Canadian Rail

KENSINGTON

CANADIAN RAIL

FRONT COVER:

A TRUE PICTURE POSTCARD SCENE.
The beautiful stone station at
Kensington Prince Edward Island
as a train pulls in. Note the
double-gauge track.

Copied by Margaret E. Mallett
from a postcard.

INSIDE FRONT COVER:

TOP:
Murray Harbour station P.E.I. in
the 1870's.

P.E.I. Archives Collection.

BOTTOM:

Borden Yard P.E.I. in 1916,
showing one house, the newly built
station, the water tower and the
transfer shed with narrow-gauge
cars on the left and standard
gauge on the right. Note the third
rail on some of the tracks in the
yard.

John Hanlon collection.

provided for the residence of station masters at the various stations along the line, Tickets will be issued by a Travelling Train Clerk, appointed for that purpose, who will also take orders at the different stations for cars, for freight in full carloads to be loaded and unloaded by consignor, and consignee, as the case may be. Freight in small quantities will be taken up and put down at Platforms as the Train arrives.

But, as we all know, the railway never really had to institute this scheme for Jan. 4, 1875 the Examiner reported:

The opening of our railway is, owing to the succession of heavy snowstorms which have visited the Island, "postponed until further notice".

The trains had indeed been sent out but each in its turn had become stuck in banks ranging from four feet to eighteen feet in height. These trains were abandoned where they were until spring. It was May 12, 1875 before service was restored right across P.E.I.

Not everyone on P.E.I. considered Thomas

THE OLD CN STATION, TEMPORARY HOME OF THE CHARLOTTETOWN FARMERS MARKET FOR THE SUMMER MONTHS, ON WEYMOUTH STREET.

you're invited
TO A VERY SPECIAL

Grand Opening

COME BRING THE WHOLE FAMILY
AND MEET NEW AND OLD FRIENDS

SATURDAY,
JUNE 2, 1984
9:00 a.m. to 2:00 p.m.

THE CHARLOTTETOWN
FARMERS MARKET

IN THEIR NEW TEMPORARY LOCATION

Newspaper advertisement proclaiming the opening of the farmers' market in Charlottetown station.
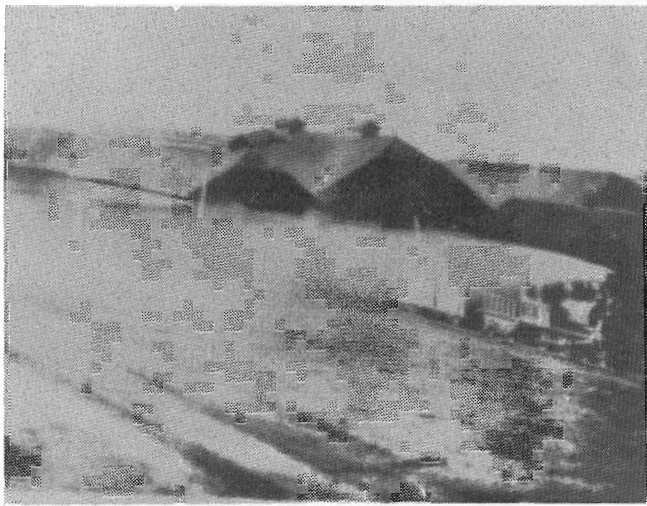
First Georgetown Railway Station, Engine Shed and Freight Shed showing a wood-burning engine leaving the station in 1875, the first year the P.E.I. Railway was in full operation. (Bea Mair Collection)

First Georgetown Engine Shed and Freight Shed on July 1, 1905, with the St. James Tea in the foreground. (Bea Mair Collection).
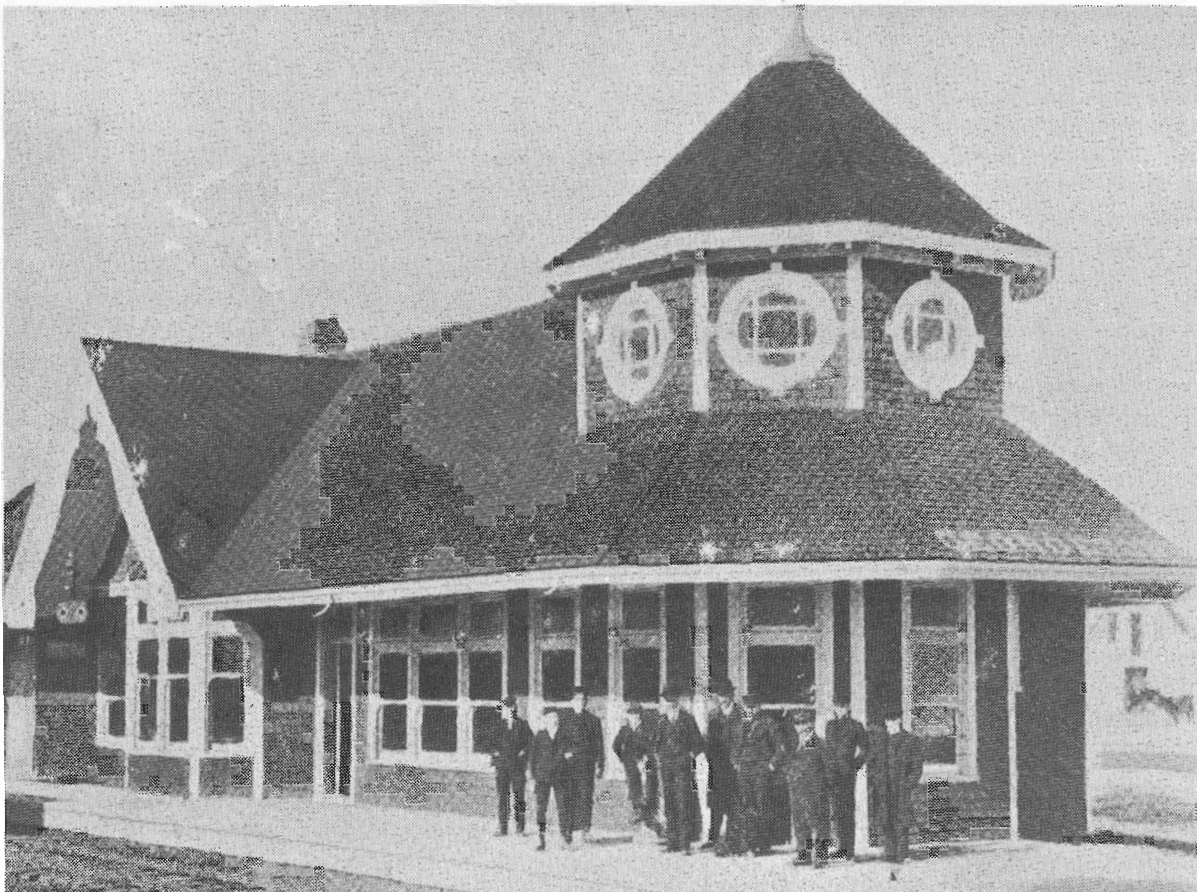
Postcard showing the second Georgetown station. Date unknown.

Swinyard to be the "saviour" of the railway as this article in the Examiner of Feb. 28, 1876 states so bluntly:

> The Commission -- of which 'Tho. Swinyard Esq.' was Commissioner -- was ordered in ignorance, and continued in stupidity. It engendered much bitterness and rancour, annoyed the Local Government, irritated Mr. Owen, made Mr. Boyd ill, caused very heavy losses to Messrs. Carvell, Pope and other leading merchants, unnecessarily damaged the character of the railway, did no good whatever -- and cost the country $12,555.24. Mr. Swinyard, it appears, valued his services at a much higher rate than Governors and Judges are paid...

Of the sixty-five stations built by 1874, Swinyard categorized six as "terminal", twelve as "way or crossing", and forty-seven as "flag" stations.

A. THE TERMINAL STATIONS

All of the Island stations were at one time constructed of wood, including the terminal ones which had covered platforms. This created a great fire hazard as well as problems with fumes every time an engine passed through the engine shed. Let's look at each of these six "terminal" stations beginning with Charlottetown.

The original Charlettetown Station was located on Water Street near the corner of Weymouth Street. It was a 25 by 40 foot structure with a covered track and platform 200 feet long. On Sept. 20, 1875 the Examiner published in the Island's capital, stated that the waiting rooms of the station have "been elegantly furnished with seats, tables, stoves etc". As can be seen in the picture of the covered section of this first city depot, it was necessary to have large doors at each end of the platform in order to secure the building. The Examiner of Oct. 25, 1875 relates an incident involving these illustrations doors:

> An accident happened at the station, on Tuesday morning last. As a train of empty cars was being taken into the yard, one of the large doors at the east end of the station broke loose, and swinging to, caught on the end of the first car. From the weight of the cars and engine and the impetus they had at the time, the end of the station was driven out before the train could be stopped...

On Feb. 28, 1876 the Examiner reported that tenders had been called for several additional railway buildings in Charlottetown -- a machine Shop and Engine House of stone 120 x 40 feet, a Car Shop 212 x 40 feet, a Blacksmith Shop

The second Georgetown station with the ferry Minto docked in the right foreground. (Bea Mair Collection).

The third Georgetown station built in 1952. (Margaret E. Mallett photo).

The second Tignish station with a train ready to depart. (Alberton Museum Collection).

The second Tignish station and adjacent storage shed; this shed served as an interim station when the second station burned in 1949. (Keith Pratt Collection).

The third Tignish station now used as overnight accommodations for the crew of the three-times-a-week freight train.
(Margaret E. Mallett photo).
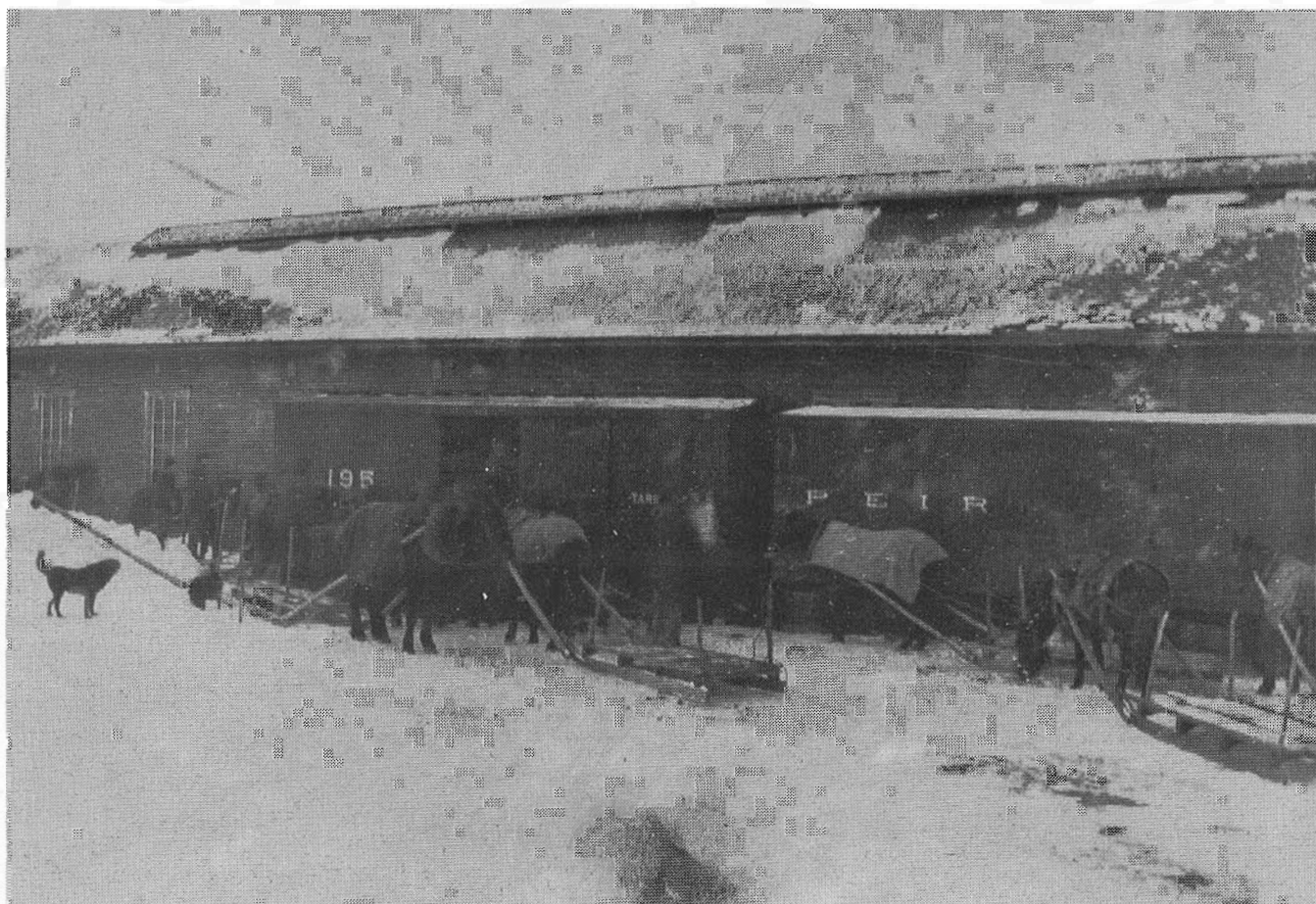
This photo by Anson Leard is thought to show the covered platform of the first Alberton station. Note the ventilator on the roof for the entire train went right through this structure. (P.E.I. Archives Collection).

75 x 22 feet, and an extension to the Freight House 75 x 22 1/2 feet.

