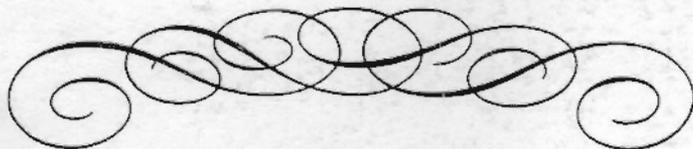
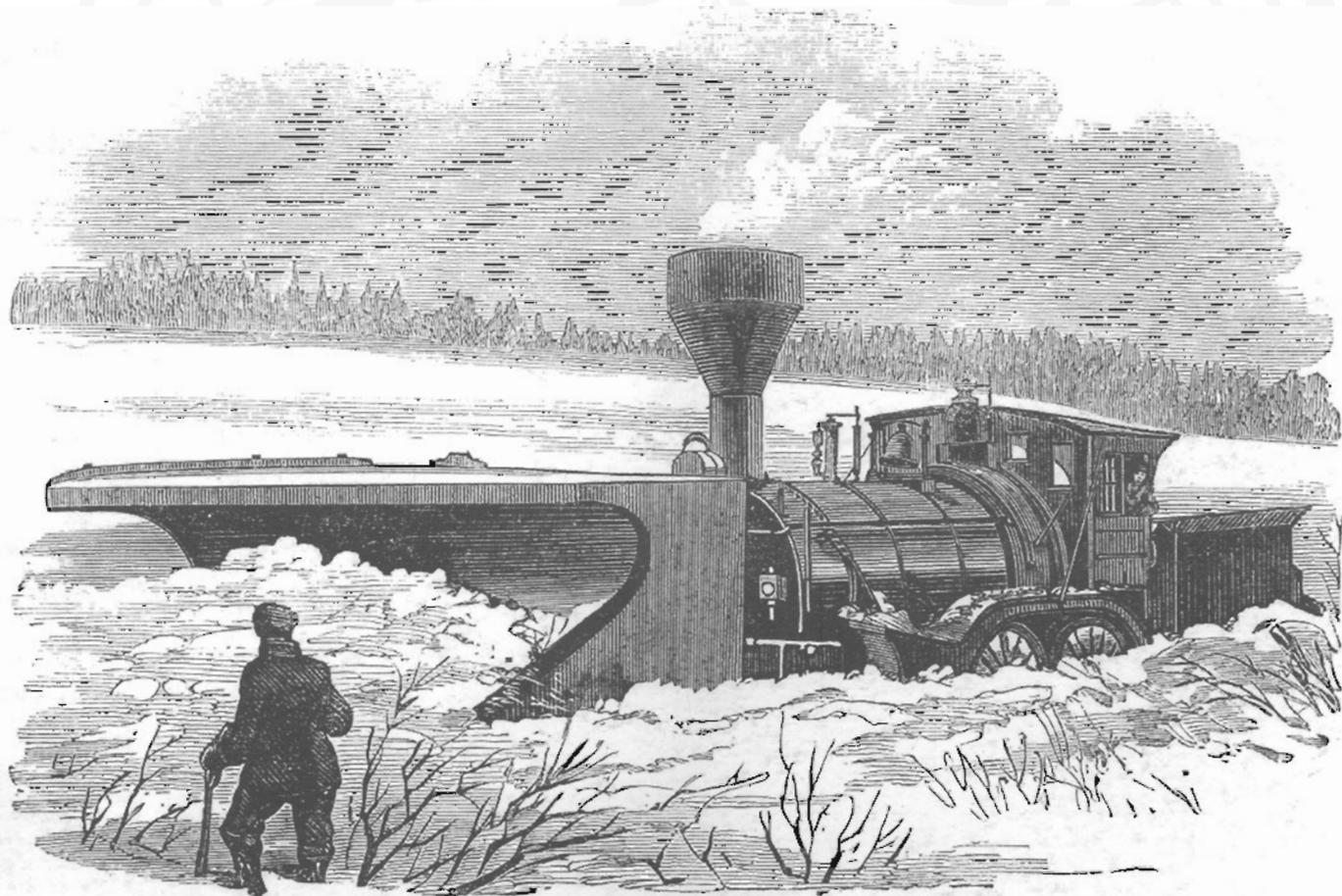
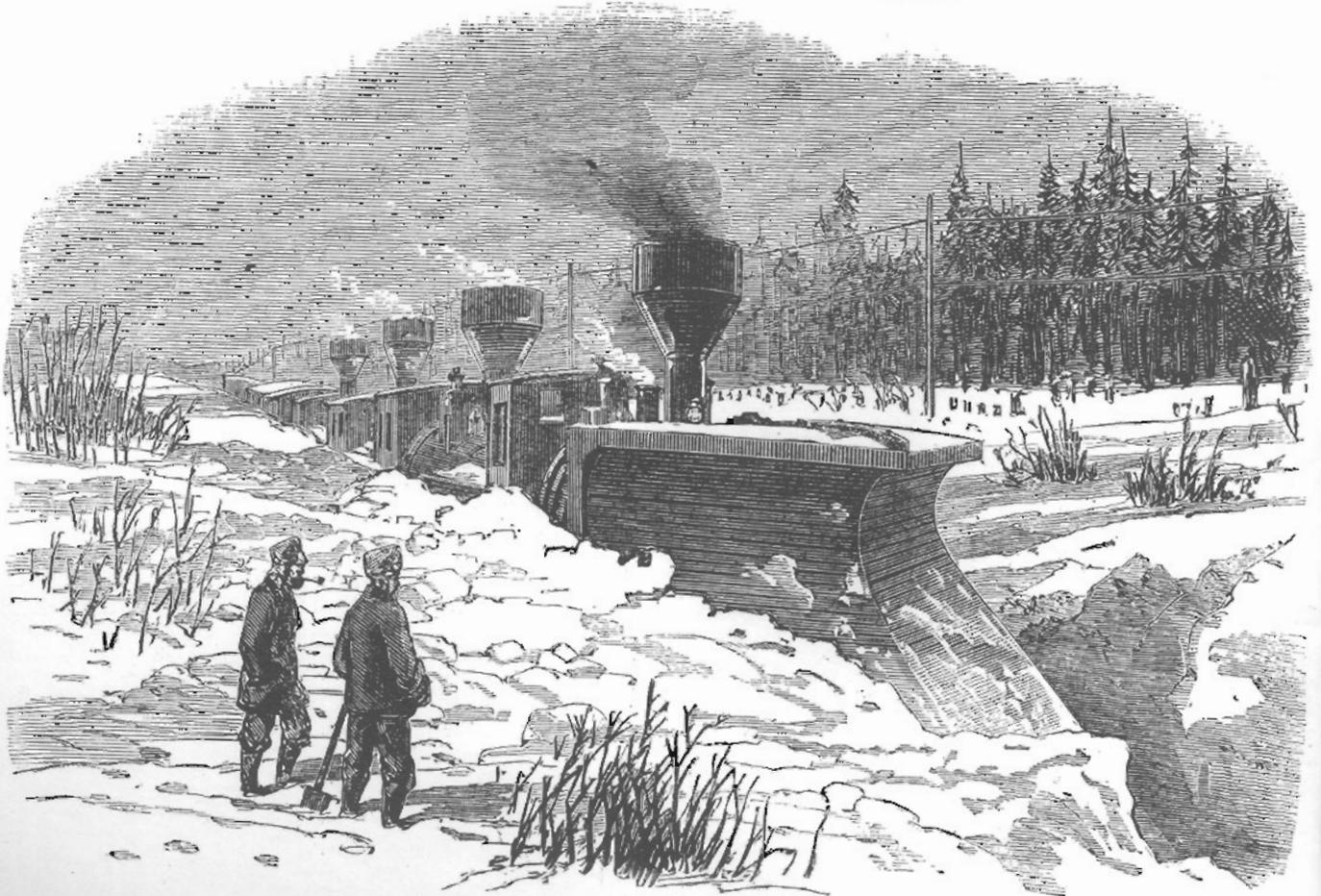
