1956, Forster lensed CNR M1-d 2-8-0 2132 on what appears to be the mixed train from North Battleford, Saskatchewan. Behind 2132's tender, are two water service tank cars used as auxiliary tenders. Alkali water in many areas of the north-central prairies required auxiliary water supplies to accompany the locomotives used on extended branch line runs. CRHA Archives, Fonds Kemp 897.

Un train mixte en provenance de North Battleford, Saskatchewan, entre en gare de Regina derrière une M1-d 2-8-0 2132 du CN. Immédiatement à l'arrière du tender, on aperçoit deux wagons citernes contenant une réserve d'eau supplémentaire nécessaire aux longs trajets dans certaines régions des Prairies; l'eau disponible sur place avait un trop fort pourcentage alcalin pour être utilisée dans les locomotives. Archives SCHF, Fonds Kemp 897.

MLW RS23 8014 is the CPR motive power for the Meadow Lake mixed train as it prepared to leave for Prince Albert, Saskatchewan back in 1962. CPR 8013 to 8018 were interesting in that they had light-weight under frames that allowed them to operate on CPR's light rail northern Saskatchewan branch lines. 8014 is only three years old in this view and has replaced the ubiquitous D10 4-6-0 's, which were indigenous to services such as the Meadow Lake mixed until late 1959. CRHA Archives, Fonds Kemp 579.

Le train mixte au départ de Meadow Lake vers Prince Albert, Saskatchewan, en 1962, est ici tracté par une diesel de type RS23 de MLW la 8014 du CP. Ce type de diesel, de la série 8013 à 8018, était spécialement conçue avec un cadre plus léger afin de circuler sur les rails moins robustes des voies secondaires de cette région. Elles avaient remplacé les locomotives à vapeur de type D10 4-6-0 qui étaient les seules à pouvoir circuler sur ces voies jusqu'en 1959. Archives SCHF, Fonds Kemp 579.





A rare sighting indeed - Entering Brandon, Manitoba circa 1955, Forster caught F1A class 4-4-4 2924 sporting what might be termed an 'experimental' paint scheme. For years the rumour made the rounds that at least one western 'Royal Hudson', the 2834 and one or two 2900 series 'Jubilee' types, were painted in the utilitarian black with yellow trim livery. Colour images have surfaced recently of 4-6-4 2834 'in the black', but this may be the first colour image of an F1A sans maroon and grey to be published. Thank you Forster for this! CRHA Archives, Fonds Kemp 521.

Voici une image très rare! Vers 1955, Forster a pris ce cliché montrant une Jubilee F1A 4-4-4 2094 entrant en gare de Brandon, Manitoba. Cette locomotive porte les couleurs jaune et noir du service marchandises. Pendant de nombreuses années, une rumeur voulait qu'une Royal Hudson 4-6-4 ainsi qu'une ou même deux Jubilee aient été repeintes avec ces couleurs au lieu du marron et gris du service passager. Une photo de la 4-6-4 2834 avec une telle livrée est apparue récemment, mais c'est probablement la première fois que l'on peut voir une photo d'une Jubilee avec cette livrée. Mille mercis à Forster pour cette photo mémorable! Archives SCHF, Fonds Kemp 521.

Also 'in the black' on the shop track at Calgary's Alyth Yard around 1956 is CPR T1C 2-10-4 5931. A member of the last group of steam locomotives built new for the CPR by Montreal Locomotive Works in 1949, the 5931 spent a brief three years in mountain territory between Calgary and Revelstoke. She and some older sisters then operated from Calgary to Swift Current, Saskatchewan in fast freight service, but with mixed results. The T1's were hard on the track and attempting to run them at high speed on the 175 miles Brooks Subdivision required an oil refuelling station to be built at Suffield, Alberta. Selkirk 5931 is one of two T1c's extant. Beautifully restored in her as delivered livery of maroon and grey, she is on display at Calgary's Heritage Park. The other, the 5935, is cosmetically restored and is on display at Exporail. CRHA Archives, Fonds Kemp 132.



Voici, arborant également la livrée noire et jaune du service marchandises, au triage Alyth de Calgary, une Selkirk T1C 2-10-4 du CP 5931. Cette locomotive est historique, car elle fait partie de la toute dernière commande de locomotives à vapeur fabriquées par la Montreal Locomotive Works pour le CP en 1949. Maintenant rénovée, on peut l'admirer avec ses couleurs d'origine, gris et marron, au Heritage Park de Calgary. Cette locomotive a commencé sa carrière dans la région montagneuse entre Revelstoke et Calgary, puis elle fut affectée, avec d'autres du même modèle, au trajet des marchandises entre Calgary et Swift Current, Saskatchewan. Mais là, l'expérience ne fut pas très bonne, car ces locomotives étaient trop lourdes pour la voie et l'abîmaient. Pour les ravitailler, on dut construire un dépôt de carburant à Suffield, Alberta. Elles furent éventuellement remplacées par des diesel. Une seule autre Selkirk, la 5935, maintenant rénovée, se trouve dans la collection du musée Exporail. Archives SCHF, Fonds Kemp 132.



Another 'essence of Kemp' image is this one, taken on the Northern Alberta Railway, at Lac-La-Biche, Alberta in 1958. Lac-La-Biche was a division point on the old NAR and had shop track facilities. On this day, those facilities were used to change out a broken leaf spring on 2-10-0 53 which was pulling the Edmonton-Waterways mixed train. The passengers enjoyed the local eateries during their extended stay. After a delay of over three hours, the 53 and her train continued northward arriving at Waterways around midnight. CRHA Archives, Fonds Kemp 3161.

Une autre photo du genre de celles que Forster Kemp aime prendre. Nous sommes à Lac La Biche, Alberta, en 1958, où se trouvait un atelier de réparation. En cours de route, la 2-10-0 53 du CN avait brisé une lame de ressort. Les passagers du train mixte Edmonton-Waterway durent attendre plus de trois heures avant que les réparations ne soient effectuées. Le train arriva finalement à Waterway vers minuit! Archives SCHF, Fonds Kemp 3161.

On what might well be one of her first trips west, an immaculate CLC C-line 4104 and an unidentified CLC passenger 'B' unit pause at their home terminal in Nelson, BC in 1954. The train is likely No 11, the westbound 'Kettle Valley Express' which operated on the CPR's 'Crow and Kettle' route across southern Alberta and British Columbia from Medicine Hat to Vancouver. C-Line 4104 is now privately owned and is one two such locomotives preserved. It has been restored to operating condition. CRHA Archives, Fonds Kemp 610.

Voici une C Liner de la Canadian Locomotive à Nelson, Colombie-Britannique, en 1954. La 4104 du CP, toute neuve, en était à son premier voyage en compagnie d'une locomotive de type B sans cabine. Le train est probablement le 11 en direction ouest, appelé le « Kettle Valley Express », sur la ligne « Crow and Kettle », entre Medicine Hat, Alberta, et Vancouver. La 4104 est maintenant la propriété d'un collectionneur qui l'a complètement rénovée et remise en état de marche. C'est l'une des deux seules de ce type encore existantes. Archives SCHF Fonds Kemp 610.





This Budd's for you - in March 1958, the conventional trains on the Crow and Kettle route were replaced by Budd RDCs. Initially, the CPR planned to run the units daily between Medicine Hat to Vancouver on a 24 hour schedule. However, the Dukabour threats to bomb the CPR line, especially along the Boundary Sub between Nelson and Penticton, convinced the CPR to operate the passenger service by daylight only. Thus, when the RDCs were introduced they operated Medicine Hat-Nelson, Nelson-Penticton and Penticton-Vancouver day schedules with overnight layovers required at Nelson and Penticton for through passengers. As well, CP used the situation to trim the frequency over sparsely populated the Nelson-Penticton segment to two round trips a week. In this shot from the mid fifties, the RDC has paused at Crowsnest, a division point located near the Alberta-British Columbia border. The passengers have a chance to stretch their legs at the station before continuing their journey westward on to Fernie, Cranbrook and points west. CRHA Archives, Fonds Kemp 679.

En mars 1958, le CP décida de remplacer les trains de la ligne « Crow and Kettle » par des autorails Budd. On avait planifié de faire le trajet entre Medicine Hat et Vancouver d'une seule traite en 24 heures. Mais la menace terroriste de la secte des Doukhobors, qui avait l'intention de dynamiter les voies entre Nelson et Penticton, avait convaincu le CP de ne les faire circuler que de jour. C'est pourquoi le trajet se faisait en trois étapes. Les passagers qui faisaient tout le trajet devaient dormir une nuit à Nelson et une autre à Penticton! De plus, le CP prétextait le manque de clientèle pour limiter la fréquence des liaisons entre Nelson et Penticton à deux trains aller-retour par semaine. Cette photo, prise vers le milieu des années 1950, montre un de ces autorails Budd arrêté en gare de Crowsnest, près de la frontière Alberta/Colombie-Britannique. Les passagers profitent de l'arrêt pour se délier les jambes, avant de continuer vers l'ouest. Archives SCHF, Fonds Kemp 679.



Resplendent in the silver, orange and green trim paint scheme originally worn by the RDC's of BC's Pacific Great Eastern Railway, RDC-3 BC33 paused at the division point town of Lillooet in 1972. After station work and mechanical inspection, BC33 will head south for Squamish and her ultimate destination, North Vancouver. CRHA Archives, Fonds Kemp 716.

Cet autorail Budd de type RDC-3 de B.C. Railway porte encore les couleurs orange et vert du chemin de fer précédent, le Pacific Great Eastern. Il est arrêté ici en gare de Lillooet, en 1972, où il change de passagers avant de continuer vers Squamish et son terminus à North Vancouver. Archives SCHF, Fonds Kemp 716.