The second Charlottetown Station was built on Weymouth Street a few feet away from the original. This beautiful structure 118 by 43 feet with walls of Island sandstone, trimmed with Wallace, N.S., grey sandstone certainly compensated the good people of the city for the failing of their first smoke-filled edifice. Included in the new one were a general waiting room, ticket office, newsstand, a men's waiting room and a ladies' waiting room on the first floor. The offices for the superintendent, assistant superintendent, roadmaster and other officials were located on the second floor. The third floor was used for union meetings and storage. Four tracks ran into it from the east. This beautiful building which opened for use on July 7, 1907 was constructed to last, resting as it does on a concrete and stone foundation with floors of expanded metal and concrete supported on steel beams. The first train out of this new facility was a funeral train to Sherwood. The station in this suburban community was originally called "Cemetary" for it was located next to an enormous graveyard and special trains were always dispatched from Charlottetown to take the mourners and the decessed to this way stop. The train would be turned at Royalty Junction and then return to carry the funeral party back to the city.

VIA used the general waiting room in the second Charlottetown station for its chartered bus service to Moncton until 1983 when it moved to the former Batt and MacRae building on the corner of Upper Queen and Euston Streets where it shares a depot with Island Transit, a provincial government bus service. C.N. moved in the Fall of 1983 to new quarters at 281 University Avenue. If approval is received from the Canadian Transport Commission the historic station on Weymouth Street will be sold to the Charlottetown Area Development Corporation (C.A.D.C.). On Saturday, June 2, 1984 a Farmers' Market opened in this beautifully-appointed structure.

The other five "terminal" stations -- Tignish, Alberton, Summerside, Georgetown and Souris -- according to Swinyard's report, had passenger stations 20 by 32 feet with covered track and platform 136 feet long. Swinyard did not regard it necessary to have covered stations in these communities, one concern being that such stations could accommodate only one train at a time. The original contract had called for these "terminal" stations to be 30 by 50 feet storey and a half structures with dwelling rooms, urinals and closets and a verandah on both sides.

These first "terminal" stations were really three buildings side by side -- a station, an engine shed and a freight shed. We are indeed lucky that a picture of the Georgetown Station complex ex-

ists, one of a wood-burning engine leaving the town in 1875. Although the smoke from the engine hides some of the enormity of those early stations. Note the long ventilator on the engine shed so that when the engine passed through these covered platforms the fumes theoretically escaped into the air. The second picture shows the engine shed and freight shed on July 1, 1905, with crowds at the St. James Tea in the foreground. By 1905 the new wharf-side station had been constructed -- in fact it may have been in use as early as 1902. The well-known and respected Charlottetown architect, C.R. Chappell designed a grand edifice on one of the most beautiful station sites in Canada. At the head of the railway wharf and overlooking the harbour entrance, a new station was erected topped with an octagonal tower. In the waiting room the upper third of each window was leaded yellow stained glass. The interior walls were sheathed in white oak. This structure costing around $6200. was unique in P.E.I. in design and beauty but was unceremoniously destroyed to make room for the Georgetown Seafood Plant. Where else in Canada could an agent watch the approach of a steamship bearing passengers and mail for the waiting train. Steamers such as the "Earl Grey", "Stanley" and "Minto" plied the Northumberland Strait between Pictou, N.S., and Georgetown, P.E.I., during the winter months. Since this was, therefore, the first Island railway station encountered by visitors, including royalty, a special effort was made to design and build an architecturally-pleasing structure.

In 1952 a third station was built in the center of Georgetown near where the first station had been. This small, unassuming shelter provided merely storage and protection from the elements. It was an insult to the people of Georgetown who had enjoyed such great accommodation since 1902.

The third "terminal" station we will look at is Tignish. As far as we know the original covered Tignish station was replaced around 1893 by a two-storey structure which included a dwelling for the agent. One of the photos we have of this beautiful structure shows a narrow gauge train preparing to head east from Tignish. The second photo shows the station with a small building located to the east of it. When the station burned in 1949 this small storage shed became an interim station until the third depot was constructed. The third Tignish station was a one-storey structure similar in some ways to several across the Island. It is still in use as lodging for the crew of the three-time-a-week freight train from Borden and Summerside.

Alberton (then called Cascumpeque) was to be the northern terminus for the main line of the Prince Edward Island Railway so it received a covered station as well. The line went right through
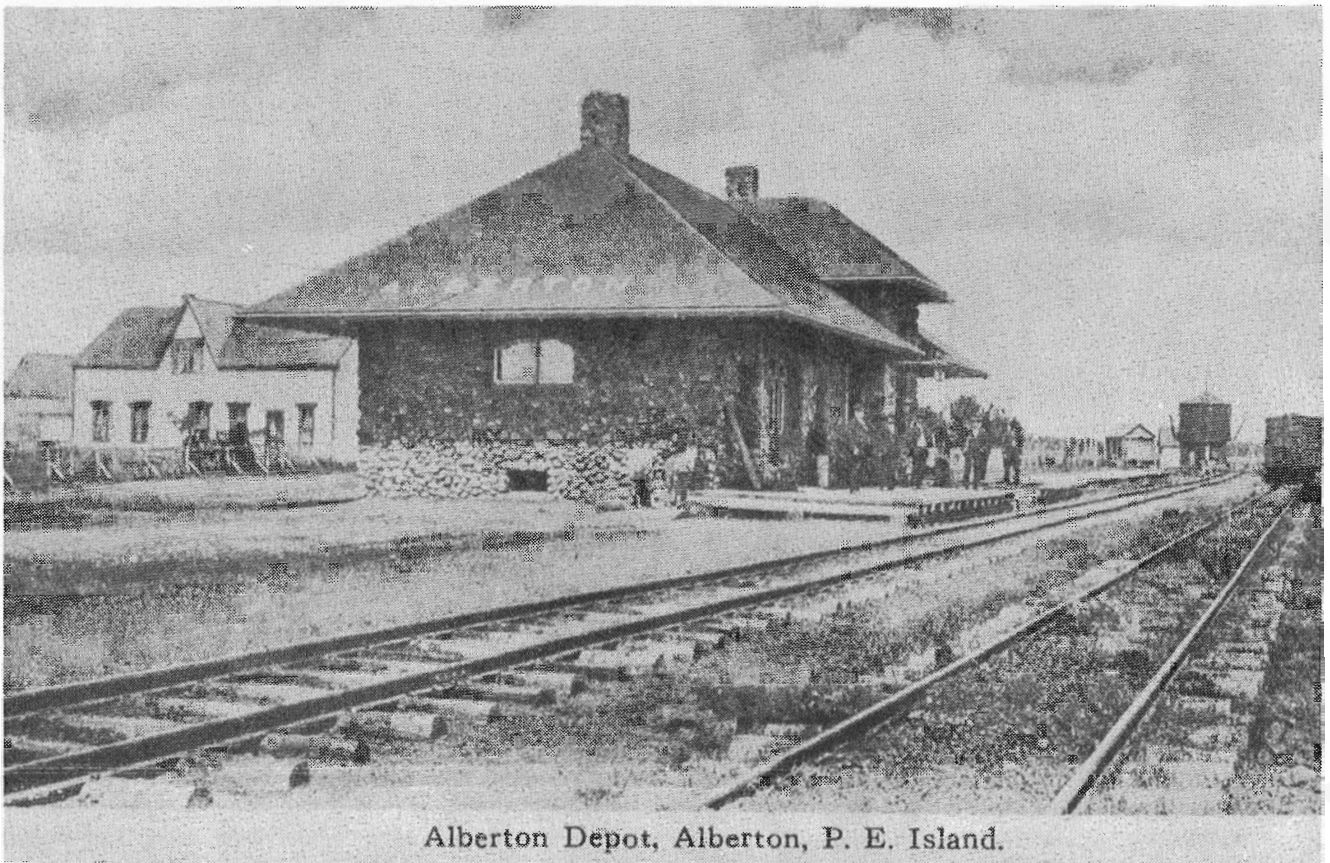
Alberton Depot, Alberton, P. E. Island.

Postcard showing the second Alberton station built of boulders in 1905. Note the water tower at the wye. (Copied by Margaret E. Mallett from an original in the collection of the P.E.I. Museum and Heritage Foundation).
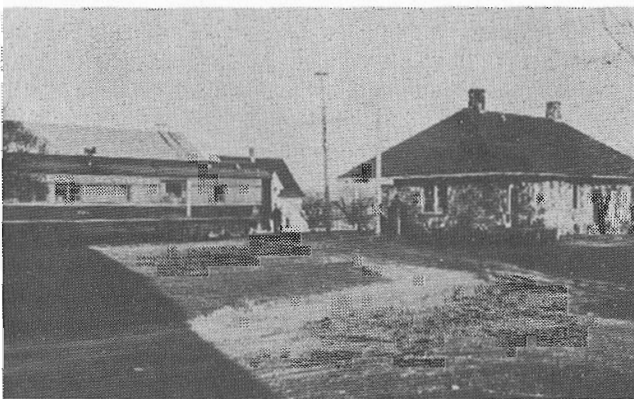
Combination car on the mixed train at Alberton 1968. Photographer unknown.

Postcard showing the second Summerside station, located at the head of the Railway Wharf. (Joyce Johnston Collection).

the station and down to the railway wharf in Northport. The original covered station, similar to Georgetown's was used from 1875 to 1905 when a beautiful boulder station was erected, one of two such structures on P.E.I. (see the article on P.E.I.'s Boulder Stations in Canadian Rail Issue 332). The first station was torn down. After C.N. no longer needed the stone station it was purchased by the Town of Alberton. It is a busy spot every summer with P.E.I. Government tourist bureau in the agent's office and one waiting room and a Handcraft Guild Sales Outlet in the other waiting room.

The fifth "terminal" station mentioned by Thomas Swinyard was Summerside. The original railway survey called for Summerside to be on a branch line with the main line going straight from Traveller's Rest to St. Eleanor's. The will of the people was eventually heard, however, as the Patriot of Sept. 7, 1872 explains:

> We are pleased to find that the Government have decided to change the location of the station at Summerside. The station is to be at the head of the Railway Wharf in that Town. This is where it should have been located at first, and where it would have been located if the late Government had not preferred the interests of a ring of land speculators to those of the inhabitants of Summerside and of the surrounding districts.

As far as we know, no picture exists of the first Summerside station, located almost a mile from the wharf. In fact, it is not known for sure that this first station building was completed before the political accusations began to fly over its location. A location near the railway wharf made much more sense for summer ferries ran between Pointe du Chene, N.B., and Summerside, P.E.I., for many years. Visitors arrived on the wharf at Summerside from all over the world and the only regular transportation available was the railway.

Consequently before 1878 a beautiful two and a half storey structure was erected at the head of the Railway Wharf. This magnificent structure served the public well until April 1927 when it was moved across the tracks where it was used for commercial purposes until it was destroyed by fire.

In January 1927, tentative plans for a new Summerside station were displayed at the hardware department of the biggest store in Summerside, R.T. Holman Ltd. The new depot must have been constructed between January and April of that year for the old station was considered surplus in April. This third station continues to be used by both VIA (for its chartered bus service to Moncton) and CN (for its crew on the Borden to Summerside and Tignish trains, and the roadmaster's office).

The sixth of the "terminal" stations mentioned by Swinyard was Souris. This eastern terminus originally consisted of an engine shed, station and freight shed on the sand dune, crossing Colville Bay. The main highway now follows this sand spit between Souris West and the Town of Souris. Having a station on a sand dune, barely above sea level, posed loads of new problems as these two newspaper clippings illustrate. The first quote is from the Daily Examiner of Sept. 25, 1877:

> The storm of the 22nd. was felt very much here (Souris). The tide rose to a greater height than was known for years... Part of the Railway leading to the harbor freight house was carried off a distance of twenty yards from its former location. The Station House presented a sad spectacle. Would that some of the great ones had seen it that day, and its speedy removal would surely follow... Some sticks of timber were put

Third Summerside railway station which is still used by both C.N. and Via. (Margaret E. Mallett photo).

Souris station 1971 just before it was destroyed by fire. (Margaret E. Mallett photo).
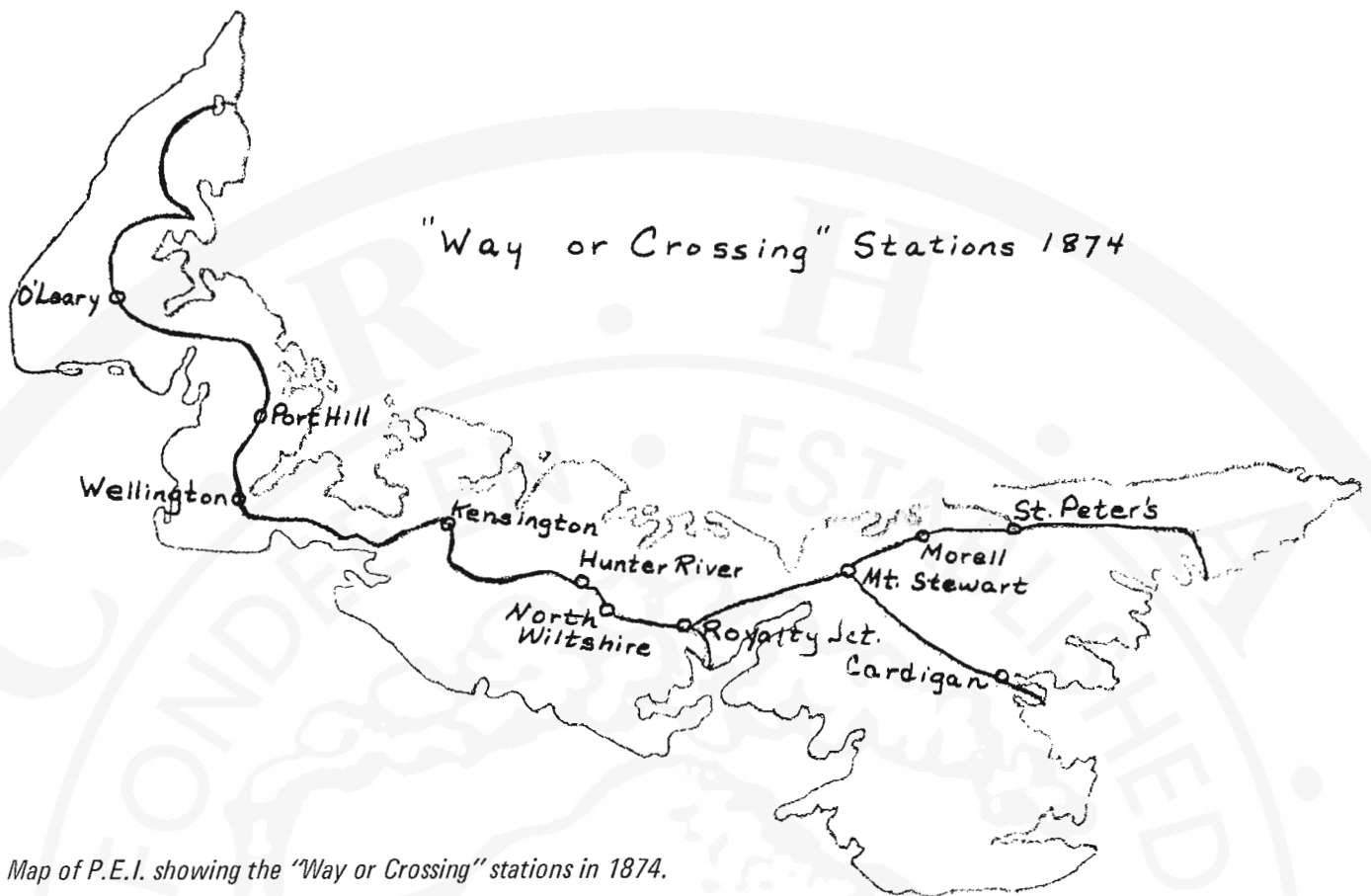
Map of P.E.I. showing the "Way or Crossing" stations in 1874.

on the railroad at the turn-table, by the tide.