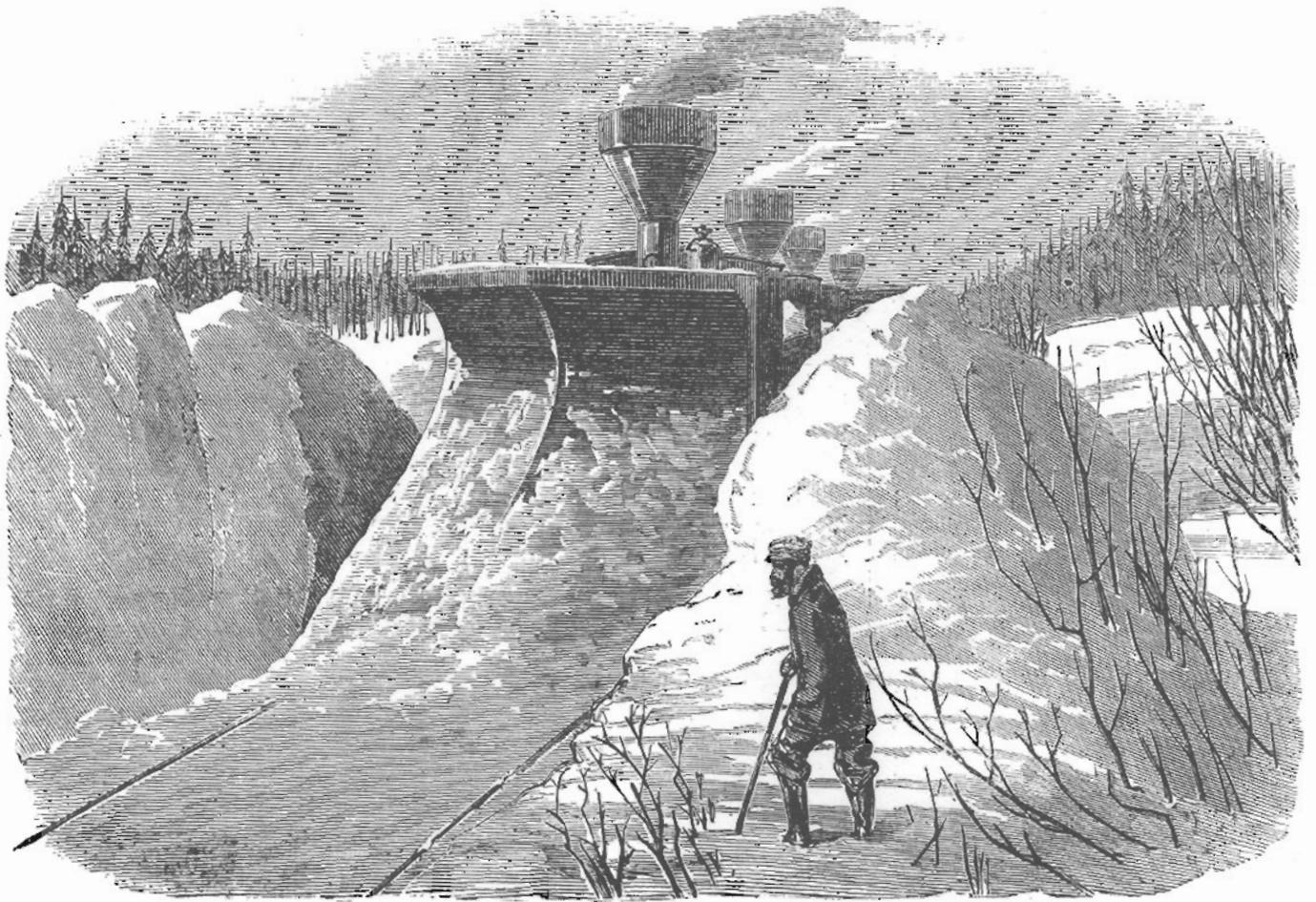