Book Reviews

RAILWAYS OF SOUTHERN QUEBEC

From the Richelieu to the Chaudiere, Revised Edition

By Derek Booth

Reviewed by Douglas N W Smith



When Professor Booth produced the first two volumes of the Railways of Southern Quebec in the early 1980s, he broke new ground on the history of the railway network lying south of the St Lawrence River between Montreal and Sherbrooke. In these two volumes, the history of five small railways constructed in the Victorian era was explored in depth. Volume 1 addressed the Stanstead, Shefford & Chambly, the

Southern Eastern and the Missisquoi and Black River, while Volume II considered the Waterloo & Magog and Orford Mountain Railways. Brief thumbnail histories were presented of other railways in this part of the province. Having grown up in the Eastern Townships region, each book was a delight that offered insights into the many rail lines that our family had crossed in our travels.

The revised edition of Volume II was released in 2008. The book contains some new material that the author has uncovered over the years on the Waterloo & Magog and Orford Mountain Railways – most notably a chapter on the locomotives of the latter railway and some of the thumbnail sketches of other lines in the earlier volume have been lengthened. As well, the author has updated the chapter on the role of railways in the region, including the sad task of listing more abandonment dates for the rail lines that once dotted the region. All told, there is about 10% more written material in this volume.

There also are many more photographs in this new edition. Some by Jim Shaughnessy document of the last days of steam and first days of diesel power on the CPR lines in the area. Other new images come from the peerless Merrilees Collection in the Library and Archives Canada at Ottawa. However, the quality of the photographic reproductions is no better than fair. Checking some the images used in the earlier volume with those in the revised one show significant losses of detail and clarity. For those who either missed the earlier edition or are interested in either the Victorian era of railway building or the Eastern Townships, this volume will be of great interest.

RAILWAYS OF SOUTHERN QUEBEC:

By Derek Booth

ISBN 978-1-897190-31-9

Published by Railfare DC Books

Price: \$29.95 softcover

THE CALL OF TRAINS

Railroad photographs by Jim Shaughnessy

By Jeff Brouws

Reviewed by Lorne Perry



This book is 12" by 11" Horizontal hard cover, 214 pages, 142 full page b&w plates, plus text by Jeff Brouws, extended captions referenced to

plates, notes but no index.

This is a fine book, the like of which I haven't seen before. It records the last of the steam era in North America and the early diesel years in vivid, high quality, artistically composed images. Jim was one of the leaders

in a new style of railroad photography that emphasized the drama of the passing train, the gritty nature of the trade, the round-the-clock, all-weather nature of railroading, and the people who made it all work at the ground (and cab) level. In my estimation nobody has done all this quite as well as Jim Shaughnessy and Jeff Brouws.

The text explores the transition stages in railroad photography and the people who pioneered it, with emphasis on Jim's personal development into one of the premier exponents of his craft.

Being an unabashed CNR fan, I'm going to pick out my favourite photo (just as Jim has identified some of his). When you get a chance to buy or otherwise peruse this book, take a look at Plate 89. It shows one of my favourite locomotives, CNR 6173 illuminated by carefully positioned flashbulbs at the St. Albans, Vermont station. I know how tricky it is to get the lighting set-up right for such a photo, including, as it does, the tarnished inside and out, the adjacent office building, plus the trace of an employee's light as he inspected the running gear.

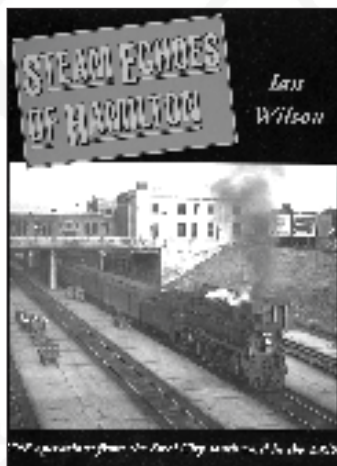
Personally, I don't see why the notes for each plate

couldn't have been included in the main captions. There seems to be room on the main pages. One beautiful feature is that the main photos are one to a page, large enough to capture fine detail, and dramatize their content. Reproduction is superior, but the material was superior to start with, technically as well as artistically.

STEAM ECHOES OF HAMILTON

By Ian Wilson

Reviewed by Lorne Perry



For a man born just at the end of regular steam locomotion in Canada, it is amazing how Ian has become an expert at re-creating that era. He has succeeded over and over again at taking us back to the days of smoky engine terminals, triple-headers pounding up grades, locos being turned on “Armstrong” turntables by railroaders in overalls.

This is the eighth in his series on various CNR locations and surrounding areas in Ontario. He says there are more to come. This volume follows his well-travelled route of combining a lively narrative with 277 photos, many in colour, plus a number of maps.

THE CALL OF TRAINS

By Jeff Brouws

ISBN 978-0-393-06592-3

W. W. Norton & Company New York and London

Price \$ 71.50 hardcover

He covers the frantic activity of Hamilton's station, roundhouse and yards, as well as the pedestrian pace of the branch lines radiating outward. I particularly enjoyed his parallel portrayal of the sources for the voluminous freight traffic carried in those days, describing typical freight consists, major projects that generated traffic, and identifying lineside industries, their products and their daily carloadings.

One of the facts of life always faced by railway photographers is the fluky nature of sunlight combined with a passing train. So often a highly frustrating cloud arrives simultaneously. Ian has included some of that type of photo, just because it is realistic to do so, and otherwise, one aspect of the story would be missing.

The steam era continues to fascinate, even though the folks who lived it are fast fading away. In common with all books reviewed here, Steam Echoes is available from the Exporail bookstore.

STEAM ECHOES OF HAMILTON

By Ian Wilson

ISBN 978-0-9683815-7-1

Published by Canadian Branchline Miniatures, Orillia ON

Price \$ 69.95 hardcover

CANADIAN NATIONAL FACILITIES IN COLOR, VOLUME 1

By Kevin J. Holland

Reviewed by Ken Goslett



Morning Sun's “Facilities” books continue with the first release of a volume devoted to Canadian National Railways. With a mandate to present colour photographs of stations, yards, roundhouses and sheds, the book succeeds.

Between its hard covers are over 200 images, all reproduced in full colour on glossy paper. Some of them spread luxuriously across two pages. Others are grouped

thematically on a single page. All are accompanied by detailed and accurate captions.

An introduction shows route maps of the Canadian National during the late 1950's. Accompanying it are reprints of timetable covers, tourist and hotel brochures. Even a route map of Trans-Canada Airlines and two aircraft photos, one of a TCA DC-3 and one successor Air Canada Boeing 727 are displayed.

The Introduction gives way on page 13 to a chapter entitled “Urban Terminals”. Curiously, the lead photo is of a GTW passenger train departing Chicago. Fortunately, on the following pages attention shifts to Montreal, CN's traditional headquarters. An interesting shot shows Montreal's Central Station before it was buried by high-rise development above its air rights. On the facing page is a stunning view of the south entrance to the Mount Royal tunnel, exposed and open to the sky before the construction of the Place Ville Marie office tower complex.

What follows thereafter is a westerly progression to Toronto, Hamilton, London, Winnipeg and Vancouver.

These larger urban stations give way to a chapter entitled “Division Points and Outposts” again moving from east to west. It is at this point that the volume comes under some criticism. The two photos of Belleville, Ontario are of a steam excursion and show almost nothing of the facilities there. The shots of Hornepayne, Melville and Sioux Lookout stations are narrow angle, platform-side views taken by a train rider during a brief station stop.

The next section “Along the Line” has some excellent photos of rural stations in both summer and winter but again has a few too many “from the vestibule shots” mixed in. Even more curious is that the selection jumps from Manitoba to Hope B.C., the sole photograph presented that is west of Portage La Prairie, Man.

A final chapter “Behind the Scenes” intends to show yards and freight facilities and to that end displays some interesting views of Montreal’s steam era Turcot Yard. Toronto coverage is restricted to the Spadina area and some attractive locomotive views are included. Fortunately, well-known Canadian modeller Stafford Swain provided some fascinating views of Winnipeg’s long closed Fort Rouge shop facilities.

Without Stafford Swain’s contributions to Canadian

National Facilities there would be few images from Canadian photographers. The majority of the photos is from the Morning Sun Books Collection and are the work of American railroad enthusiasts who crossed Canada by train or make junkets north in search of steam locomotives. There are many good CN facilities pictures in the hands Canadian photographers and they deserve to have been better represented in this volume.

Modellers and historians will find some interesting freight cars in the background of many of the photos in Canadian National Facilities in Color, Volume 1. Those too timid to visit Churchill, Manitoba can do so vicariously through the pages of this book. The pictures are well printed and the layout attractive. Alas, if only the net had been wider cast.

CANADIAN NATIONAL FACILITIES IN COLOR, VOLUME 1

By Kevin J. Holland

ISBN 1-58248-257-8

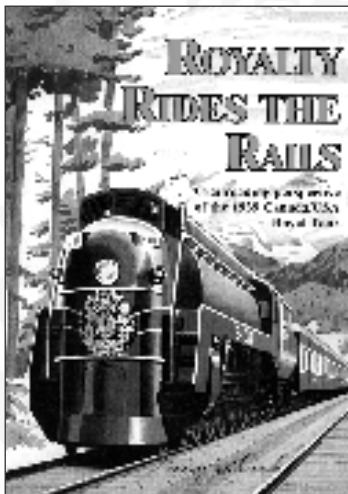
Published by Morning Sun Books

Price \$ 59.95 hardcover

ROYALTY RIDES THE RAILS

By Larry Shaak

Reviewed by Douglas N. W. Smith



The Royal Tour of 1939 was an unprecedented marking the first visit by a reigning monarch to Canada. The coast-to-coast itinerary tested the railways and security forces capabilities. Coming at the end of the Great Depression with war clouds gathering in Europe, the visit generated unprecedented response with hundreds of thousands of

Canadians travelling great distances to catch a glimpse of the glamorous royal couple. The population of Melville, Saskatchewan grew over ten-fold as excursion train after excursion train brought excited throngs in from all points of the compass to see the royal couple during their brief stop.