Our second quote concerning this railway station on the sand bar is from Daily Examiner of Nov. 8, 1877:

> The road across Souris Beach is now everything but good... A few days ago a party of four-- in two wagons-- were coming home when the tide was high, and it was blowing hard. They missed their way. The drivers were obliged to get out into the water and lead their horses to the Railway Station on the south side of the beach...

Prior to 1895 a two-storey mansard-roofed structure was constructed in the town of Souris. This station contained living quarters and was similar to the second Souris stations in O'Leary and Kensington. In 1971 this second Souris station was destroyed by an arsonist shortly after Margaret Mallett had taken the picture below. CN had previously moved the agent into one end of the old freight shed. The first photo shows the Souris station in 1895 with a narrow gauge train in front.

B. WAY OR CROSSING STATIONS

Besides the original six "terminal" stations, Swinyard discusses twelve "way or crossing" stations. At the time he did his survey in 1874, each of these twelve consisted of a structure 42 x 22 feet containing a waiting room, ticket office and freight storage. The twelve communities graced by these functional depots were O'Leary Road, Port Hill, Wellington, Kensington, Hunter River, North Wiltshire, Royalty Jct., Mt. Stewart, Cardigan, Morell, St. Peter's and East Souris Road. The only ones of these buildings to survive until C.N. no longer needed them were Wellington, Hunter River, North Wiltshore, Royalty Jct., Cardigan and St. Peter's. Hunter River and Cardigan had the freight shed area greatly enlarged during the years. Hunter River is now a craft shop at Polo Campground in Cavendish, P.E.I. and St. Peter's is now a senior citizens' club. Royalty Jct. and North Wiltshire have been turned into houses and Cardigan is now a craft outlet. Wellington station was torn down under a make-work project on the supposition that it was a fire hazard. Royalty Jct. station had an unusual roof owing to its location within a wye.

Owing to the tremendous growth of O'Leary after the arrival of the railway, this original structure was soon replaced by a two-storey station with a mansard roof similar to Souris. This beautiful building was used until early in the 1900's when a one storey traditional station was erected nearer to Main Street and the mansard-roofed structure was sold to Sanford Phillips who turned it into two apartments. It eventually burned. The third station has been closed by C.N. within

Hunter River station 1971. (Margaret E. Mallett photo).

North Wiltshire station 1971 with a freight heading for Charlottetown. (Margaret E. Mallett photo).
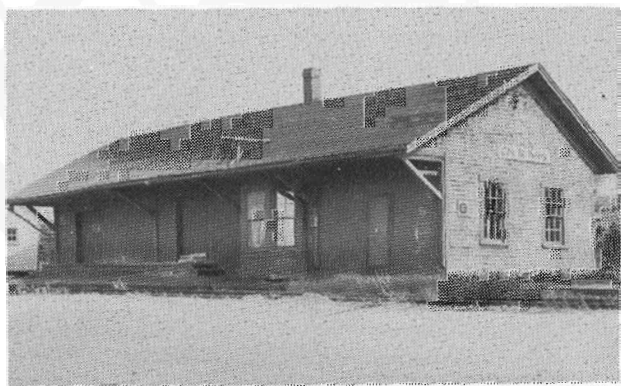
St. Peter's station 1971. (Margaret E. Mallett photo).

the last two years and the building sold to the O'Leary Museum.

All over P.E.I. during the first two decades of the 1900's beautiful architecturally-pleasing stations were replaced by more functional single storey structures. Presumably the costs of energy and upkeep were partly to blame but it seems sad that so much of our railway heritage was destroyed at one period in time. These early structures added a grace and charm to communities that the more practical stations could not.

Port Hill Station was the source of much controversy, located as it was on a clay road in the middle of the woods. This station should have been located a mile away in the booming village of Tyne Valley but political pressures were brought to bear on the powers that be. Over the years several surveys were made at election time, the stated purpose of which was to divert the railway line into Tyne Valley. Many a resident of Tyne Valley cursed the politicians as they began the nightime walk through mosquito-filled swampland after disembarking from the train at Port Hill Station.

The original Port Hill Station consisted of a waiting room, ticket office, freight shed and dwelling. The waiting room now sits beside Route 2 in Springhill, P.E.I., where a farmer had planned to make it into a winter garage. The freight shed became part of a warehouse across the track from its original site. After the dispersement of the original station complex, the second Sherwood Station was moved to this site to store oysters in while they awaited shipment. Originally this station had an open arch bt a door was installed to allow for some security.

Kensington soon outgrew its first station as well and a new mansard-roofed structure like Souris and O'Leary soon appeared. This station was used until 1905 when a magnificent boulder station was hauled up the hill to School Street where it became the residence. Kensington's third station was named a National Historic Site in 1978. It has recently been abandoned by VIA who now use the nearby Kensington Recreation Centre as the stop for their chartered bus to Moncton. A tourist bureau and handcraft outlet are now occupying this boulder station. (see Canadian Rail Issue 332 for further information on the boulder stations).

Another of these "way or crossing" stations was Mt. Stewart Jct. On May 20, 1911, what must have been the first station was completely destroyed by fire as reported in the newspapers of the day:

The station house at Mount Stewart was

The third O'Leary station with the mansard-roofed second station in the background. (Photo by Jack Turner; P.E.I. Archives Collection).
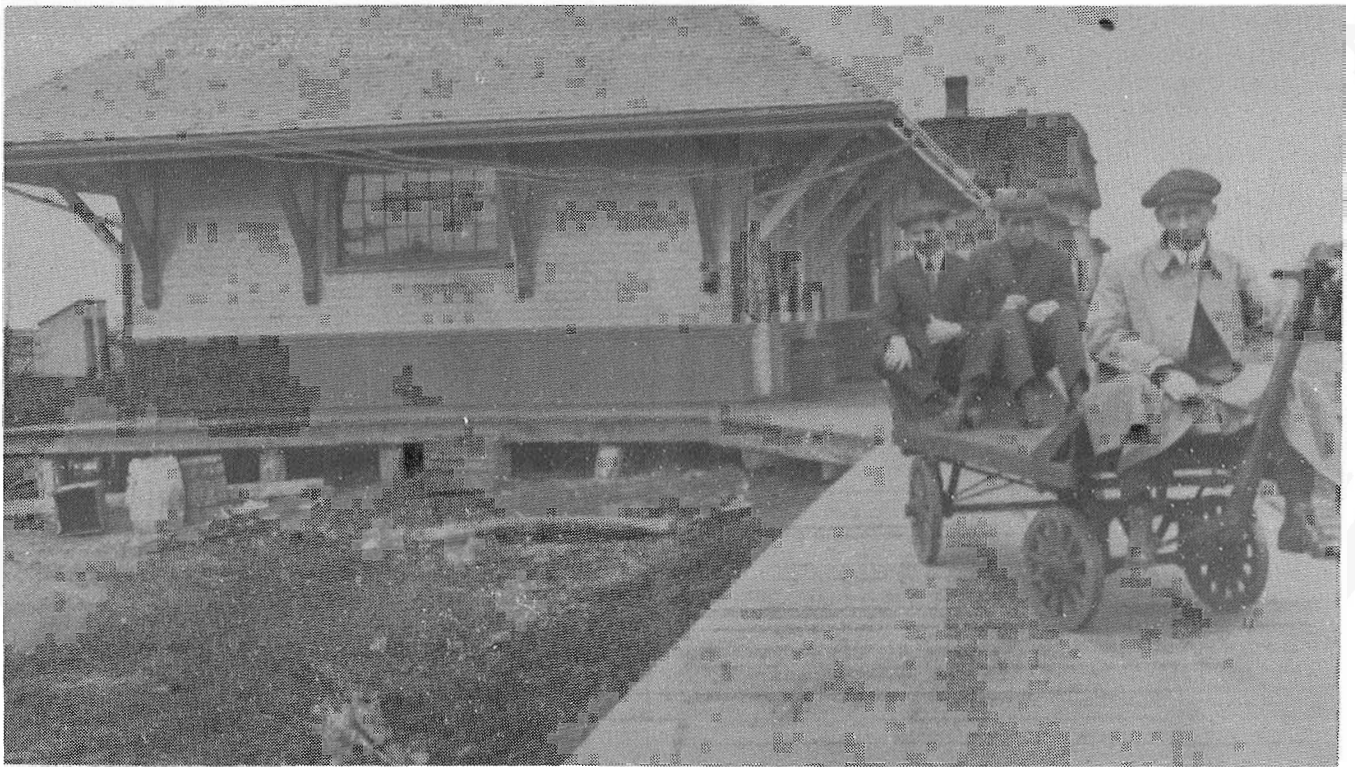
The third O'Leary station as it was being constructed with the second one barely visible in the background. (Postcard in Roy Leard Collection).

destroyed by fire on Saturday afternoon. The origin of the fire is not known but it is believed to have been caused by a spark from a passing locomotive. The fire was not discovered until after the last train had cleared, and it was then well under way. An engine was sent out from Charlottetown to save the cars on the siding, it being impossible to do anything to prevent the destruction of the station.

The residents of Mt. Stewart were well aware of the boulder stations recently constructed in Alberton and Kensington and the grand stone station too-- after all, Mt. Stewart was an important junction point! Instead the railway officials completely ignored the residents and by July no efforts had been made to replace the burned structure as the Charlottetown Guardian stated in its July 20, 1911 issue:

> The people of Mt. Stewart are puzzled to know why there are no signs of rebuilding the railway station destroyed by fire nearly two months ago. It seems strange that the Liberal Government which claims such ability for putting through public works with fine despatch should be so slow in this respect. It did not take them very long at Ottawa this spring to vote some of themselves a snug pocket full to go to the Coronation with but the really

necessary things must stand over till they get "good and ready".

On Nov. 23, 1911 a new two-storey gable-roofed structure with an odd-shaped freight shed was opened on the site of the old one, in the center of the wye. This station, built of wood against the wishes of the residents of Mt. Stewart, lasted until the agent was removed in the 1980's, then the freight shed was removed and the station itself remodeled into a restaurant which should be opening in the summer of 1984.
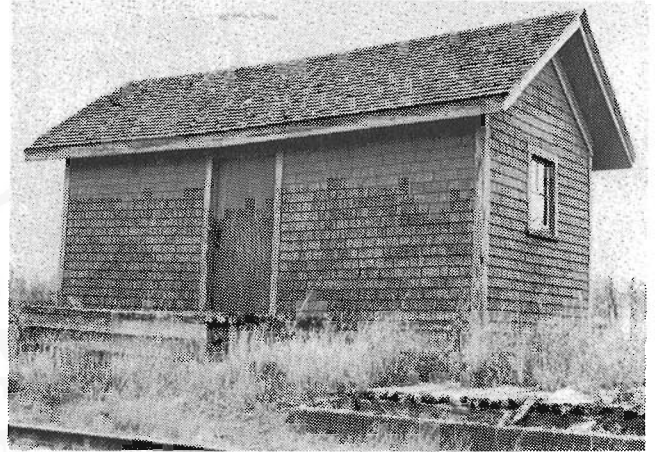
The second Sherwood station then located at Port Hill Station where it was used to store oysters. (Margaret E. Mallett photo).