# Canadian Rail



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# CANADIAN RAIL

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## FRONT COVER

A BIRKENHEAD-TYPE 4-4-0 of the Grand Trunk Railway pushing a snow plough during the winter of 1867 - 68.

## INSIDE FRONT COVER

TWO VIEWS OF A G.T.R. SNOW PLOUGH pushed by no less than FOUR engines in the Eastern Townships during the winter of 1867 - 68. These three views appeared in the Illustrated London News in 1868 and were engraved on wood from photographs by Mr. A. Henderson of Montreal. In the days before photo-engraving such woodcuts were made by highly talented artists whose work was surprisingly detailed. Here, the engraver has truly captured the drama of keeping the line open in the midst of a nineteenth century Canadian winter.

# The Walker Engraving

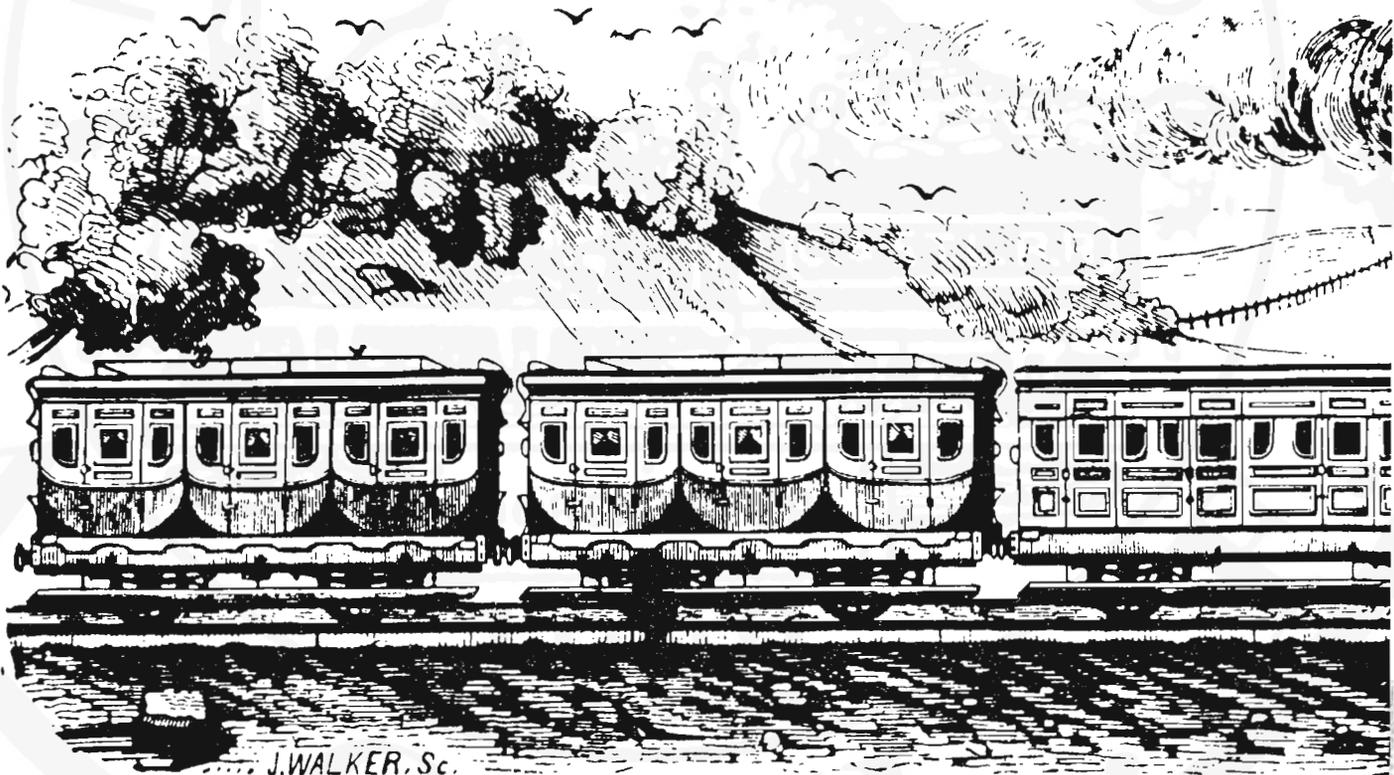
by Omer Lavallée

Contemporary graphics depicting the earliest Canadian railways and their operations in the pre-photographic era are exceedingly rare. One of them, time-honoured through repeated use, is a line engraving of a 2-2-2 locomotive and tender drawing a train of four, four-wheeled cars. Shown in Figure 1 in its conventional form, it carries the inscription; "The First Railway Train To Come Into Montreal, Montreal & Lachine Railroad, Nov. 19, 1847. From an engraving by J. Walker, made at the time. From the collection of the late Ald. Dougal MacDonald, Montreal."

We have no difficulty in identifying the engraving itself. Signed "J. Walker, Sc.", it was done by an engraver of that name who carried on his business in Montreal in the middle years of the last century. A reference to J.H. Walker as a self-described "engraver on copper and wood" appears

in the Canada Directory of 1851. In the same publication for 1857 and for 1871, he advertises his ability to prepare "drawings of Buildings, Machinery, etc..." One of his drawings in the 1851 Directory, showing a locomotive and passenger train of that era, embellishes an advertisement for the "New York and Boston Express" whose office was at 183 St. Paul Street, Montreal. Thus, Walker has been established as a real "flesh and blood" person whose activities extended at least over the twenty-year period, 1851-1871. -1-

Historians have been less successful in identifying when and for what purpose the engraving of the 2-2-2 locomotive and its train was intended. When it discovered some time prior to 1942, it was thought to be a contemporary illustration of the opening of the Montreal & Lachine Railroad in November 1847. The 2-2-2 locomotive illustrated



THE FIRST RAILWAY TRAIN TO COME INTO MONTREAL  
FROM AN ENGRAVING BY J. WALKER, MADE AT THE TIME. FROM TH

was identified as a illustration of one of two single-driven locomotives built for the Montreal & Lachine Rail-Road by the firm of Kinmonds & Company, Dundee, Scotland. However, about 1946, research into newspapers of the period revealed that the inaugural train on the Montreal & Lachine was pulled by a Norris-built 4-4-0 locomotive named "Lachine", the Kinmond locomotives not being delivered to the M&L until the summer of 1848. Obviously, the caption was wrong, thus discrediting it as a contemporary illustration of the event that it purported to describe. In spite of this flaw, it was still accepted by most historians as an illustration of a Montreal & Lachine train of 1848 or later.