Author Shaak captures the spirit of the times and the wonderful contribution by the two national railways to making this visit a success. Canadian National and

Canadian Pacific jointly provided the locomotives and rolling stock for both the specially turned out Royal Train and for the Pilot Train. The later train carried members of the press, additional security forces and the all-important limousines used by the royal couple in the major cities they visited. After the tour, King George VI granted the CPR special permission to display the royal crown on the streamlined running boards of the Class H1d locomotives as a tribute to the remarkable performance of sister locomotives 2850 and 2860 which hauled the Royal Train and Pilot Train from Quebec City to Vancouver. Thereafter the streamlined locomotives were known as “Royal Hudsons”.

The author has been able to dig out information to produce what appears to be a comprehensive list of all the locomotives that powered the Royal Train – a total of 11 CPR and 17 CNR engines. Given the heavy weight of the 12 car train, helper locomotives assisted it up the heavier grades on their transcontinental lines. As well, specially designated stand-by engines for both the Royal Train and the Pilot Train were in steam at all subdivision terminals in case of a mechanical failure. Little known facts such as the use of these engines to heat the Royal Train during its overnight layovers when the specially decorated locomotives were being serviced pepper the volume. The reminiscences of a number of railway workers about their experiences with the Royal Train show their continuing pride in taking part in the operation of the most famous train in Canadian history.

Productions standards for the soft cover book, which contains 220 pages, 174 b&w and colour illustrations, are

good, though it is printed on uncoated paper. The author has used a very large font for the text that will be appreciated by those who have trouble reading the smaller typeface. Many of the illustrations have never appeared in print. Of special interest are the colour photos from the CN Collection at Canada Science and Technology Museum showing the Royal Train and the CN locomotives in their resplendent royal livery.

ROYALTY RIDES THE RAILS

By Larry Shaak

ISBN 978-0-7795-0319-3

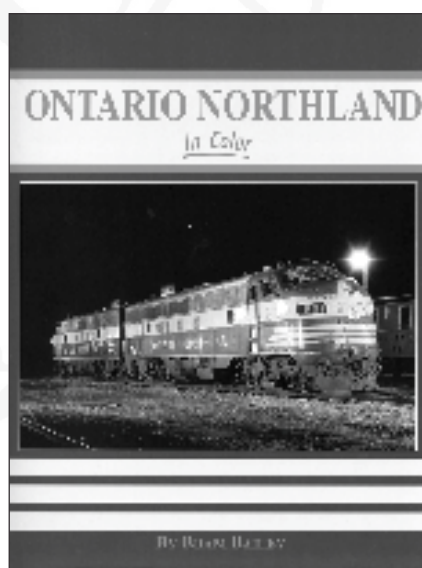
Published by Blitz Print Inc.

Price \$ 45.00 softcover

ONTARIO NORTHLAND IN COLOR

By Bram Bailey

Reviewed by Ken Goslett



Four decades ago, when this reviewer was still a teenager, picture books devoted to Canadian railways were few and far between. There was Kalmbach's "Canadian Steam" with its black and white images of the final years of steam locomotives "north of the border". Sadly,

during the 1960's the Canadian railway enthusiast's bookshelf was never in danger of collapse due to overloading.

All that has changed. We now have a wide variety of books on Canadian railways from both Canadian and American publishers. One of the newest arrivals is Bram Bailey's "Ontario Northland in Color" from publisher Morning Sun Books. It is said that one can't judge a book by its cover and that the saying is particularly true of Morning Sun's books. However in this case, the excellent cover photos are a true indication of the quality pictures within.

Bram Bailey is a devoted fan of the Ontario Northland Railway and it shows in "Ontario Northland in Color". He began travelling to North Bay (and beyond) in the mid-1960's, his camera recording the diesel locomotives, freight and passenger trains of his favorite railway. From the fertile fields of the Clay Belt to the spruce forests of the Canadian Shield he trained his lens on the colourful locomotives of Ontario's provincially owned resource railway. Photos follow the ONR's transition from a green and yellow paint scheme to a short-lived green and white

"Progressive" livery and to today's blue and yellow ON Rail colours.

Photo quality and reproduction is excellent as the author carries us not only along every ONR line but through the seasons as well. Not shy of winter Bram brings us shots in the snowy landscape of a northern Ontario in February with steam vapour curling from the passenger locomotives and cars. There are images from cloudy spring days, cool fall mornings and the height of summer. Stations, freight cars, maintenance of way equipment and even buses are included in the coverage. Views in the North Bay shops and from inside the cab of locomotives extend the coverage beyond that typical of many books.

One immediately knows that an author understands and cares for his subject when a book opens with two maps of the Ontario Northland system and its connections to the south. Later in the volume a two page roster with notes details the ONR diesel roster from the first Alco S-2 switcher of 1946 to the 4300 h.p. SD75i's of 1999. There is useful information here as well as beautiful pictures.

Multiple images illustrate the bizarre Trans Europe Express trains imported from the Netherlands and forced upon the ONR by the Ontario government in an attempt to revitalize their passenger service in 1976. A page of text traces the history of his unusual, and ultimately unsuccessful experiment, and the ONR's creativity in dealing with the European motive power. It makes for interesting reading.

As coverage moves along the lines and branches the reader is treated to views of the plant facilities of major ONR shippers and the industrial locomotives that switched them. Another section of the book is devoted to night photography and therein lie some stunning images, some of them taken under extremely cold conditions with the yellow on the locomotives glowing in the frigid night air.

So what, if anything, is missing from "Ontario Northland in Color"? If one remembers that the book's stated time period is mid-1960's to the present day, the answer is that precious little has been overlooked. Only the steam fan will be disappointed. For those interested in the ONR's earliest diesels and their delivery paint schemes there are three very interesting photos from the Keith Sirman collection. One of these shows a pair of

freshly built RS-3's in a multi-stripe livery that must have been a painter's nightmare.

"Ontario Northland in Color" with its text, roster, maps and over 200 high quality photos is worth its \$59.95 (USD) cover price. It deserves to be on Canadian railway enthusiasts' bookshelves. It's a keeper.

ONTARIO NORTHLAND IN COLOR

By Bram Bailey

ISBN 1-58248-264-0

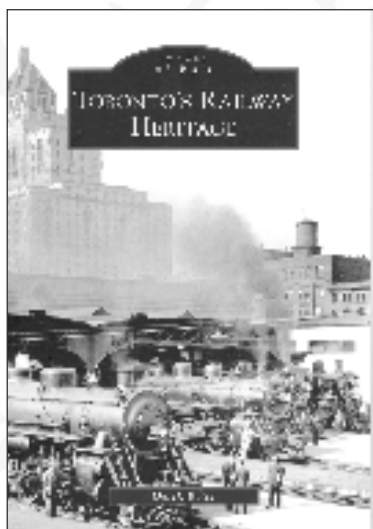
Published by Morning Sun Books, Inc.

Price 59.95 hardcover

TORONTO'S RAILWAY HERITAGE

By Derek Boles

Reviewed by Douglas N W Smith



Toronto is one of the major focal points of the Canadian railway network and was home to the first steam railway in the Province of Canada West (as Ontario was then known). Few riding the Ontario, Simcoe & Huron from Toronto to Aurora on May 6, 1853 could have predicted the large network of railways that would eventually serve the city and transform it

into the greatest urban area, as measured by population, in the country.

This is essentially a picture book featuring many previously unpublished photos from the 1850s through the 1920s. Most of the photos were taken between the Don River and Bathurst Street showing locomotives, cars, and the large number of stations that dotted this area. About a half of the photos in this 128 page volume deal with Union Station in 1873, 1893 and 1927 incarnations. By comparing various photos, the amazing transformation of the waterfront trackage can be followed. The illustration on pages 36-37 shows Lake Ontario's waters lapping the side of the Grand Trunk track in the 1870s. Five decades later, the old union station is landlocked and surrounded by vast car yards built on fill.

The book follows the usual Arcadia format with a brief introductory text and then two photos per page. The photo reproduction varies greatly and many appear quite dark. There is a schematic map to help orient those not familiar with the area.

TORONTO'S RAILWAY HERITAGE

By Derek Boles

ISBN 978-0-7385-6570-5

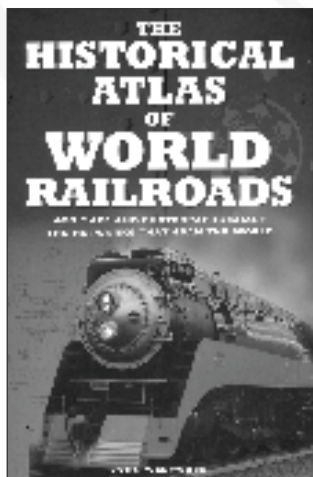
Published by Arcadia Publishing

Price: \$24.95 softcover

HISTORICAL ATLAS OF THE WORLD'S RAILROADS

By John Westwood

Reviewed by Douglas N. W. Smith



Hardcover, 400 pages, some 300 b&w and colour photos and 127 colour maps, vertical format 9 3/4 X 13".

A book such as this is very hard to review – its scope is so broad that the book at times lacks focus and the depth. No unexpectedly, the maps are the books strong points particularly the ones which show railway construction

dates. Want to know which country had the first railway built in South America or Africa? What was the third transcontinental railway to be completed in the United States? Need a map of the new Trans Asian Railway? The answers are here.