Postcard showing the second Kensington station with its mansard roof in the background and the newly-constructed boulder station in the foreground - around 1904-05. (P.E.I. Archives Collection).
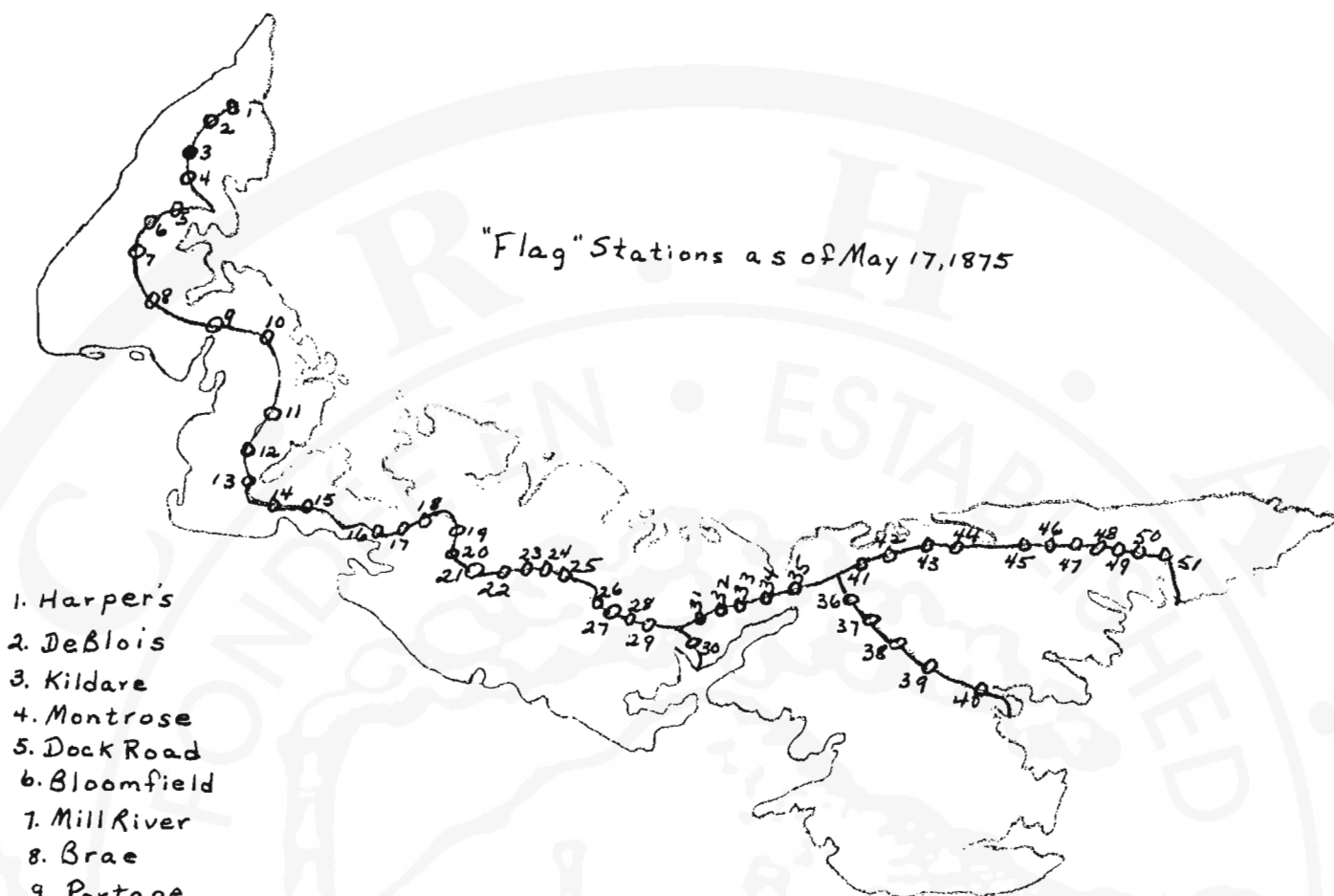
Kensington's second station as it now exists - a residence on School Street in the Town. (Margaret E. Mallett photo).

The second Mt. Stewart station 1971. (Margaret E. Mallett photo).

The second Morell station 1971. (Margaret E. Mallett photo).

"Flag" Stations as of May 17, 1875

Map showing the flag stations as of May 17, 1875.

1. Harper's
2. DeBlois
3. Kildare
4. Montrose
5. Dock Road
6. Bloomfield
7. Mill River
8. Brae
9. Portage
10. Conway
11. Ellerslie
12. Northam
13. Richmond
14. St. Nicholas
15. Miscouche
16. Traveller's Res
17. New Annan
18. Barbara Weit
19. Blueshank
20. Freetown
21. County Line
22. Bradalbyn
23. Elliot's
24. Fredericton
25. Clyde
26. Colville
27. Loyalist
28. Milton
29. Winsloe
30. Cemetery
31. Brackley
32. Union
33. York
34. Suffolk
35. Tracadie
36. Pisquid
37. Peake's
38. Baldwin's
39. Perth
40. Brudenell
41. Douglas
42. Dundee
43. Lot 40
44. Marie
45. Five Houses
46. Ashton
47. Selkirk
48. Rollo Bay
49. Bear River
50. New Zealand
51. Harmony

Morell is the last of the "way" stations we will look at. According to a local history of this area, the first Morell Station was like the one in York (see picture 42 in this article). The second station in Morell was a large rambling house which was closed by C.N. on Oct. 28, 1972 and torn down in 1975.

C. FLAG STATIONS

In addition to the original six terminal stations and twelve way stations, there were also forty-seven flag stations originally to Thomas Swinyard's 1874 survey. These flag stations originally consisted of a 100-foot platform and an open-arch shed to shelter passengers. We have found only one postcard photo of this early flag station design-- Traveller's Rest near Summerside.

Over the years many other designs were used for these flag stops, all being variants of two styles. Style one looked like a good-sized woodshed and contained a small waiting room with a bench attached to the wall all around and small freight shed. Our photo shows Colville Station but others of this type (or variant thereof) were DeBlois, Alma, Howlan, New Annan, Clyde, Loyalist, Pisquid, Millview, Glencoe, Surrey, Hopefield, Wilmot, Bunbury, Roseneath, Robertson and Munn's Road.
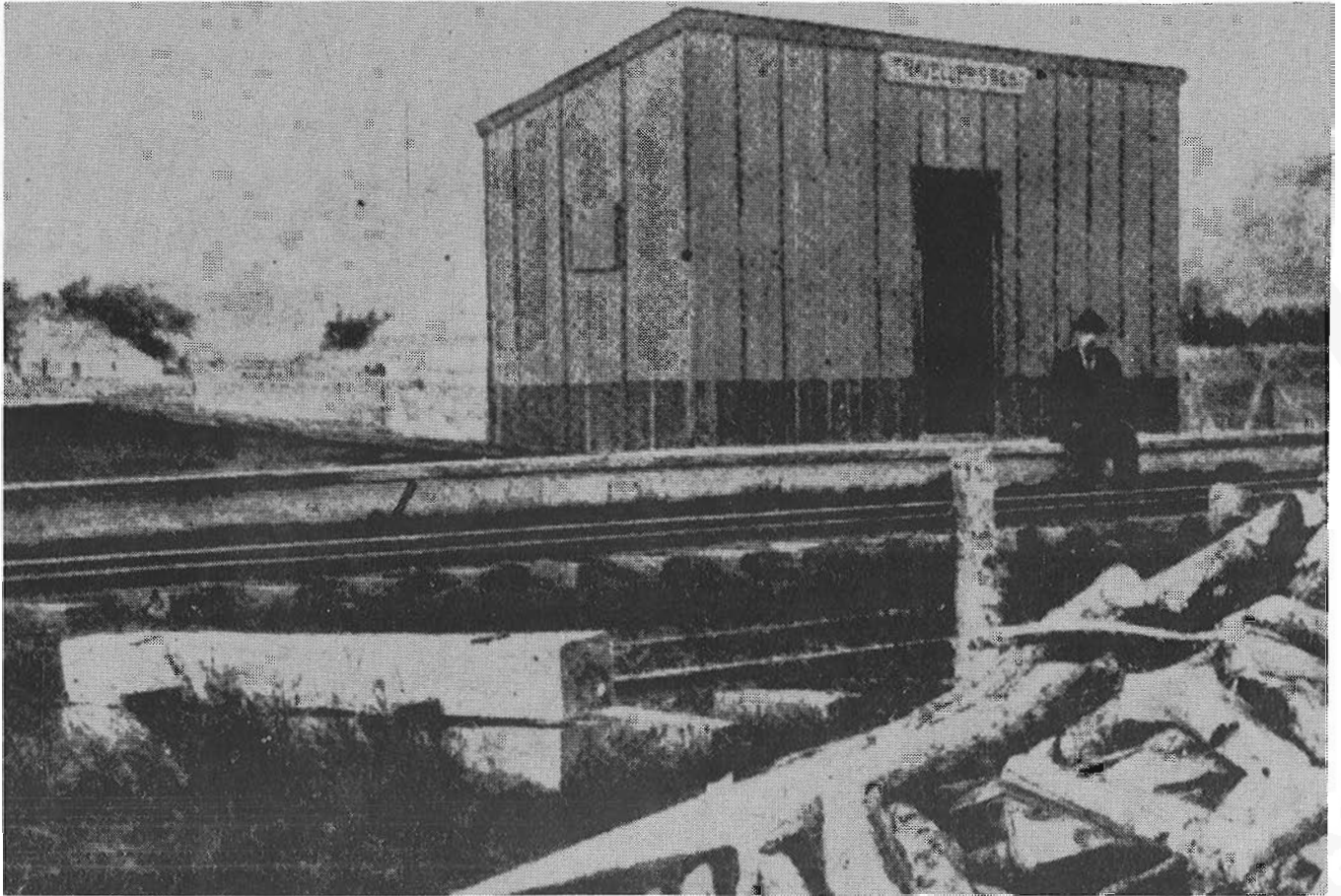
Postcard showing the first Traveller's Rest station. (Joyce Johnston Collection).

A more elaborate and aesthetically-pleasing style of flag station is illustrated by our photo of Harper's Station, near Tignish. These structures were small hip-roofed buildings with double doors on the freight shed. The exterior was either all clapboard or half clapboard, half shingled. Some had no window in the waiting room but instead had glass in the upper half of the waiting room door. Standard equipment in the small waiting room was a beehive stove. Other stations similar to Harper's (or a variant thereof) were Douglas, Duvar, the second Traveller's Rest, Union, Suffolk, St. Andrew's Dingwell, New Zealand, Augustus, Auburn, the second station at Five Houses, Clarkin and Watervale. It is assumed that most of these communities had a flag stop similar to the first Traveller's Rest one with its open archway before they received one of the more commodious Harper's style buildings.

D. MEDIUM-SIZED STATIONS

As some of the communities along the Prince Edward Island Railway line began to grow and enlarge the need was felt for better accommodations. Several of these had flag stations like the ones discussed above but the amount of traffic warranted a building with more freight storage and more passenger space. In some cases agents were even necessary. None of these communities had a large station when Swinyard did his survey.

Most of these medium-sized stations had a large roof with an overhang over the track-side platform. In some cases a high freight platform brought the wide eave dangerously close to the head of the freight attendants so a portion of the overhanging roof was raised in a V-shaped.

We have photos of three of these medium-sized stations with large overhanging roofs-- West Devon, Conway and Piusville. Other similar stations (varying in size) were located at St. Louis, Kinkora,

Colville station, now used as a farm storage building. (Margaret E. Mallett photo).

Albany, Portage, McNeill's Mills, Elmsdale, Northam, St. Nicholas, Fredericton, Perth, Selkirk, St. Theresa's, Tracadie and Bear River. Kinkora, Albany and Bear River had agents and a bay window was added to accommodate him. Northam and Selkirk had raised roofs over the freight shed door. Portage, McNeill's Mills and Selkirk stations are now houses and Northam, St. Nicholas and Perth are used as farm buildings. Conway is now a storage building at a crushed gravel plant in O'Leary. St. Louis was torn down.

Bedford had a station that combined several of the characteristics of the types already mentioned. On the track-side was a large overhang supported by plain brackets. The building just missed having a gable roof because of the tiny hip at each end. Bedford station's only appeal to the aesthetic was the ornamental fringe along the eaves. After C.N. no longer needed Bedford station,

Harper's station, now a storage building at a saw mill. (Margaret E. Mallett photo).

Douglas station 1971, used then as a storage shed at a private home. (Margaret E. Mallett photo).

West Devon station 1971. (photo by Margaret E. Mallett).

Conway station; date unknown.
(Clinton Morrison Jr. Collection).
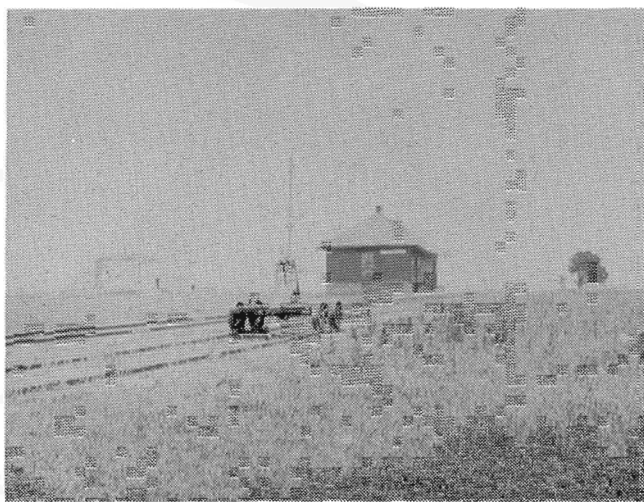
Piusville station in the 1930's, with pump car in foreground.
(Keith Pratt Collection).

Bedford station 1971. (Margaret E. Mallett photo).

Bloomfield station 1971, hauled back from the track and used for storing hay. (Margaret E. Mallett photo).

York station 1971. (Margaret E. Mallett photo).

it was cut in half and one half turned into Walmsley's Auto Repair Shop.

The Bloomfield Station had the same fringe on the edge of the roof as Bedford but it lacked the hips at the ends. In many ways it also resembled the original way stations mentioned earlier.

The station at York was a very plain building with a wide overhang on the track-side. It was unique in that it contained living quarters in the back for a caretaker and his family. Besides the ample freight shed at one end and the waiting room at the other, there were, in the middle, two bedrooms and a large living room where the ticket office was located. A lean-to kitchen was built on the back and the long attic could be used for sleeping quarters. Supplied to the caretaker were coal, brooms and soap. The York station was moved back from the track in 1964 and used to store hay.