While the maps are interesting and educational, the text, unfortunately, is superficial. The contents steer over a wide variety of topics – many not related to what most would look for in an atlas. Chapter headings include such diverse items as "The Power of Steam 1800-1834", "The Great Locomotive Works", "The Chief, Across America in Style", and "Handling Freight". Where the book does go into railway history in each country, the text presents a very condensed account.

The production values of the book are high with good colour reproductions of maps and photographs. The text is laid out with lots of space between lines seemingly to spread the short text over maximum amount of space.

I would recommend prospective purchasers should look at this volume before making a decision to buy it.

This book would be a good purchase for someone who is just starting to develop an interest in railways.

HISTORICAL ATLAS OF THE WORLD'S RAILROADS

By John Westwood

ISBN 1554075238

Published by Firefly Books

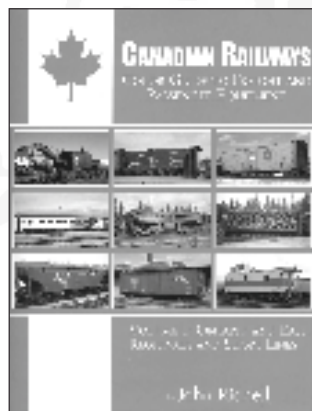
Price \$ 45.00 hardcover

CANADIAN RAILWAYS: COLOR GUIDE TO FREIGHT AND PASSENGER EQUIPMENT VOLUME 1: ONTARIO AND EAST, REGIONALS AND SHORT LINES

CANADIAN RAILWAYS: COLOR GUIDE TO FREIGHT AND PASSENGER EQUIPMENT VOLUME 2: MANITOBA AND WEST, REGIONALS AND SHORT LINES

Both by John Riddell

Reviewed by Ken Goslett



During the last two decades there has been an upswing in interest in railway rolling stock among the railway enthusiast and modelling communities. For hobby authors and photographers it used to be “locomotives, locomotives, locomotives.” Fortunately, our attention has broadened to include not only passenger cars, but also freight cars – the “bread and butter” generators of railway revenue.

Some of the enthusiast photographers shot freight cars during the pivotal years after World War II when railway freight car fleets were completing the transition from wood to steel construction. In many cases though, they turned their lenses only onto the “freaks” of freight cars, depressed centre flat cars with odd loads or boxcars with unusually colourful paint schemes.

Fortunately, some dedicated individuals, such as Ottawa’s Tom Hood, the late Ken Chivers and Toronto’s John Riddell, pointed their cameras at the typical boxcars, hoppers, and flat cars. These unsung railway vehicles were of the utmost importance in the carriage of freight even if their paint colour was usually the dullest

“freight car red” or black.

Author John Riddell has assembled these freight, passenger and work equipment photographs into two Morning Sun volumes covering both eastern and western Canadian railways respectively.

The Morning Sun formula is well known and immensely popular. Their books are colour slide shows of 225 images well printed on glossy paper between hard covers. There are books devoted to specific railways, others to specific locomotive builders, collections of photos from a particular geographical area, and the “Color Guide” volumes of rolling stock images.

Volume 1 of the Canadian Color Guide exposes the rolling stock of eastern carriers other than CNR and CPR. (Would it kill publisher Yanosey to use the appropriate spelling of colour for Canadian subjects?) From the Anglo-Newfoundland Development Co. to the Wabush Lake Railway the reader is treated to railway cars from Newfoundland, Nova Scotia, Quebec and Ontario, as well as private owner equipment from eastern industries.

For this reviewer the eastern highlights include the section on the Roberval & Saguenay, the Aluminum Company of Canada’s home road. R&S experimented with aluminum car construction on many occasions with sometimes-odd results. Algoma Central, Ontario Northland and Toronto Hamilton & Buffalo equipment is depicted in great detail. Among the private owner freight cars are colourful Airslide hoppers for sugar and even donut flour. There is a Ketchup car (Heinz, of course) and some interesting tank car paint jobs, the Canada Starch cars being more striking than the “Bee Hive” corn syrup car.

Riddell’s focus shifts to the territory west of the Ontario border for Volume 2 and the prairies and British Columbia get their due. The Northern Alberta Railway and the Pacific Great Eastern/British Columbia Railway/BC Rail make up the bulk of the photographs. Modellers will be particularly attracted to the latter section as PGE/BCOL/BCR cars travelled throughout the continent hauling lumber from the forests of B.C.

The narrow gauge White Pass & Yukon is not omitted and neither are the petrochemical tank cars so common in Alberta. The colourful Government of Canada grain cars are balanced by the billboard paint schemes of Thrall door lumber cars.

In all, the two volumes contain over 500 rolling stock photos and are an interesting compliment to the previous

works on CNR and CPR equipment. Short lines and regional carriers have always been of special interest for fans and modellers and these books with their colour images and detailed captions provide a satisfying diversion from the norm.

Both volumes are 128 pages with hard covers.

CANADIAN RAILWAYS: COLOR GUIDE TO FREIGHT AND PASSENGER EQUIPMENT VOLUME 1: ONTARIO AND EAST, REGIONALS AND SHORT LINES

By John Riddell

ISBN 1-58248-200-4

Published by Morning Sun Books (2007)

Price \$ 59.95 hardcover

CANADIAN RAILWAYS: COLOR GUIDE TO FREIGHT AND PASSENGER EQUIPMENT VOLUME 2: MANITOBA AND WEST, REGIONALS AND SHORT LINES

By John Riddell

ISBN 1-58248-230-6

Published by Morning Sun Books (2008)

Price \$ 59.95 hardcover

THE SUDBURY STREETCARS

By Jack Knowles & Dale Wilson, (Second Edition)

Reviewed by J.R. Thomas Grumley



This 42 page 8 ½ X 11 soft covered book is the second edition on Sudbury Streetcars; Jack Knowles wrote the first in 1983. The book basically follows the same format as the first edition; however, the text and photos are now printed on glossy paper. There are approximately 40% more photos, diagrams and illustrations in the second edition (104)

compared to the 1983 edition. While printed on glossy paper however, some of the photos are “cloudy” and there are a number of duplicates from the first edition. But, there are numerous new photos of good quality to assist the reader in better understanding this city/suburban system. As in the first edition, there are also maps to outline the routes of the system.

The original text written by Jack Knowles in 1983 appears in this new edition. It is supplemented with additional photos to assist the reader. The roster has been expanded to provide disposal dates that did not appear in the first edition. The remainder of the book has been segmented to provide a geographical photomontage of downtown, Lorne Street and the Copper Cliff Road, Copper Cliff, the Refinery Junction and Refinery Line, the Lake Ramsay Line, the O’Connor Park Lines.

The latter part of the book provides an overview of the company’s car barn, work equipment and the final days of the company’s operation. An addition to the second edition provides a number of bus photos and a major downtown rehabilitation program in 2009 uncovers rails and ties from the original installation in 1914.

You may ask yourself, “Why would I buy a second edition book?” If you are a streetcar lover, it’s worth the investment just for the additional photos! And if you do not have the first edition, then it is a must buy for your book collection.

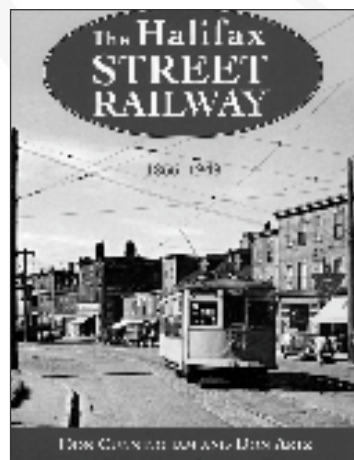
THE SUDBURY STREETCARS

By Jack Knowles & Dale Wilson

ISBN 0-920356-16-8

Published by Nickel Belt Rails

Price \$ 30.00 softcover



THE HALIFAX STREET RAILWAY (1866-1949)

By Don Cunningham & Don Artz

Reviewed by J.R. Thomas Grumley

This quaint 85 page, 6½ X 9½, soft covered book contains an excellent array of black & white photos. While

printed on matte paper, the images are nevertheless very clear. In fact, the book is a photographic history of this little known and often-overlooked system with over seventy historical images and packed with tidbits of information.

Both authors have a passion for Halifax tramcars. Don Cunningham’s father was a long time employee of the tramway company, while Don Artz worked for the Halifax Transit Corporation as a chief inspector. Their passion came together for this book.

The book contains six chapters commencing with the introduction of the horse-drawn street railway in 1866, which was preceded in Canada only by Montreal in 1861 and Quebec City in 1865. The authors elaborate on the

trials and tribulations of providing service in winter and summer, the various expansions that took place and sometimes the impossible task of satisfying all customers all the time. The authors also discuss the various changes in ownership of the line up to the introduction of the electric railway on February 12, 1896.

The next chapter describes the early years of the expanding electric service and the impact of the Halifax explosion in December 1917 on the population and the tramway company.

Chapter three is dedicated to the acquisition and operation of the Birney cars, which became the only type of car to operate over the company's lines from the 1920s to the end of service. A route map indicating the tramlines in 1927 is included.

Chapter four describes how the company coped with significant growth in patronage during the war years between 1939 and 1945. Even with the acquisition of second hand equipment, passenger use increased exponentially providing a continuous strain on the whole system. The latter part of the chapter describes not so nice events that occurred in Halifax starting on VE day on May 7, 1945 to some of the tramway company's equipment and to the downtown core of the city.

Chapter five provides a photographic overview of the

post war years in Halifax and the last chapter encompasses the events and photos leading up to the abandonment of service on March 26, 1949. The final pages describe the disposition of equipment for scrap.

Because the book is more of a photographic history of the company, some of the technical details are missing from the book such as a roster describing the acquisition and disposition of equipment over the life of the company. Nevertheless, if you are any kind of a traction fan, this is a book that one has to have for your library.

THE HALIFAX STREET RAILWAY (1866-1949)

By Don Cunningham & Don Artz

ISBN 978-1-55109708-4

Published by Nimbus Publishing Ltd.

Price: \$17.95 softcover

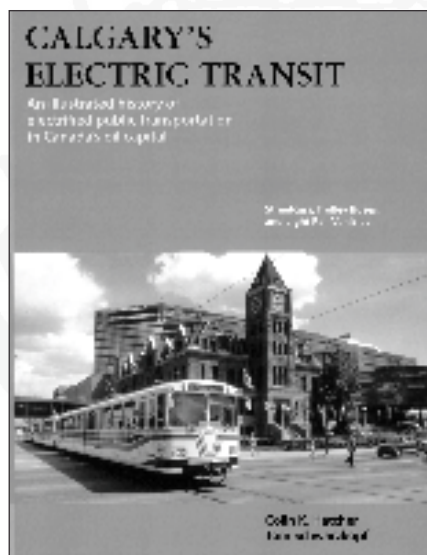
Reviewer's note:

As a supplementary reading to this book, CRHA members, and non-members alike can refer to an original article on the Halifax system written by Robert R. Brown and published in CRHA Bulletin #17, April 1954. The original manuscript was updated by Richard Binns and appeared in the CRHA Bulletin of October 1966.

CALGARY'S ELECTRIC TRANSIT

By Colin K. Hatcher and Tom Schwarzkopf

Reviewed by Peter Murphy



A rare find in the used railroad book market is Stampede City Streetcars by Colin K. Hatcher, published by Railfare in 1975. Look no further, a new edition of this book has appeared and it has been expanded to include trolley busses and the LRT system. This book was

published to commemorate the 100th anniversary of the start of the Calgary transportation system

Albeit in a smaller 8" X 10 1/2" vertical format, this 234 page book is a comprehensive illustrated history of electrified public transportation in Canada's oil capital from 1909 to the present day. It is available in both soft

and hard cover versions.

The Calgary Municipal Railway section is a virtual reprint of the earlier edition, but with the addition of many newly discovered photographs. The book then deals with Calgary's 'trackless trolleys' with many fine black and white and colour photos of the reliable Brill trolley busses. The book then goes on to deal comprehensively with Calgary's LRT system from conception to today. Ohio Brass, Brill and historic advertisements dress up the pages nicely.

There are over 200 photos of which 36 are in colour (including covers). There are over 12 route maps, but curiously no car diagrams or plans.

The authors and publisher are to be commended for their exhaustive search far and wide for the best Calgary streetcar photos available. The photo reproduction is excellent thanks to many hours of photo enhancement magic worked by Paul McGee; some recent Railfare DC books have been spotty in this regard. Another pleasing note is the 'Map modified by Eric Clegg' credit; it's good to see Eric following in his late father's footsteps. Anthony Clegg was CNR's cartographer for many years and author/contributor to many railway publications.

The book could benefit from a slightly heavier weight paper (thicker paper) as there is 'shadowing' through the pages on occasion.

The book has an interesting table of coloured markers to roll signs to route numbers, a Bibliography, Notes and References, as well as an easy to read Roster of streetcars,

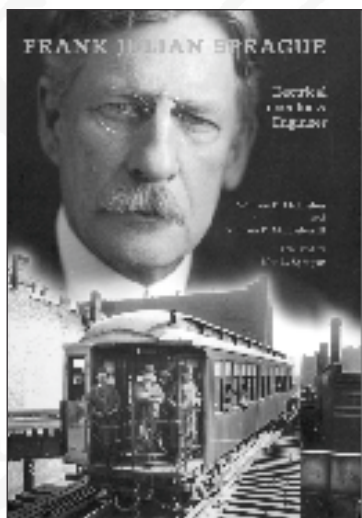
trolley busses and LRT vehicles. An Index is available by mail from the publisher.

Even if you were fortunate enough to have a copy of Stampede City Streetcars, the colour photographs alone make this book is well worth having in your collection.

FRANK JULIAN SPRAGUE Electrical Inventor and Engineer

By William D. Middleton and William D. Middleton III

Reviewed by Peter Murphy



In the September – October issue of Canadian Rail we made brief mention of the contribution made to the streetcar and elevator industry by Frank J. Sprague. Within weeks after publication, we received notice from the University of Indiana Press of a new book just published titled Frank Julian Sprague, Electrical Inventor and Engineer.

This book was long overdue.

This 10" X 7½" vertical format 318 page hard cover book in twelve chapters covers the life and times of the father of electric traction. The text following from the fly leaf of the book presents a succinct overview of its contents:

Frank Julian Sprague invented a system for distributing electricity to streetcars from overhead wires. Within a year streetcars had begun to replace horsecars, sparking a revolution in urban transportation. Sprague (1857 – 1934) was an American naval officer turned

CALGARY'S ELECTRIC TRANSIT

By Colin K. Hatcher and Tom Schwarzkopf

ISBN 978-1-897190-55-5

Published by Railfare DC Books

Price \$ 39.95 soft cover, \$ 59.95 hard cover

inventor who worked briefly with Thomas Edison before striking out on his own. Sprague contributed to the development of the electric motor, electric railways and electric elevators. His inventions would help transform the urban space of the twentieth century, enabling cities to grow larger and skyscrapers taller. Middleton's generously illustrated biography is an engrossing study of the life and times of a maverick inventor.

The book contains a foreword by John L. Sprague, Frank's grandson. This book, while technical in nature, will be an easy read to the electric railway enthusiast. Although mostly text, the book contains a most interesting selection of his hand drawn sketches of wiring diagrams and devices, photographs of early motors and dynamos, his 1894 plant at Watsessing, New Jersey, extensive coverage of his South Side Rapid Transit multiple unit trains in Chicago, railroad safety devices, etc.

Appendix A is a list (in order of issuance) of his 95 patents. Appendix B is a list of his Awards and Honors. Appendix C is a list of common electrical terms. A list of notes and references chapter by chapter is provided, as is a selected bibliography and index.

This is not a picture book of streetcars and interurbans, but a most interesting illustrated biography of the father of the industry. It should be on the library shelf of every serious traction enthusiast and electrical engineer.

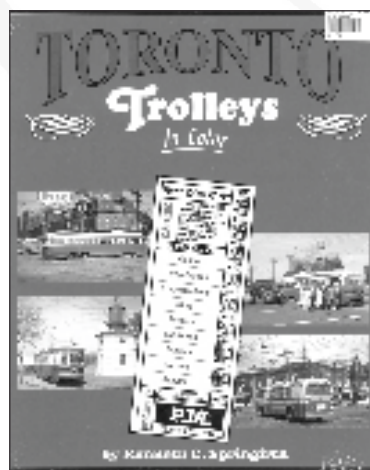
FRANK JULIAN SPRAGUE

By William D. Middleton and William D. Middleton III

ISBN 978-0-253-35383-2

Published by Indiana University Press

Price \$ 39.95 hardcover



Toronto Trolleys in Color

By Kenneth C. Springirth

Reviewed by Peter Murphy

Toronto operates the last streetcar system in Canada, and is in fact expanding its network of 'light rail' trolley routes. The

TTC story has been told most notably by Louis H. Pursley in his documented research book The Toronto Trolley Car Story 1921 – 1961 published by Interurbans Special No. 29. This book was published in 1961 long before the era of affordable colour reproduction. Pursley's book, long out of print, is still the regarded as the documented history of the TTC.

Colour photos of TTC cars have appeared, most notably in Robert Halperin's Morning Sun book Canadian Trolleys in Color, Volume 1, Eastern Canada (available at the Exporail Boutique). Now Morning Sun has presented us with Toronto Trolleys In Color by Kenneth C. Springirth.

This reviewer's first question was, who is Kenneth C.

Springirth? Surprisingly, we still don't know, other than an acknowledgement that contains the clue that "my father was a car motorman in Philadelphia". Too bad the publisher didn't include a brief biography of the author.

The introduction gives a good thumbnail history of the TTC and predecessors from the Williams Omnibus Bus Line (1849) to today, along with a current subway and RT map (no streetcar map)?

Then we get into the pictures, and pictures there are! Arranged initially by roster class, Tour Tram service, then route by route, abandoned lines (replaced by bus or subway) and carbarns (including photos of work equipment). There are at least 263 colour photos, of which about 80% are of PCC's. There are a few trolley bus offerings to recognize the twin wire enthusiasts.

Unfortunately there is only one photo of a non Peter Witt / PCC / or CLRV passenger car, that is of 1326, a 1978 view of the restored Halton County Radial Railway

Museum wooden car, prior to exhibition at the Canadian National Exhibition. There are earlier colour views available of Toronto Railway cars that could have nicely rounded out the volume.

The book is 9x11 vertical format with 128 pages and a hardcover. The photo reproduction is excellent, layout is organized and pleasing, the cover follows the Morning Sun format used on virtually all of its trolley book offerings. If you are interested in the Toronto streetcars (especially the PCC era), this book is a must in your library.