E. ADDITIONAL BRANCHES

The original main line on P.E.I. went from Cascumpeque (now Alberton) to Georgetown with a branch to Charlottetown. However, branches had been completed to Souris and Tignish before the main line was really in use. Demands for other branches soon arose from every neglected Island hamlet. Some of these areas were for-tunate enough to receive a railway branch and others weren't depending on political realities.

The first new branch to be built was one to Cape Traverse, the terminus for the ice boat service from Cape Tormentine, N.B. The Summerside Journal of Sept. 25, 1884 reported that "the Cape Traverse Railway is so far completed that trains are enabled to get all the way down to the wharf". This line branched off the main line at County Line Station (later Emerald Jct.) and included stations at Kinkora, Albany and Carleton Siding as well as Cape Traverse. Kinkora and Albany stations have already been discussed. The Cape Traverse station was a large house as can be seen in the photo.

The ice boats were really only reinforced row boats that were rowed through open water and hauled by shoulder straps across ice pans. When a proper ferryboat was provided by the Federal Government the port at Cape Traverse was found to be unsuitable and a new site was investigated. Carleton Point was chosen and breakwaters constructed. The contractors, D.R. Morrison and Son, reported in September 1916 that they had completed the building of the station and round-house at the new site. In November of the same year the Canadian Government announced the
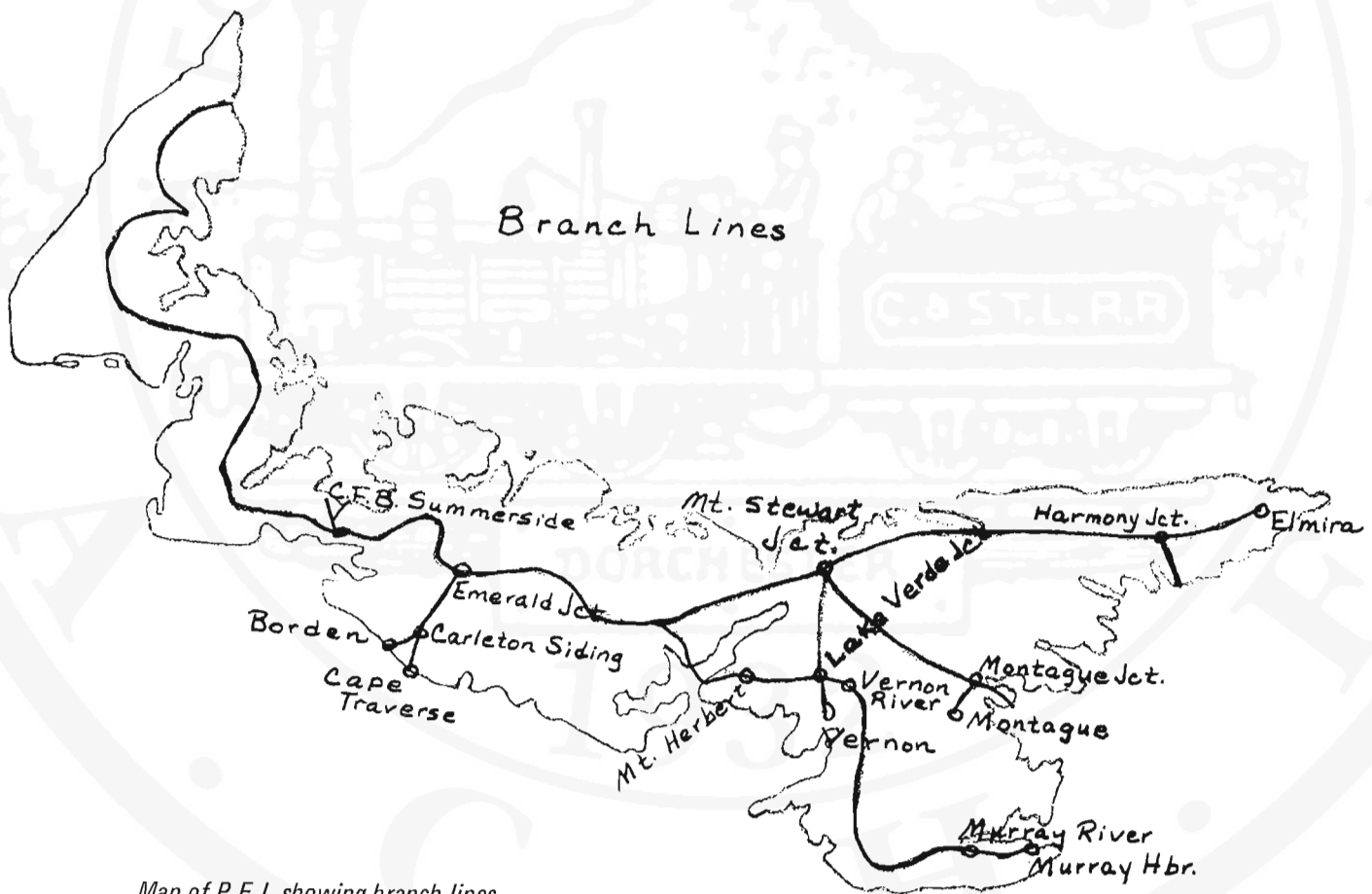
Map of P.E.I. showing branch lines.
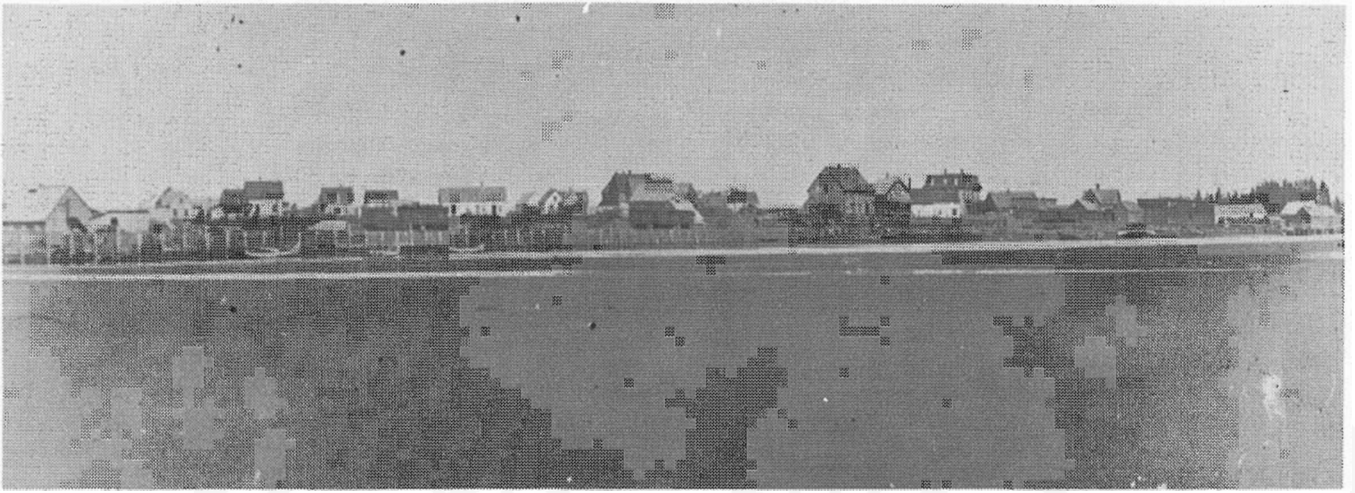
An overview of the community of Cape Traverse as it looked between 1885 and 1916; the railway wharf is on the left and the station and engine shed on the far right. (P.E.I. Archives Collection).

Borden station 1971. (Margaret E. Mallett photo).

name of the new port would be Port Borden. German prisoners-of-war were brought in to build a roadbed to Borden and to remove the tracks between Carleton Siding and Cape Traverse. The old station at Cape Traverse was apparently hauled to Borden where it was divided into two small houses, both of which have since burned. The Summerside Journal of August 2, 1918 gives an excellent write-up on Borden:

At Borden, a great deal of work has been done and is in progress. The yard has been ballasted with material taken from New Brunswick and the construction of a coal trestle is in full swing. There is a fill of 9000 yards which is being completed by the Railway while a firm in New Brunswick

Emerald Junction's third station 1970's its first station was called County Line and it was a flag stop, the second one included a residence (Keith Pratt photo).
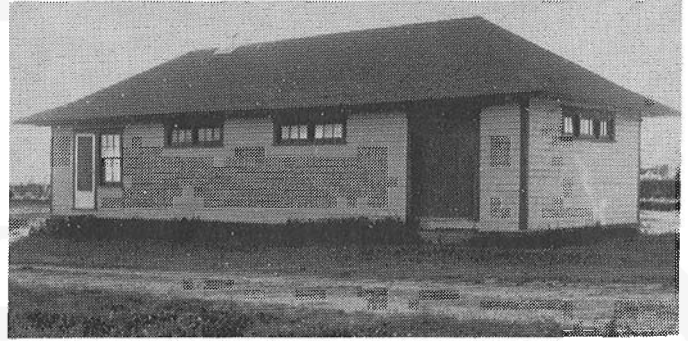
Carleton Siding station 1971. (Margaret E. Mallett photo).

is building the trestle. When the work is done, the mainland cars will be elevated to a height of forty feet above the narrow gauge cars which are to receive the coal. The railway has forty-five men at work at Borden with fifty Germans about a mile out and the contractors of the coal trestle have about thirty.

The new ferryboat carried standard gauge railway cars across the Northumberland Strait to Borden where the contents had to be transferred to narrow gauge cars before it could be sent across the Island rails. As mentioned in the quote above, a trestle and ramp were built to transfer coal. As can be seen in the picture of Borden yard

in 1916 the contents of mainland standard gauge box cars had to be carried through a transfer shed from those cars into narrow gauge ones.

The station built at Borden was both practical and pleasing to the eye, a hip-roofed structure painted grey with white trim and a wide eave on all sides. The same jog in the eave can be seen over the freight shed door. This station can still be seen in its original site although several modifications have been made to the structure in recent years.

What had been a very quiet settlement called County Line (so named for it sits on the border between Prince and Queens Counties) suddenly became the booming community of Emerald Jun-

Vernon River station with a passenger car on the siding 1940. (Keith Pratt Collection).

ction, the most important interchange point on the Prince Edward Island Railway. The Summerside Journal of May 20, 1918 stated:

> A new railway station is shortly to be built at Emerald. There will also be built at this now important junction a large transfer platform for the transferring of mails, passengers and baggage, and a general construction of the yard will be carried out.

According to the Summerside Journal of Jan. 14, 1924 the building would be finished in about ten days time. This structure is now used by the community of Emerald as a summer convenience store.

As Carleton Siding grew into a suburb of Borden, a new more modern and pratical station house was constructed for C.N. by Harry Muttart. The only other Island station of this design was St. Charles near Souris. The Carleton Siding station is now a garage and the St. Charles station was bought by a resident of that area in which to build lobster traps.

1905 was a very busy year on P.E.I. The Murray Harbour Branch Railway was nearly completed with the contractors Schurman, Morrison and Mutch announcing that the stations would be finished before July of that year. No money was spared on this route which began in Murray Harbour and ended in downtown Charlottetown after crossing the Hillsboro River. The usual pattern for a community along this line was to have a station, a separate freight shed and an outhouse, all in a line along the same side of the track as in our postcard view of Murray River.

Other stations like Murray River were Hazelbrook and Vernon River. The station at Murray River is now part of a grocery store and after C.N. abandoned it, Hazelbrook station became a farm building. Vernon River station had been partially dismantled before it was burned by vandals.

A smaller version of the basic one storey design used on the Murray Harbour Branch is illustrated by the Mt. Herbert Station. The Lake Verde jct. Station was of a similar design.

Vernon Station on the Murray Harbour Branch was on a loop originating at Lake Verde Jct. and passing through Millview. The first traditional-style station in this scenic coastal community burned so a very practical structure was erected.

The section of the Murray Harbour Line from Murray Harbour to Kinross has now been abandoned but the remainder of the line sees an occasional freight. The Hillsboro Bridge is long gone so all traffic must cross the so-called "short line.. built from Maple Hill (near Pisquid) to Lake Verde Jct. in 1929-30 to avoid taking heavy freight cars and engines across the fragile and condemned Hillsboro Bridge. All stations on this short line were flag stops. The Murray Harbour Line from Southport to Hazelbrook has also been abandoned and partially removed.

The community in Kings County, P.E.I., which was growing the most and showing the greatest potential was Montague and yet it had no rail service. So in 1905 a route was accepted and a line built from Georgetown main line leaving it near Cardigan at a place called Togo or Montague Junction. The site chosen for the traditional-style station and separate freight shed was on a ledge by the beautiful Montague River-- no more captivating site could be imagined as our photo shows. The town of Montague has just acquired this station in 1984 and is operating it as a hospitality center for tourists to the area.

In 1912 a branch line was built from Harmony to Elmira, opening officially on Oct. 26 of that year. The most beautiful station on that short line was the terminus at Elmira completed (according to the newspapers of the day) before Nov. 23, 1911. It had separate waiting rooms for men and women (although one was used soley for card playing) and an agent's office. A separate freight shed and engine house completed the complex. This station is now owned by the P.E.I. Museum and Heritage Foundation which operates it as a museum in the summer months (see article in Canadian Rail Issue 259).

The last branch built on P.E.I. was from Linkletter, west of St. Eleanor's, to C.F.B. Summerside but no stations were built on this line.

F. NAME CHANGES

Several P.E.I. Railway stations had their names changed over the years. Here is a listing showing the original name on the left and the new (and still-used) name on the right:

Montrose became Alma
Baldwin's became St. Teresa's
Dock Road became Elmsdale
Cemetery became Sherwood
Brae Station became Coleman
Kildare Station became St. Louis
Fitzgerald became Richmond
Rollo Bay Station became St. Charles
Barbara Weit became Clermont
Blueshank became Kelvin
County Line became Emerald Jct.
Cascumpeque became Alberton
Mill River Station became Howlan

With this list of name changes we complete our brief photo and word introduction to the architectural design and variety of P.E.I. railway stations. Much more could be said on this subject for dozens of variations exist on each of these designs.