TORONTO TROLLEYS IN COLOR

By Kenneth C. Springirth

ISBN 1-58248-281-0

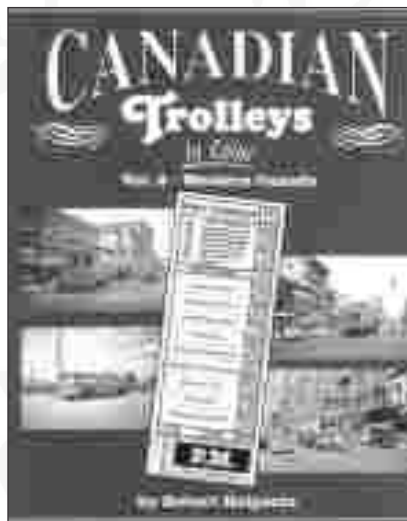
Published by Morning Sun Books

Price \$ 59.95 hardcover

Canadian Trolleys in Color, Volume 2, Western Canada

By Robert Halperin

Reviewed by Peter Murphy



Canadian Trolleys in Color, Volume 2, Western Canada

By Robert Halperin

ISBN 1-58248-237-3

Published by Morning Sun Books

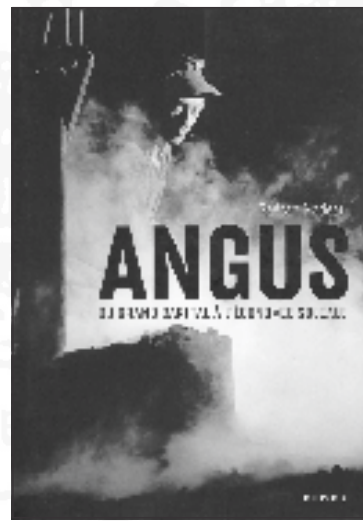
Price \$ 69.95 hardcover

Viens d'arriver sur nos tablettes!

Angus

Du grand capital à l'économie sociale

Par Gaetan Nadeau



Une histoire passionnante de l'activité sociale et d'entreprise des Ateliers Angus du Canadien Pacifique à Montréal (en français seulement). Taille 6 1/2" X 9", 300 pages, couverture souple, principalement du texte, environ 83 photos, la plupart en noir et blanc et avec beaucoup de gens.

Angus

Du grand capital à l'économie sociale

Par Gaetan Nadeau

Est publié par Edition Fides 2009

Prix \$ 29.95

Exporail Boutique

If not available at your local hobby shop, all these books (except Historical Atlas of World Railways) are available at the Exporail Boutique. For mail orders please mail your order along with your membership number and credit card information to: Exporail Boutique, 110 Saint-Pierre Street, Saint Constant, QC, J5A 1G7. You will be charged the indicated price, less membership discount, plus \$ 2 for shipping envelope, GST (Canada only), and postage at cost.



BUSINESS CAR

July - August 2010

By John Godfrey

Edited by David Gawley



HERITAGE

Maritime Railway No. 5's birthplace demolished



Maritime Railway No. 5 in service on that Nova Scotia coal road, note the unmodified flat valve gear and wooden cab! CRHA Archives

Locomotive Maritime Railway No. 5 en service en Nouvelle-Écosse pour le transport du charbon, notez le système de distribution à tiroir plat et la cabine en bois!



Maritime Railway No. 5 being pulled from Exporail building 6 in late 2009 to undergo a complete cosmetic overhaul in the Exporail shop. Charles de Jean.

Locomotive Maritime Railway No. 5 sorti à l'extérieur du bâtiment 6 d'Exporail à la fin de 2009 afin de partir en restauration dans l'atelier du Musée. Charles de Jean.

The birthplace of one of Exporail's treasured locomotives has been demolished. The Pittsburgh Locomotive Works on Pittsburgh, Pennsylvania's North Side, where steam engines were made from 1865 to 1919, had been declared unsafe and beyond repair by its current owner, Duquesne Light. One of the locomotives manufactured there was Maritime Railway number 5, a classic ten-wheeler (4-6-0) now owned by Exporail.

At this location, some 2,400 steam locomotives had been built by the time the company merged with seven other plants to form the American Locomotive Company (ALCO) in 1901. Its locomotives pulled trains on many of the US's most prominent railroads, from the Atchison, Topeka & Santa Fe, through the Baltimore and Ohio, the Manhattan Elevated to the Union Pacific as well as on trains in Asia and Central and South America.

Pittsburgh Locomotive Works was one of the first to produce really huge locomotives' according to the website of the Smithsonian Institution Archives Center, where the company's records are housed. At its peak, the company employed as many as 1,500 people.

Exporail's Maritime Railway number 5 was built by Pittsburgh Locomotive Works in 1885 for the Pittsburgh & Lake Erie Railroad. After a stint on the P&LE, it was sold to contractors E.F. & G.E. Fauquier who used it on the construction of the National Transcontinental Railway. The Maritime Railway acquired the locomotive in 1920 to haul coal and mixed trains between Joggins and Maccan, Nova Scotia. Today it is a prized piece in the CRHA's collection and is one of the few late nineteenth century locomotives to remain essentially unmodified. It is presently undergoing a complete cosmetic restoration in the Exporail shops.

Other Pittsburgh locomotives are preserved, at Buffalo, Wyoming, the Lake Superior Railroad Museum in Duluth, Minnesota, the Nevada Northern Railway Museum (No. 93, made for the Nevada Northern Railway in 1909), and No. 29, built in 1906 for the Lake Superior and Ishpeming Railroad, and now in operation on the Grand Canyon Railway in Williams, Arizona. (Adapted from the Pittsburgh Post Gazette)

Train station joins historic places register in NB

Fredericton city council has added the former York Street train station to the city's local historic places register. "The register is a list of buildings and archaeological sites, areas or spaces that council deems to be of local historical significance," said Mayor Brad Woodside. "We are very pleased to see the work that is currently underway to restore and preserve this historic property for future generations." It's the second historic designation for the building as previously it was protected from demolition by the Federal Heritage Railway Stations Protection Act

The two-storey station was constructed by the

Rhodes-Curry Company of Amherst, NS, in 1923 for Canadian Pacific Railway. It replaced the original wooden station that was built in 1869. CPR withdrew its remaining operations from the building in 1990 and sold it to the New Brunswick Southern Railway, a subsidiary of J.D. Irving Ltd., in 1995.

Features of the building are: a decorative tapestry brick exterior, erected atop a sandstone foundation; a two-storey central section with a medium-hipped roof; a projecting entrance canopy with a gable roof supported by brick columns; and a variety of window openings, including large rectangular windows and round, arched windows.

In September, the Province of New Brunswick reached an agreement with J.D. Irving Ltd. to lease the property. Under the deal, J.D. Irving Ltd. is restoring the exterior of the station and leasing the refurbished building for 20 years to NB Liquor. The interior brick walls will remain intact, and the historical detail will be incorporated in the interior decor. (Fredericton Daily Gleaner)

CN contracts Roche Ltd. to inspect historic Quebec Bridge

CN recently awarded a contract to Roche Ltd. Consulting Group to perform an engineering inspection of the Quebec Bridge, which spans the St. Lawrence River between Quebec City and Lévis, Quebec.

CN officials said in a prepared statement that engineering firm Modjeski and Masters performed the last comprehensive inspection of the structure in 1994, prior to major rehabilitation work that was completed between 1997 to 2005. CN later inspected the superstructure and has performed annual periodic inspections of the bridge's railway portions. In 2006, an independent audit conducted by Modjeski and Masters determined that the bridge is in good structural condition and will remain a viable structure for the long term.

Over the summer, the latest inspection will provide the engineering department a detailed assessment of the bridge and its structural components, including an ultrasonic inspection report.

CN has maintained the historic bridge since 1923. However, the railroad is a minority user of the structure; only four CN trains cross the bridge daily versus eight VIA Rail Canada Ltd. passenger trains and about 35,000 motor vehicles. (Progressive Railroading On-line)

Last train to Rigaud, Quebec

Train service between Montreal and Rigaud, Quebec, has been in place since the original station was built in the late nineteenth century, but the service ended July 1, 2010 after Rigaud announced it could not afford the \$300,000 a year the Agence Métropolitaine de Transport (AMT) demanded to keep the service alive. In



The morning sun illuminates the front of AMT locomotive 1328 just prior to departure from Rigaud, Quebec at 6:40 AM, Wednesday, June 30, 2010. Peter Murphy.

Lumière matinale illuminant l'avant de la locomotive 1328 de l'AMT juste avant son dernier départ de Rigaud, Québec, le mercredi 30 juin 2010 à 6h40. Peter Murphy.

recent years, the payment was \$160,000 per year.

Marc Chouinard, a regular commuter, says there's a good reason why only a handful of people used the Rigaud commuter train: It was served by only two trains per weekday one to and one from downtown Montreal. "If they actually provided service, more people would use it," said Chouinard, who takes the 90-minute trip daily from his home in Rigaud to his information-technology job in downtown Montreal. About 15 to 20 people boarded the train every day at 6:40 a.m. and return on the 5:20 p.m. train from Montreal, he said.

With a housing boom in the region, it doesn't make sense to kill the service, said Chouinard, who fears the tracks will be removed, making an eventual revival difficult. Last year he started a blog www.stnrigaud.com in a bid to rally support.

The line through Rigaud was once part of CPR's passenger line from Montreal to Ottawa; the line beyond Rigaud was abandoned several years ago. Rigaud, population 7,500, is 66 kilometres west of Lucien-L'Allier, the downtown Montreal terminus. Hudson, 13 km east,

will be the new end for what is now known as the Dorion/Rigaud line, a service heavily used by West Island commuters. One station east of Hudson is Vaudreuil, the line's western hub, which every week day originates 12 trains and receives 13.

The AMT, Montreal's regional public transit authority, said Rigaud was asked to pay more because it is not part of the Montreal Metropolitan Community, which helps finance AMT service via property taxes and a gas tax at the pumps. The AMT had offered to increase service to Rigaud but only if the town joined the 82-municipality MMC, said AMT spokesperson Martine Rouette.

"The direct costs are too high for the community's capacity to pay," Rigaud town manager Chantal Lemieux said of the AMT's demand for more money. "There is a certain nostalgia to see the end of rail transport on our territory; it is not a decision we made lightly."

Lemieux said commuters from the Rigaud train station won't be left stranded. The town is in negotiations to replace the train with a bus that would take passengers to the Vaudreuil train station.

Chouinard, who bought his house in Rigaud in 2006 in part because of the train service, said buses to and from Vaudreuil station aren't a solution. The drive between Rigaud and Vaudreuil, normally a 20-minute trip, can take twice that long because of traffic.