Mt. Herbert station. (Harold Lloyd Collection).

Murray River station (Postcard copied by Margaret E. Mallett).
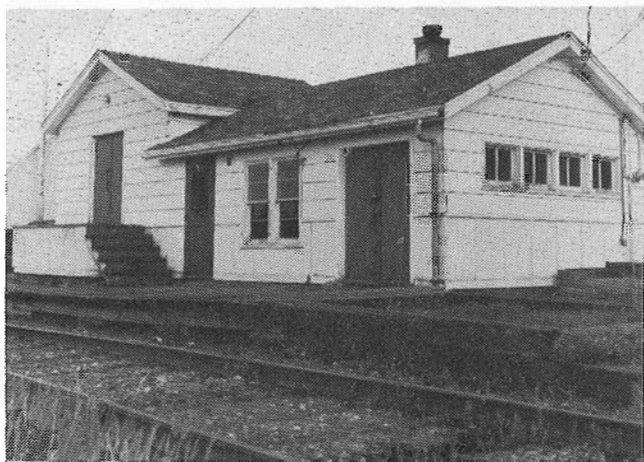
Vernon's second station 1971. (Margaret E. Mallett photo).
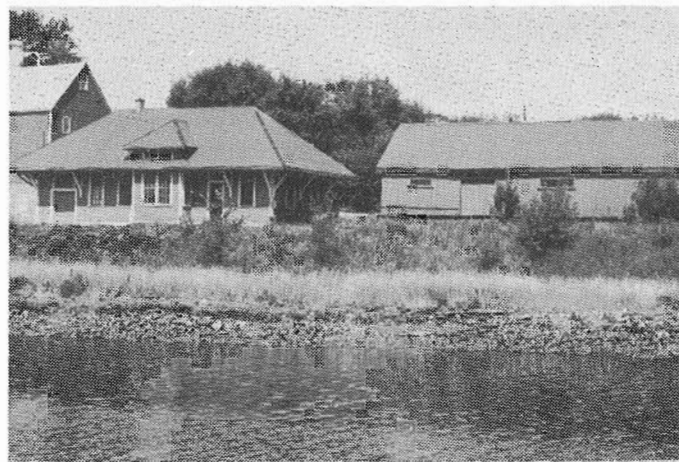
Montague station and freight shed looking across the Montague River in 1971. (Margaret E. Mallett photo).

Elmira station at the eastern end of the line on P.E.I. (Margaret E. Mallett photo).

C.R.H.A. communications

PRESIDENTS CORNER

April 25, 1984 saw the end of the Association's longest year - it had fifteen months due to the change in the annual meeting dates approved last year. Now the annual meetings follow the end of the Association's fiscal year. In many respects it was a good year for the CRHA. It saw the addition of two new divisions - the Rideau Valley Division centred on Smith Falls, Ontario and the Keystone Division in Winnipeg, Manitoba. We welcome both groups and we are sure that they will represent the Association very well in their respective areas.

The chairmen of the various committees of the Association reported on their groups' activities and I think you may be interested in some of their comments. Dr. Robert Nicholls, archivist extraordinary, reported that among the Archives acquisitions were two things of worthy of special mention. The first was the handwritten record of activities of the GILCHRISTIANA SOCIAL CLUB that existed in Montreal in the early 19th century. This record includes accounts of two trips on the Champlain and St. Lawrence Rail Road, one over a portion of the line prior to its opening and another over the entire line within a month of its opening which occurred on July 21, 1836. Another acquisition was a pamphlet written by the CPR in 1884 or 1888 promoting emigration to Canada. It is believed to be the only copy of CP's earliest promotional literature of this type in existance. The Archives employed for the first time this year a part-time research assistant to help answer some of the more than 700 inquiries received each year. An appropriate fee schedule has been developed for this service.

Canadian Rail editor, Fred Angus, reported that there has been most positive response to the new format for Canadian Rail and to the fact that every issue has been out on time. He also indicated that future issues will hopefully contain more Division and Association news. However, this depends on people in the Divisions sitting down and writing about their activities, so lets encourage the Divisions do so (or perhaps volunteer yourself).

The activities of the Canadian Railway Museum were presented by Bill Hrykow who outlined the extensive restoration undertaken during the past year. These included a Canadian Government Railways boxcar and a Grand Trunk Railways boxcar restored to their original markings. Other items the CN cattle car and locomotives 3239, 5550 and 2601 and the CN rotary plow.

Some staff changes occurred at the Museum, with David Monaghan taking over from Gilles Ayotte as Managing Director. Mlle Louise Gagnon joined the Museum as "Animatrice" after working for Parks Canada in a similar capacity. A hearty note of thanks was extended to David Monaghan and all the staff of the Museum for their efforts over the last year. It was largely through their efforts that attendance at the museum has increased and a number of grants were obtained to fund work in the archives and provide extra staff during the summer.

This year saw the transfer of some pieces of the Association's collection from the CRM in Delson-St. Constant, Quebec to the New Brunswick Division. The pieces relocated were locomotives CP No.29 and CN No.1009 and the CN colonist car and the Grand Trunk coach. A great deal of staff and volunteer time went into arranging the move both at the Museum and in Saint John, N.B. and everyone is to be commended for their efforts in trying to make the collection more accessible to all of Canada. Finally I would like to end on a very pleasant note, The Association ended the year in the black! Our treasurer reported that the balance for the year in our operating accounts was $ 806.00, largely as a result of the sale of back issues of Canadian Rail. After his report (the twenty-seventh consecutive one!) the members present thanked him on behalf of the Association by naming him an honourary life member.

In closing I would like to thank all of the many volunteers across the country who contribute in so many ways towards making the CRHA a success - lets keep it up!

Another potential CRHA Division?

Dr. Hughes W. Bonin, 803 Fairfax Drive, Kingston, Ontario K7M 4V6 writes as follows:

A group of Kingston and Belleville area rail enthusiasts got together and formed the Kingston Railfan Society. It became formal last December, after over a year of informal meetings. With the constitution voted, and the first executive elected, we are planning a program of activities for the year, which include films and slide shows, guest speakers, contests, and field trips (at Delson notably). Also, we are planning a special project for commemorating the Kingston and Pembroke Ry. centennial, and serious consideration is given to the restoration of our CPR tenWheeler 1095 (not to operating status however). Other locos preservation projects are also in mind. As for now, we are recruiting new members, and any of Canadian Rail readers are welcome to join the KRS. Annual dues are only $12.00. CRHA Division status will be considered if our membership grows to a fair size.

GLENN EDWARDS SEEKS INFORMATION

Mr. Glenn A. Edwards of 14411-88 ave., Edmonton, Alberta T5R 4J5, seeks the following information:

I am researching my family geneology and find that my grandfather, David EDWARDS, who was living in the vicinity of Prescott, Ontario in 1880-81 was employed by the CPRailway and transferred to Winnipeg, Manitoba where he remained with the railway from 1883 to 1984.
He was employed as a fireman but may also have been a machinist.
Do you have any historical records that may help me to confirm this information?

NEWS FROM THE DIVISIONS

Walter Bedbrook   Vice President responsable for membership promotion and revision liaison.

C. Stephen Cheasley, Vice President

Bill Hyrnkow, Director Co-Editor/Production Canadian Railway Museum.

Peter Murphy,   Director Co-Editor/Production Canadian Rail

Bill Hyrnkow, Director responsable for the Canadian Railway Museum.

Dr. R.V.V. Nicholls, Director and Archivist.

At the Annual Meeting of the CRHA the following Directors were elected. The Officers and areas of responsibility were assigned at the first meeting of the new Board.

David W. Johnson, President

A.S. Walbridge, Treasurer and Vice President

Bernard Martin, Secretary

Fred Angus, Director and Editor of Canadian Rail

Alan Blackburn, Director

Charles De Jean, Director

Ken Goslett, Director responsible for acquisition committee.

In addition the Board of Directors requests each Division to submit the name of their Director who will be representing them at the National Board for the year 1984-85. Each Division is entitled to appoint one Director to the CRHA Board.
Mr. Jim Patterson has been re-appointed as Membership services for the coming year. The Board wishes to thank Jim for his zealous efforts in the past and we know they are appreciated by the members at large.
We wish also to acknowledge and congratulate our Vice President and former President Mr. C. Stephen Cheasley on his election as President of the Montreal Board of Trade. We wish him and the Board of Trade our best wishes for the coming term.

Pacific Coast Division

At the Division's annual general meeting the following were elected to the executive:

President: Ron Keillar

Vice President: Brian Peters

Secretary: Doug Battrum

Treasurer: Ross Thomas

Director: Rick Shantler

Officers appointed to positions included:

Special Projects: Steve Stark

General: Norm Gdney, Sr.

Membership, Telephone Convenor: Bob Kerr

Calgary & Southwestern Division

The Division held an excursion to Edmonton last March using VIA Trains 195 and 196. While in Edmonton the group had a tour of the Edmonton Transit Facilities. They then visited Fort Edmonton for a tour of the Edmonton Radical Railway Society barn where there are at least 10 streetcars in states ranging from running order to "restoration not begun".

Work on the Milwaukee Road signal continues at a steady pace. All parts are cleaned off down to bare metal and a fust wat of primer paint has been applied. All six optical assemblies have been refurbished and reassembled.

Bytown Railway Society

Restoration will now be moving outdoors as work continues on the Society's Central Vermont Crane. More paint needs to be applied and some of the siding on the boom car shed needs to be replaced. However the crane passed the hydro test and will be fired up for visitors at the Museum of Science and Technology on a number of occasions during the summer.

Ex-CP 4-6-2 No. 1201 is 40 years old this year (outshopped in June 1944). To celebrate, the Society has just published a commemorative book entitled "1201 - 40 years Old and Still Going Going Strong". The 8-1/2 X 11, 32 page book is the biography of 1201 and the CPR G5 class Pacifics. There are pictures covering 1201 and 1200's birth, 1201's revenue service, re-birth and excursion service. The price is $ 6.00 postage paid. In conjuction with the 1984 edition of the "Trackside Guide to Canadian Railway Motive Power and Equipment" the Society is offering both books at $14.00 postage paid.

Send cheque or money order to the Society at: Dept C, P.O. Box 141, Station A, Ottawa Ont. K1N 8V1

In conjunction with the 1984 edition of the "Trackside Guide to Canadian Railway Motive Power and Equipment" the Society is offering both books at $14.00 postage paid.

Send cheque or money order to the Society at: Dept. C, P.O. Box 141, Station A, Ottawa Ont. K1N 8V1

New Brunswick Division

The Division had a very busy spring preparing for the opening of the Salem and Hillsborough Railway. The museum now has some full-time staff to help with restoration and Administration. Any Association members who plan to visit New Brunswick this summer should make a point of visiting the Division's new museum and steam train.

SWITCH LIST

Railway Timetables: the famous UK "Bradshaws" in its final years 1959/'60/'61 in fine condition. More than 1200 pages each. Also British Rail passenger timetable books for 1959: six volumes measuring 6 inches. Also U.S. Official Guide to the Railways, various years in the 1940's and '50's; Also 1971 issues before and after Amtrak. Address your wants to TIMETABLES, 47 Thoincleffe Park Drive No. 1103, Toronto Ontario M4H 1J5
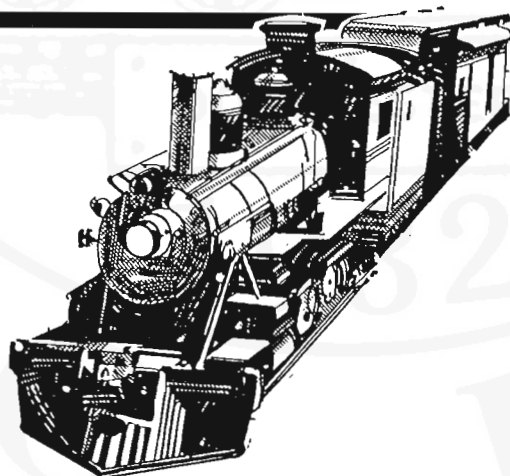
CDN Railway Museum News

The Museum has published a "SOUVENIR" guide which is being offered for sale for the first time to all CRHA members. The guide is 44 pages in 8-1/2 X 11 in. format and has coloured covers. It contains over 42 photos of equipment in the CRHA collection as well as a complete roster. A brief history of the major pieces is also included. This Souvenir is a must for members of the CRHA and may be used as a handy reference of the Association's collection in the future. To get your copy simply send $4.00 to CRHA SOUVENIR, Canadian Railway Museum, P.O. Box 148, St. Constant P.Q. Canada. J0L 1X0.
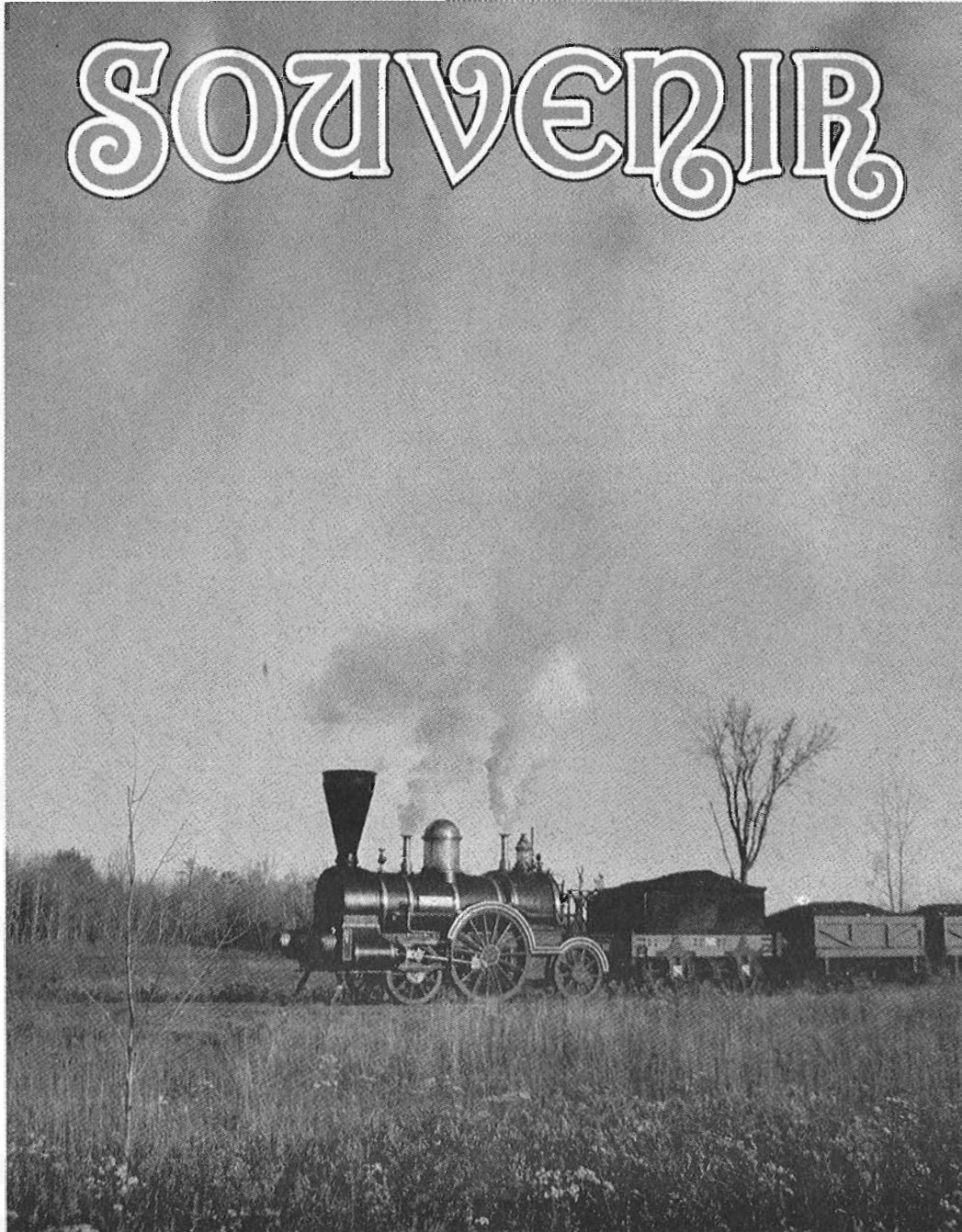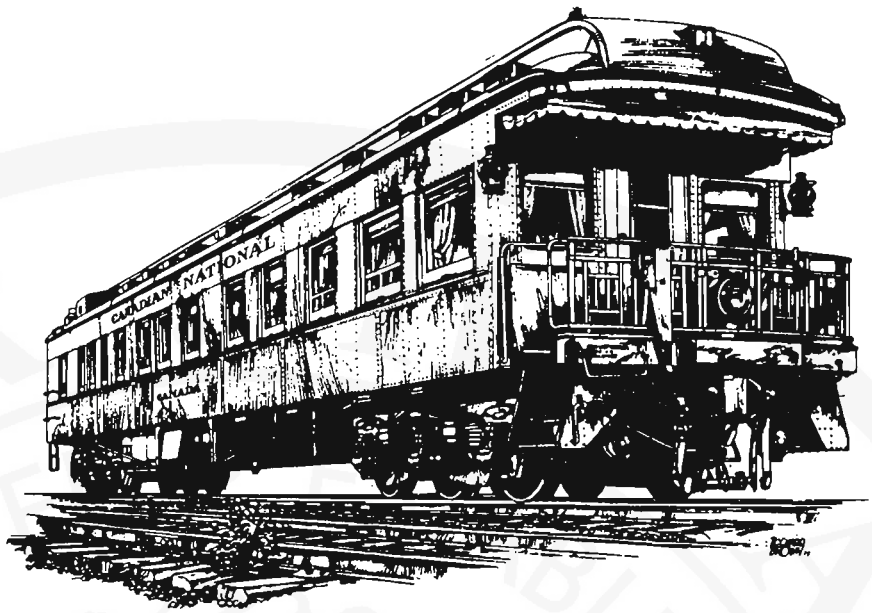
The business car

BACK IN THE BOOMING MID-1970s, LOCAL politicians in Alberta's two principal cities became convinced that the keystone of future urban transportation should be light rail transit. LRT, it then seemed, was an efficient and pollution-free alternative to the private automobile. But it also proved a very costly one. By the end of 1984, Edmonton and Calgary will have committed in total over half a billion dollars to LRT, most of it coming from the Alberta government's annual transportation grants. Currently both cities have ambitious plans for expanding their systems. But with fewer customers using the existing lines last year, and no guarantee of further provincial funding, the wisdom of the last decade's headlong rush into LRT is looking questionable.

Edmonton was the first to take the plunge. In 1974, its city council approved an initial 4.5-mile line, which connected the city's northeast to the downtown along an abandoned Canadian Northern right-of-way. The line ran at grade from the Edmonton Coliseum to a second station at Commonwealth Stadium (then under construction) and thence to the downtown perimeter, where it burrowed underground past the courthouse, art gallery, city hall and main library, finally running beneath the city's main business street, Jasper Avenue, for two blocks before ending at Central Station. The line was officially opened in the summer of 1978, just in time for the Commonwealth Games. Total cost: $66 million. Three years leter a 1.4-mile extension to the northeastern Clareview station was added at a cost of $9.1 million.

After the northeast leg, it was always the plan to expand the line south, across the North Saskatchewan River, to another prime customer-generating centre, the University of Alberta. But first came the slow and costly process of continuing to burrow underneath Jasper Avenue for several city blocks before veering south on 109 Street and emerging at a station near the Alberta Legislature. Last June, after three years of work, the first stage was complete — a five-block stretch from Central Station at 102 Street to Corona Station at 107 Street. A third subterranean station was included halfway between these two points, near the Hudson's Bay store. The total capital cost for this part of the line was a whopping $95.8 million, of which $34.5 million was spent on the palatial Corona and Bay stations, featuring chandeliers, gleaming mirrors and chrome and shinny, dark tiles in lavish amounts.

Originally Edmonton city council intended to run the southern line over the existing High Level Bridge. But negotiations between the city and Canadian Pacific Railway, owners of the bridge, have remained deadlocked for years. So last fall council approved a new plan, calling for constru-ction of a new cross-river bridge, with an underground line to the university campus on the south. Projected cost of the three-mile extension between Corona Station and the university: $120 million.

Nor does it end there. The city's long-range plans are for the line to continue south, at street level, past the Southgate Shopping Centre to burgeoning suburb of Mill Woods. Current estimates for this phase range between $360 and $415 million.

The problem, of course, is that the city has made future LRT construction contingent on 100 per cent provincial funding. However, the current six-year agreement under which the province dispenses public transit grants to both Edmonton and Calgary expires at the end of 1984, and there is no provincial government commitment yet about what will replace it. Meanwhile, Edmonton has already pre-spent its share of provincial dollars through 1984 on the Jasper Avenue extension.

Calgary finds itself in a similar fix. Construction on Calgary's first leg of LRT began in 1978, just about the time Edmonton's was wrapping up. But despite the late start, Calgary has actually built faster and spent more than its northern rival. Its initial 7.7-mile southern leg, completed in the spring of 1981 at a cost of $176 million, runs mostly at street level from the downtown Seventh Avenue corridor, then due south along Macleod Trail to one of the city's most rapidly growing residential areas. A second, 6.2-mile line, now under construction and scheduled to open in the spring of 1985, starts at the northeastern edge of downtown, follows the east median of Memorial Drive to 36 Street N.E., then continues along the east median of that street to 39 Avenue N.E. The total cost for this section is $329 million.

But by far the most crucial section for Calgary's purposes is the proposed northwest leg which would run from downtown's west end, northward to the Southern Alberta Institute of Technology and the Jubilee Auditorium, and thence along the Crowchild right-of-way to the University of Calgary. Like Edmonton's southern extension, this line could make or break Calgary's LRT system by generating much needed business. But also like Edmonton, Calgary must wait to see if provincial dollars are forthcoming.

The province may have reason to put the brakes to such funding. Since 1974, provincial grants have totalled $150 million for Calgary and $159 million for Edmonton, and there have been grumblings over whether the government is getting its money's worth. Most disturbing is persistently low use — particularly in Edmonton — and the fact — that numbers actually declined in 1983 over the year previous. for example, average daily LRT rides in Edmonton in November 1983 numbered 20,000, down from 22,000 in the same month in 1982. Similarly, an average of 37,000 Calgarians per day rode the LRT in 1983, a drop of about 16 per cent from the year before.

Robert Keith, general manager of transit operation for the city of Calgary, blames the declines on the poor economy. With high unemployment, he notes, fewer people are travelling to the downtown

core for work while there is also less money available for recreational travel. Moreover, downtown sites once slated for development have now been turned into parking lots — and since there are relatively fewer people demanding these spaces, parking rates have dropped. It is, in short, once again becoming comparatively convenient and cheap to take the car downtown.

As LRT use declines, of course, the respective operating deficits continue to climb. Mr. Keith notes, for example,that including capital debt retirement it takes $640 per hour to operate Calgary's C-Train. Transit fares in 1983 covered only 38 per cent of that. Even this January's fare increase from 90 cents to $1.00, it is estimated, will enable revenue to recover only 41 per cent of operating costs. Similarly, in Edmonton, only 31 per cent of the total 1982 LRT operating costs of $9.8 million were made up at the fare box.

Surveys taken about 18 months after each city's system started operation also raise doubts about one of the key selling points of LRT at its inception, namely that the speedy little trains would lure citizens away from their automobiles. In Edmonton, a miniscule 7 per cent of LRT passengers proved to be people who used to drive their cars. Calgary fared significantly better; there, 23 per cent of riders had abandoned their automobiles. Officials in both cities attribute the difference to the fact that Calgary's system currently runs through a rapidly developing and traffic-intensive part of that city, while Edmonton's does not.

Nevertheless supporters of LRT remain convinced that LRT will eventually prove its worth. John Schnablegger, Edmonton's manager of transit planning, cites his own department's studies. These show that if the increased development and employment projected for the downtown are to be accommodated, LRT must be emphasized; the inner city roadways are fast approaching their capacity. But for the system to be truly effective, he adds, the southern extension must go ahead — and that in turn depends on the provincial government.

For his part, Transportation Minister Marvin Moore is keeping his options open. He has told the cities that he hopes to have a new long-term funding program ready by spring. But he has cautioned that they should not go beyond initial planning stages for LRT expansion until then.

Meanwhile, at least one veteran alderman takes LRT's current predicament as confirmation of the warnings he issued in those heady days in the early 1970s. Edmund Leger, who has sat on Edmonton city council since 1959, recalls that independent advisers told him at the time that no city with less than one million population should

consider building a rapid transit system. Projections then showed the city's population reaching that plateau by the mid-1980s — figures Mr. Leger considered hopelessly optimistic. "We were 500, 000 too short and 20 years too soon," he says now. Moreover, Mr. Leger believes, until a city becomes much more congested than either Edmonton or Calgary yet is, it is unrealistic to expect people to give up the convenience of the automobile in favour of public transit.

"I have tried to get around this city on buses," says the alderman, "and I've come to the sad conclusion that the greatest invention of man is the automobile."

S. Alberta Transportation.

THE PRESIDENT OF TERRA TRANSPORT'

Peter Clarke, says he is "encouraged" by the findings of a labor management committee which recently presented a positive picture of the Newfoundland railway to the province's representative in the federal cabinet, Bill Rompkey.

Mr. Clarke said "we're encouraged by the survey. Obviously what we're trying to do is improve our service and make it attractive to customers. Certainly that's happened. We've achieved significant improvement in productivity and customer satisfaction. This has been pursued together with other programs that involve streamlining and modernizing the railway."

Mr. Clarke said another federal assessment of the Newfoundland railway is continuing. CN is now in the last year of a $77 million revitalization program which was formulated to see where the railway fits in the province's transportation system. By the end of the year consultants are expected to make recommendations to transport minister Lloyd Axworthy.

Mr. Clarke said there will still be a "significant deficit" in the railway's operation in Newfoundland and CN wants to be compensated for that deficit.

S. Daily News

David Meridew writes

The movie " Finders Keepers " is coming soon to your local theater, according to the film preview showing at a Kamloops movie house. One of the features of this movie is a passenger train run by a factitious corporation called AMrail.

The special train is made up of VIA equipment consisting of two locomotives and seven passenger cars. VIA locomotives 6506 and 6511 (ex CNR FP9's) were painted with red noses, blue sides, and double stripes under a large AMrail name.

Budd stainless steel passenger cars (ex CPR) had the VIA names painted out but kept the blue VIA stripe. The last car had AMrail logo mounted in the neon light box. The arrangement of the train as I saw it was; locomotive 6511 on the front, 6506 facing backwards, a baggage car next, then three coaches, a dome car, one more coach, and a observation dome car.

Filming the train and actors had taken place at Leftbridge Alberta in the first week of Sept. 1983 but I did not know about the train until Sept. 11. That same day I located it at High River on the CPR Fort Macleod branch line, south of Calgary. Motion picture cameras were set up at the south end of High River station - after lunch action consisted of retakes of actors talking and extras lifting a coffin (draped in a US flag) from the baggage car and loading it in a white Cadilac hearse. Movie name for station was "High River".