The town of Rigaud does not know what will happen to the train tracks between Hudson and Rigaud, Lemieux said. "There had been talk of making it into a bicycle path, but it is not our property," she said. "It belongs to CPR and I don't think they'll be dismantling the tracks any time soon." CPR spokesperson Michel Spénard did not return calls seeking clarification of CPR's position.

Unlike Rigaud, Hudson, a town of 5,000, is a member of the MMC. "The AMT is keen to keep Hudson on the line," said Hudson Mayor Michael Elliott. Elliott said the AMT is considering increasing weekday service to his community to three trains per weekday, up from the current one. "We're pushing for three and we've been told that's a possibility," he said.

Before that can happen, though, \$3.4 million would have to be spent on improvements, including upgrading railway crossings and the signalling system, said Rouette of the AMT. Elliott said there is also hope that a new station may eventually be built between his community and fast-growing St. Lazare to replace Hudson's current station. If that happens, service could be increased to six trains daily, he added.

"We've got this excellent railbed and we should be using it," Elliott said. Rigaud and Hudson are the least-used stations on the Dorion/Rigaud line. In 2008, the last year for which statistics are available, Rigaud station was

used by 8,800 people (4,400 in each direction), while Hudson was used by 30,500. That compares to 353,000 people who used Vaudreuil station in 2008. (Montreal Gazette)

The Ingersoll cheese and agricultural museum

The Ingersoll Cheese and Agricultural Museum is putting a call out to railway history buffs for help in creating a new, permanent exhibit showcasing the impact of rail transportation on the community. Everything changed the day the first train arrived in Ingersoll in the 1850s, said curator Tricia Smith. "It was a significant turning point for the town," she said.

And it almost didn't happen. Initially, rail surveyors decided to bypass the town when the tracks were being built but local business owners and politicians campaigned against the plan. They succeeded in getting the tracks diverted through Ingersoll. The Noxon Implement Company and local dairy and cheese producers were among those who benefited from rail access.

Businesses, including hotels, also popped up around the tracks. Reflecting the historic connection between rail transportation and the community, the new display will include a large mural of a train station behind a recreation of a station platform. "We are on the hunt for a really good quality photograph or drawing of the Canadian Pacific Railway or Grand Trunk station," Smith said. The museum is also looking to local rail enthusiasts for input. "We'd love to have the expertise and knowledge," said Smith. "We want to be authentic." (Ingersoll Times)

Steam Locomotive on the move in Guelph



Ron Krampien

On June 15 and 16, 2010, Canadian National steam locomotive 6167, which made countless trips through Guelph to the Maritimes and back, and shuttled soldiers to Halifax during the Second World War, made one more trip. The Northern steam locomotive, one of only a handful of such specimens remaining in Canada, travelled a couple of hundred metres from its current home beside the Guelph downtown bus station to the other side of the tracks.

The move was necessary, because once the city's new transit terminal is open on Carden Street, buses will roll through the area where the locomotive was inside a fenced enclosure. The city awarded a \$275,000 contract to PNR Railworks, which has an office in Guelph, to oversee Western Mechanical Service's who were responsible for the move. This involved the use of a crane to lift the 30-tonne engine onto a special flatbed trailer. From there, 6167 made a short trip over a temporary bridge to the south side of the tracks, where the crane lifted it from the trailer and placed it on a specially constructed concrete platform roughly across from the current Travelodge parking lot.

Al Fredericks, a local train enthusiast, is happy the city intends to keep the old steamer. But he warns if the city is serious about keeping 6167, it better be serious about maintaining it as well. The state of locomotive 6167 has been an issue almost since its arrival in Guelph in 1967, seven years after it was retired from active service. Over the years, citizen volunteers and even Guelph Correctional Centre employees have cleaned and painted the engine, but decades of sitting outside in extreme weather have taken their toll. Andrew Janes, Project Manager for the City, stressed the city is committed to the old engine. (Guelph Mercury)

City closes Canadian Pacific Railway station deal in Owen Sound

It took nearly two years, but Owen Sound, Ontario now owns the derelict former CPR station near the east harbour wall. Owen Sound purchased the vacant station and its property for \$153,500, which will be paid over three years. The city plans to seek proposals from developers interested in transforming the 1940s station into a business.

Steve Furness, manager of economic development, said the purchase and redevelopment of the property is part of the city's effort to improve Owen Sound's harbour area. The city first expressed an interest in buying the station in 2008. It conditionally purchased the property in January 2009. An environmental consultant hired by the city declared the site clean enough for commercial use in February 2009. He also declared the building to be structurally sound.

Hurdles in transferring the property from the federal government to the city delayed the deal from closing for 15 months. The closing deadline was extended several times. Part of the challenge related to the building's national heritage protection. The city had to enter into a heritage easement agreement with the Ontario Heritage Trust before the deal closed. The city must protect certain features of the station forever. (Owen Sound Sun Times)

Historic train may ride the rails of Barrie Collingwood shortline

In its long-term transportation plan, Simcoe County, Ontario, hasn't written off tourism potential for

the Collingwood-Barrie railway. Barrie's Mitchell Wilson is a driving force behind a group, the Barrie & Collingwood Heritage Railway, which would like to see passengers on the rail. "The proposed mission of The Barrie & Collingwood Heritage Railway is to teach the public about the importance of the railway in the development of the City of Barrie and the Town of Collingwood.

"At the same time, the railway will also attract tourists to both communities and, through stop-overs, allow tourists from one community to visit the other," Wilson said. "The BCHRY would begin operating excursions using a vintage diesel or gas locomotive and circa 1920s steel coaches with windows that open. The train would make several narrated round trips between Barrie and Collingwood each day," he said. "At Collingwood, there could eventually be other railway-related activities and exhibits in the park adjacent to the train station/museum."

In Barrie, the city is working with the YMCA of Simcoe-Muskoka and its development partner, the Correct Group of Companies, on a mixed-used project that would combine retail, hospitality and office uses with a state-of-the-art YMCA, a restored station and programming that would highlight the Allandale station heritage and local arts activities. Possibilities include a rail museum and perhaps returning a restored engine to the site. Wilson suggests the train would travel at about 30-kilometres per hour but that would require expensive track upgrades. (Barrie Advance)

Winnipeg, Manitoba inducted into Canadian Railway Hall of Fame

Railway Association of Canada President Cliff Mackay recently presented a commemorative plaque to Councillor Grant Nordman, St. Charles Ward, recognizing the City of Winnipeg's induction into the Canadian Railway Hall of Fame for the year 2009 in recognition of outstanding achievement as a community in the Canadian railway industry.

The Canadian Railway Hall of Fame honours Canadian achievement in the railway business - specifically related to the development and ongoing role of Canada's vibrant railway industry. It fulfills a need to recognize various technology, communities and individuals that have been instrumental in the development of this vital Canadian transportation system. The Hall of Fame generally selects four members each year.

Modern day Winnipeg is an important centre for Canada's two transcontinental railways, CN and CPR, VIA Rail Canada and for short line railways, such as the Central Manitoba Railway. The city's history as a railway centre is based on Winnipeggers' decision in 1879 to build a major bridge over the Red River and provide station grounds for

the CPR. This action also resulted in Winnipeg becoming the terminus for the CPR branch being built from Emerson on the US border. Two years later, Winnipeggers provided the railway with grounds for freight yards, a divisional point and site for their railway shops.

The arrival of a Northern Pacific Railway subsidiary in 1888 broke the CPR monopoly and, in 1901, laid the groundwork for the expansion of the Canadian Northern Railway into a transcontinental line from Montreal to Vancouver. By 1915, Winnipeg was on three transcontinental railways. (Railway Association of Canada)

Working on vintage steam train keeps volunteers on track in Manitoba

Volunteers with the Vintage Locomotive Society are gearing up for what they hope is a busy summer. The non-profit group that operates the Prairie Dog Central Railway hopes to capitalize on Manitoba's Homecoming and the 100th anniversary of the railway's Inkster Junction station -- a milestone to be celebrated July 24, 2010. Doug Belcher has been a volunteer with the organization since 1992. The position allows him to still be around the trains he loves so much after retiring from a 27-year career with CPR. He serves as a porter, conductor and brakeman on regular trips made by the vintage steam train from its station on Inkster Boulevard to Warren.

Belcher loves helping preserve Manitoba's history. "It's part of our heritage," said the West Kildonan grandfather, noting nearly 10,000 people rode the steam train last year. "Without the railway, it would have been very difficult to have what we have today as Canada -- it tied the country together." Bob Goch feels the same way after retiring from a 42-year career with the military. The former model railroader agreed to join the Vintage Locomotive Society to work on trains on what he calls "a one-to-one scale." Belcher and Goch both help make repairs and do maintenance on the machines during the off season. They said it's a great way to pass the time and gives them something to do in retirement.

Goch stressed volunteers do not need to have experience with the railroad. "What I always say to people who say they don't have any railroading skills is 'Can you plane a piece of wood or can you drive a hammer?'" Belcher said the Vintage Locomotive Society is looking for volunteers who can assist on the trains or as gift shop attendants and ticket sellers. Those interested in learning more about the organization can visit their website www.pdcrailway.com. (Winnipeg Free Press)

Heritage society in AB wants to purchase used railway track

East Central Alberta Heritage Society's fundraising efforts to restore a line from Stettler to Donalda are chugging right along, but finding track is another matter. "I guess our biggest problem right now is

finding rail that we can salvage," said society administrator Bruce Gartside. "We need to run rail for 20 miles, which means acquiring probably about 30 miles of rail," said the Donalda resident, adding that extra rail is needed because not all recovered track can be reused.