On Monday Sept. 12 the train was parked at Calgary's Husky Tower under a concrete parking lot, with a VIA RDC in front of the locomotives. Anyone walking in the area would think it was the VIA Canadian. Tuesday Sept. 13 AMrail was at Red Deer between Calgary and Edmonton. At 9:30 a.m. the train had to move one track over from the station to allow the VIA dayliner to unload passengers. Movie name for the Red Deer station was " Omaha ". The weather at Red Deer that morning was cold and windy. The cast and crew were huddled in the station (when they were not needed to keep warm. I was out side freezing so I gave up taking photographs and left, thus ending my encounters with the AMrail train.

On the write up of Vancouvers CPR. steam engine 374 in the Jan. - Feb. 1984 issue of Canadian Rail, I would like to add my observations of March 17, 1984.

The exposed boiler (still on the frame and drive wheels) did not appear to be cut in two as reported. What had been cut away (probably in early 1945) was the spool valve bore, above each drive cylinder. This made room for the old style (sliding valve) steam chest cover.

374 locomotive's sliding valve and drive cylinder castings had been replaced early in this century by more modern spool (piston) valve castings. Thus this locomotive that was in Vancouvers Kitsilano park for 36 1/2 years, actually had no valves at all.

Note:-In 1936, 374 was used in the filming of the movie " Silent Barriers ". The spool valve cylinders were hidden behind sheet metal covers which resembled unusually high steam chests. Sticking through the top of each fake steam chest,

was a steam exhaust pipe, which went at right angle into the smoke box.

Note:-Locomotive 374 drew the first transcontinental Passenger train into Vancouver on the eve, 23 May, 1887, and not in 1886 as reported in Canadian Rail (from a newspaper article). 374 was built at Montreal, June, 1886, and presented to the City of Vancouver on Aug. 22, 1945. Placed at Kitsilano fall 1946.

IT WAS A PROUD MEMOENT FOR GIBBONS

resident Margaret Atkinson when she presented a flag during a special opening ceremony for the relocated Gibbons water tower at the Alberta Pioneer Railway Museum.

Mrs. Atkinson, who presented the flag to APRA president Grant Dewar on behalf of MLA Myrna Fyfe, has many fond memories of the tower, after growing up in the house right beside it. Her father worked as the pump man at the tower for 43 years.

"In those days not many people had recreation or play rooms in their homes so we used the tower as our family room," she says. "We would entertain hobos there with our wind-up gramophones."

She remembers her father letting the jobless men keep warm inside the tower. He kept a big bag of potatoes and steel rods by the pot belly stove so they could come in out of the cold and have something to eat.
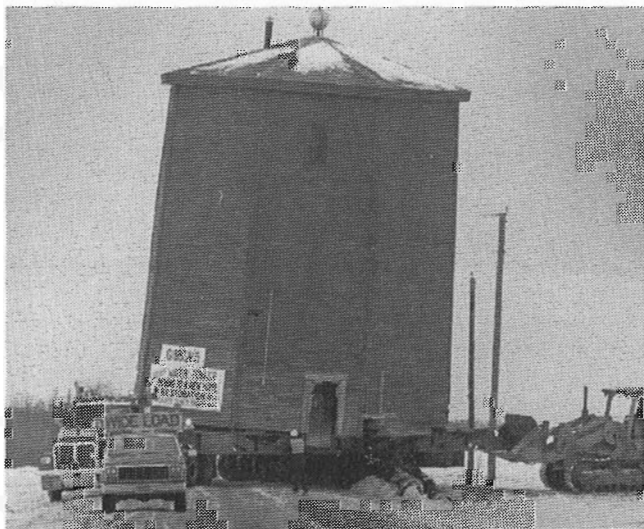
Her 89-year-old mother still lives in the railway house, where the tower used to stand.

Mrs. Atkinson is pleased that the tower is on display, saying that future generations will be able to see how the railway system worked in that period of time.

Another exhibit at the museum which will help show railway history is the St. Albert Train Station. It was moved in 1972.

All the work needed in organizing and erecting these new attractions has been done by volunteers.

The Alberta Pioneer Railway Museum is a non-profit organization with over 250 members throughout western Canada.

Lon Marsh, a member of the organization, says the members are working with the concept that the museum is to resemble a working railway yard in a small town or city from 1900 to the 1940's, when the steam engine left the rails.

The oldest piece of rolling stock in the railyard is a colonial rail baggage car dated back to 1877.

Mr. Marsh says the museum is having an excellent tourist season so far this year.

"Its been fantastic," he says. "We are open all weekends and holidays and we may even start staying open all week."

The eventual goal of the APRA is to expand out to the Namao Air Base, about three miles away.

Efforts of people like Mrs. Atkinson and the APRA members are paying off and the public is taking notice of the history of the railway.

S. Redwater Tribune

THE LAMOILLE VALLEY RAILROAD'S BUSI-

ness has been declining since 1980, but officials of the line are optimistic that the low point has been reached. With a number of irons in the fire, they predict that an economic comeback is in the making.

General manager Edward Lewis said that several factors were holding the 99-mile line, once called the St. Johnsbury & Lamoille Railroad, in doldrums that began four years ago with a merger of northern New England lines orchestrated by Guilfort Transportation Corp. of Connecticut.

That elimated overhead traffic-freight en route

That elimated overhead traffic - freight en route to other destinations - that the Vermont railroad counted on for half its revenues. Since then, shipping from local industries has fallen off, culminating in the November shutdown of Easter Magnesia Talc Co. in Johnson, which had supplied half the line's local shipping revenues.

The Legislature responded to the road's possible demise by appropriating $125,000, including $80,000 up front - two months of working capital for the railroad. The railroad, which runs from St. Johnsbury to Swanton, is owned by the state.

The talc mill's new owner, Acqui-Talc, resumed production on a limited scale two weeks ago. Lewis said his firm was seeking rail cars for Acqui-Talc and was confident the mill would begin to increase production and shipping.

Until November, the mill filled as many as 30 cars a month. Lewis said there was a chance that number would eventually be equalled or exceeded.

In addition, he said, Masonite Inc. in Morrisville was negotiating to purchase or lease again the building it rented from Howard Manosh. Masonite's production has halted, but once an agreement is

reached, it could add significant revenues to the railroad.

Lewis pointed to a plan by the Burlington Electric Department to contract with a wood chip supplier to build a rail-loading dock in Hardwick. That would mean more traffic, but not necessarily significant revenues, since wood chip transportaction has become quite competitive.

Waiting for local business to rally is just on of the critical factors contributing to the feeling of inertia at LVRR. The most frustrating delay has been caused by the federal Interstate Commerce Commission, which has been "just sitting," Lewis said, on the northern Vermont railroad's request to begin operating a New Hampshire shortline.

That railroad was owned by Guilfort Transportation - a conglomerate put by Timothy Mellon - which agreed to allow the local line to operate it. That was a means of recouping revenue lost when Guilford consolidated several New England railroads and offered cheaper shipping contracts to Lamoille Valley customers. The agreement settled an action filed against the merger by the local line.

Running the New Hampshire line could mean handling as many as 1,400 cars a year from paper mills in Gilman, N.H., Lewis said. Business at those mills has been picking up and ICC delay is "costing us money while they drag their fee," he said. us money while they drag their feet," he said.

Assuming the railroad begins operating the New Hampshire line and local industry picks up within the next month or so, there is a chance the entire amount of the Legislature's loan will not be used, or that it can be paid off earlier than anticipated, Lewis said.

"There is a lot more sunshine on the horizon than we've seen in a long time," Lewis noted.

S. The Times Argus

HAS THE LITTLE RED CABOOSE REACHED the end of the line? Not quite, perhaps, but for CN Rail, that day is now in sight, thanks largely to advances in train electronic systems.

Before long, the familiar vehicle may be replaced by a modest-looking "black box" known as the End of Train Unit. The ETU is designed to carry out monitoring functions now conducted from the caboose, more accurately and at a far lower cost. Employees normally accommodated in the caboose would travel instead in the locomotive unit.

CN Rail has a substantial investment in cabooses a fleet of just under 1,000, with a current price tag of $175,000 apiece. But the cost of operating cabooses is also substantial. CN Rail estimates that cabooseless operations would result in savings of $30 million annually.

Since June 1983, the railway has been testing ETU technology with impressive results. More than

23,000 kilometres and 560 operating hours have been logged in tests all across Canada under summer and winter conditions, with a reliability factor of 98 per cent. These tests were performed with both the ETU and a caboose on the train.

Now CN Rail has applied to the Railway Transport Committee of the Canadian Transport Commission for permission to conduct further ETU tests minus the caboose under RTC supervision. The United Transportation Union will be invited to participate in the experiment.

When attached to the last coupler of the last car of a train, the ETU monitors air brake pressure at the rear of the train. Data is transmitted by radio signal to a corresponding device in the locomotive cab so that the head-end crew can be constantly aware of the status of the system. The steady flow of information about brake line pressure is useful to the locomotive engineer in terms of total train handling as well.

Canada holds a lead in development of ETU technology. Glenayre Electronics of Vancouver, with advice and assistance from CN Rail researchers, has produced a unit more sophisticated than any other on the market and is currently advancing the technology to enable the ETU to perform additional functions, such as rear-end motion detection.

While the cabooseless train concept is new to CN Rail, it is not unknown elsewhere. In Germany, cabooses were eliminated 30 years ago, and next year, the caboose will become just a memory in all of Western Europe.

Closer to home, the Cartier Railway in northern Quebec has been operating successfully without cabooses since 1963. In the U.S., the process of phasing out the caboose is now underway, following a recent agreement between American railways and the United Transportation Union.

For many years, the caboose served an essential and practical purpose. Before development of the air brake system, it was needed by the brakeman to enable him to help the locomotive engineer brake the train and to control the rear portion of the train should it become detached.

Introduction of the air brake rendered that function unnecessary, but the caboose remained important as a mobile tool and supply depot, office for the conductor, and crew living quarters.

As a base for crew members conducting train inspection tasks and communicating with employees carrying out trackside visual surveillance, it played an important role in ensuring railway safety.

But the latest technological and operational changes have made even these functions redundant. Improved rolling stock and greater mobility on the part of today's equipment forces mean that train crews no longer require the range of tools and supplies they needed when they had to perform light repairs themselves.

Data processing systems have done away with

much of the conductor's paperwork. New crew hostels have eliminated the need for mobile accommodations.

As for hazard detection, radio communications systems, wayside hot box and dragging equipment detectors, and automatic signalling systems now permit safe operations without a rail-end crew.

CN Rail has kept the United Transportation Union aware of its plans for cabooseless train operations. Under terms of the collective the the union will be involved in negotiations to resolve any adverse effects which might arise out of changed working conditions.

With the ETU monitor ensuring constant, accurate communications from one end of the train to the other, CN Rail is convinced that cabooseless trains can be operated safely while contributing towards the goal of productivity improvement. And eventually the caboose will become exclusively an item of railway foklore.

THE WASHOUT HERE THAT KILLED THE LINE

once travelled by the London and Port Stanley Railroad will be repaired this year by private entrepreneurs.

The Kettle Creek Conservation Authority has granted a fill permit to Port Stanley Rail Inc., a move which will permit the deposit of gravel to build up a roadbed partially washed out about 10 years ago.

Greg Hume of St. Thomas, vice-president of Port Stanley Rail Inc., said the move is part of the continuing effort to open the old L&PS line to rail excursion traffic between Port Stanley and St. Thomas.

The Canadian transport commission ordered the line closed two years ago after Canadian National Railways, which had purchased the L&PS and eliminated passenger traffic, applied for and received permission for closure. A key element in the closure was a CN complaint that washout repairs would be too costly. Estimates ranged upwards to $250,000.

But a closer look by conservation authority staff and Port Stanley Rail supporters suggests the roadbed at the washout is in much better shape than many believed and that it can be repaired fairly easily.

"We know about those estimates, but it sure isn't going to cost that much," said Hume, adding he didn't have a figure.

One difference between CN and Port Stanley Rail, he said, is that no union labor will be involved, mainly because it's the small company's senior people, such as its president, vice-president and so on, who will be doing much of the work.

"It's railway work," said Hume, who added that even though he's vice-president, he will be out this summer replacing rail ties, cutting bushes along the route and spraying weeds between the track.

The washout, said Hume, isn't as bad as he had been led to believe. Les Tervit, general manager for the conservation authority, agreed with Hume and said work will bot be as extensive as often suggested.

The authority, he said, is throwing its support behind the project and there will be no problem with dumping fill because fill has been dumped in that area in the past. Acually, the entire CN roadbed is a fill.

Although the line was open for a short time last fall and will open to passengers the first weekend in May, the grand opening has been set for June 2, said Hume. CN officials, to whom Port Stanley Rail pays rent, will be invited along with all manner of local politicians and other dignitaries.

"It is our intention that the line be completely reconstructed," said Hume, adding it's hoped a Port Stanley Rail train will pull into St. Thomas within two years.

The next major barrier north of Union appears to be busy County Road 45 southwest of the psychiatric hospital where rail tracks have been asphalted. The next crossing is at Highway 4 at St. Thomas city limits.

Work on the washout may not be completed this year, he said, but updating of track to Union from Port Stanley could be finished.

At Union, work is continuing on improvements to the last of the small crossroads stations where passengers once would wait for the train north to St. Thomas or London. A new roof has been put on the concrete building, windows will be installed and there are plans to put a display inside.

All similar stations along the line have fallen in disrepair or have been destroyed by vandals.

Hume said there are hopes 3,000 to 4,000 persons will take the rail trip this summer. And surprisingly, he figures this little firm that thought it could will begin puffing profits by the end of this fiscal year –Oct. 31.

S. London Free Press

BACK COVER:

A picturesque scene at the station at Souris P.E.I. in 1895 soon after the station was built. This station survived until 1971. George Leard collection in the P.E.I. Archives.

Canadian Rail

P.O. Box 282 St. Eustache, Qué., Canada
J7R 4K6