Inquiries have already been made to CN and CPR to see what opportunities exist to bid on contracts to salvage the many sections of abandoned rail in Western Canada. So far, the society hasn't heard back. Drumheller-Stettler MLA Jack Hayden and Crowfoot MP Kevin Sorenson have been asked to help get the wheels turning. "We're not asking for free rail, were just asking to be allowed to bid along with other salvage companies."

On the fundraising front, the news is more positive with about \$3 million lined up. The project was given a major boost last year with the announcement of \$2.6 million in funding from the federal government. The money came from Western Economic Diversification Canada through Canadian Badlands Ltd., a group committed to boosting tourism in the region.

Corporate, municipal and individual donors have also stepped up and a number of applications are still outstanding. "We are still waiting to hear from the province of Alberta", he said, adding they have a couple of funding applications in. The complete project would cost about \$3.9 million. But this can be reduced by \$600,000 if work on building sidings at Donalda and Red Willow is postponed until later. (Red Deer Advocate)

First car turned on West Coast Railway Association's turntable



Russ Grycan

An historic day for the West Coast Railway Association occurred Wednesday, June 23, 2010 when the first car, the 1890 built Canadian Pacific Railway car 16 British Columbia, was turned on the newly installed turntable and moved into track 2 of the new CN Roundhouse and Conference Centre.

As the first piece ever acquired for the WCRA's collection, it was fitting that car 16 was the first car. An account of the move by Chief Mechanical Officer Russ Grycan follows:

A safe, historical move was made at the WCRA's West Coast Railway Heritage Park in Squamish, BC Wednesday. A group of professionals did their very best to position the 1890 vintage British Columbia Business Car through the turnouts, onto the new turntable and into Track # 2 of the CN Roundhouse and Conference Centre. The move was made under the direction of Conductor Roy Crowston and Engineer John Jellis. Lloyd Daniels (carman) and Randy Lucas offered guidance during the move as did Mike Lloyd. Andy Faris assisted with spotting # 2 during the move and watching the coupler joints, and with Mike of Duro, helped manually swing the turntable from the lead track position to Track 2. The move took about 6 minutes but the time required will improve when the electric drive is connected!

The process of bringing the car British Columbia into the shop wasn't glamorous, a forklift was used, but the results were spectacular, and a culmination of thousands of hours of work in fund-raising and construction. (Russ Grycan)

Quebec North Shore & Labrador Locomotive 1112 was hauled into Exporail's then building number 1 in the early 1960's by L.A. Hebert Company's bulldozer, welcome to the club! (Editor)

Alberni Valley could become Mecca for train training in BC

The guys who like tinkering on old trains have turned their steamy, diesel-stained hobby into a money maker for the Alberni Valley in BC. The Western Vancouver Island industrial Heritage Society is best known for its antique machinery, most of which was once used for logging. Staff at the society are volunteers and the old equipment is either salvaged or donated. The money to restore it to near-new condition comes in part from the society's collaboration in the Conductor Training Course offered by the British Columbia Institute of Technology.

Students of the course each pay about \$8,000 and spend some four months learning to conduct trains. "In addition to practical knowledge, the course teaches them the business of railways, dealing with railway customers, tracks and communications and what the railways are about," said Monica Serbanescu, chief instructor of BCIT's Railway Conductor Program. The BCIT program

each year sends up to two classes of between six and 14 students to get hands-on experience in the Valley. Each one does a week-long practicum learning the ropes on the Valley's railway playground.

"That's good business for the community that supplies food and accommodation for the students," said Kevin Hunter, president of the Industrial Heritage Society. "We parlayed a strictly volunteer group into one that earns its keep," Hunter said. "And the money we earn goes back into restoration of equipment." The reason BCIT chose to base the practical portion of its training in Port Alberni is because the city offers some unique attributes. It has in place rail infrastructure that's mostly unused and offers students an opportunity to practice driving trains over several kilometres to McLean Mill and back. Before students graduate they're typically hired on by some of the big freight railway companies like CN and CPR.

Meanwhile, two gangs of Industrial Heritage Society volunteers have been working on the railroad for the past weeks. One group, the rock gang, has been clearing up several rock falls on the track above the Cameron Valley, while the second group has been clearing the brush that has grown up on the right-of-way in the eight years since rail freight shut down in 2001. More than 500 volunteer hours were put in by the rock gang and a similar amount by the brushing crew. (Alberni Valley Times)

Full steam ahead for Alberni Pacific Number 7

Port Alberni, British Columbia's iconic steam train is back on the rails for another season. The Alberni Pacific Railway's Number 7 Baldwin locomotive may be 81 years old, but it's in excellent operating condition, according to officials from the Industrial Heritage Society. The former logging train engine underwent an annual boiler inspection recently, at the hands of boiler safety officer Don Bishop of the BC Safety Authority. It's part of a switch in jurisdictions, Bishop said. "We've taken over steam locomotives. Inspection used to be handled by the provincial railway branch, but they don't do steam boilers," he said. (Alberni Valley Times)

Last North American interlocking plant dismantled

On Sunday, May 2, 2010 Union Pacific maintenance personnel removed from service the single remaining mechanically-operated switch and its accompanying facing point lock at Ridgely Tower in Springfield, Illinois. With this retirement, there are no longer any interlocking plants in the USA which operate switches connected via iron pipe to the tower's strong-arm levers referred to as "Armstrong" by some because of the manual strength required to move the lever.

The principle of centralizing the operation of switches and signals first originated in Britain in the

1850s, and the principle of interlocking them to prevent unsafe sequences of operation followed soon thereafter. The only form of power found practical in the beginning was provided by the human body; as the towerman operated a lever, the motion was transferred in an iron pipeline through bell cranks, slides, pulleys, etc., running up to several hundred feet to the signal or switch operated by the lever. The pipeline had to be compensated for thermal expansion and contraction as the ambient temperature changed, and it had to be regularly lubricated and adjusted.

Derailments could put the pipeline out of service or knock the pipes out of alignment, making them difficult to operate. Snow along the pipeline would often thaw and then freeze, causing difficulty. Proper maintenance worked wonders, but even in the best of condition, the leverman needed a strong back and strong arms to do his job hence the nicknames given to these levers.

Over the years, the author had the opportunity to operate a number of mechanical switches. The best operated with just a modest effort, but I can attest that the worst were backbreakers. Sometimes it wasn't the sheer force that mattered, but the right "twist" on the lever as it moved through its quadrant. After being slightly short of breath after lining a dozen hard-to-throw switches a few hundred feet away from the tower, it was rewarding to pull the last lever and watch out the window as the semaphore blade moved skyward with the motion of my hands.

As various state legislatures passed laws in the late 1880s and 1890s requiring a stop at crossings and junctions that weren't equipped with interlockings, the number of interlocking plants proliferated. At the top of the list was Hammond, Indiana's State Line Tower, built

in 1897 and having 224 levers the largest mechanical interlocking in North America.

By the start of the 20th century, hydraulic, pneumatic, and electric power was being harnessed to operate railroad switches and signals. As late as 1990, several dozen towers using brute mechanical force to throw switches and clear signals remained in service. One by one they disappeared: Chicago's 75th Street in 1997, Tate Line in 2000, East Chicago's Grasselli in 2007. With the closing of CSX's towers in Hancock and Eyser, West Virginia in 2008, Springfield's Ridgely Tower became the unlikely holder of the title "Last Mechanically Operated Interlocking in the USA."

But now there are none. There are a few remaining towers that still use the old "strong-arm" levers; Dolton and Calumet are the last two in the Chicago area, and there are a couple more scattered around the country. However, the mechanical pipeline at these towers was severed long ago, and the old levers at these locations do little more than open and close electrical circuits that operate the switches and signals at trackside.

Ridgely Tower itself exists on borrowed time. The removal of the last mechanically-operated appliances was necessitated by the work underway to rearrange the crossing and interchange tracks between UP (ex-GM&O) and I&M (ex-CI&M), and to eliminate the tower. The tower operators have been served the formal notice required by their contract, stating that their jobs will be abolished.

My hat is off in salute to those who designed, maintained, and operated this fascinating equipment that played a significant role in the history of railroading. (Jay Underwood)

BACK COVER TOP: The Canadian Pacific Electric Lines were major freight haulers. Lake Erie & Northern steeple cab 333 posed in front of the Preston shops on June 5, 1950. The 333 was built by Baldwin – Westinghouse in 1915, it was rebuilt in 1952 and became Cornwall 15 in 1962 and was scrapped in Longueuil, Quebec in 1973. CRHA Archives, Fonds Bailey.

COUVERTURE ARRIÈRE : Les lignes Canadian Pacific Electric furent grandement utilisées pour le transport de marchandises. On voit ici la motrice no 333 devant les ateliers Preston en ce 5 juin 1950. Construite d'abord par Baldwin-Westinghouse en 1915, elle fut reconstruite en 1952 pour devenir la Cornwall no 15 en 1962 avant d'être démantelée à Longueuil, au Québec, en 1973. Archives ACHF, Fonds Bailey.

BACK COVER BOTTOM : Again colourful, car 848 with a newly painted checker board pattern applied to the car ends for increased visibility, was captured at Port Dover on June 16, 1951. The CNR train on the adjacent track was a charter organized by the Central Ontario Train Trip Committee. The excursion was running 2 hours late and was held at the LE&N yard until switching operations were completed down at the CNR station. CRHA Archives, Fonds Bailey.

COUVERTURE ARRIÈRE : Encore une fois, le coloré interurbain no 848 à Port Dover en ce 16 juin 1951, arborant une nouvelle livrée en damier sur le devant pour être davantage visible. Le train du CNR sur la voie adjacente est un convoi nolisé par le Comité d'excursion ferroviaire de la Central Ontario. Ce train avait un retard de deux heures et attendait dans la cour du LE&N la fin des opérations d'aiguillage de la gare du CNR. Archives ACHF, Fonds Bailey.

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