-3-

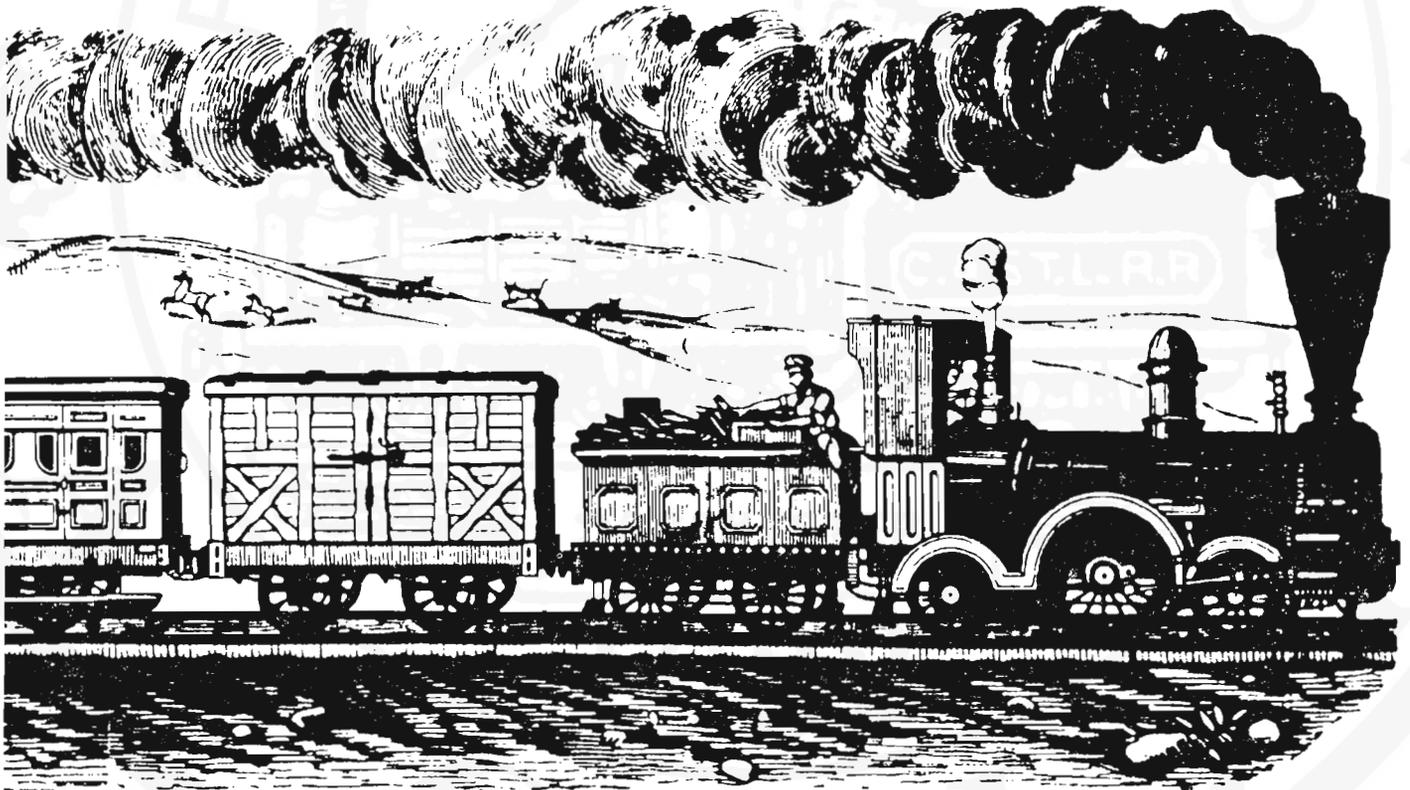
Incidentally, this assumption led to the creation of a variation which has unwittingly caused subsequent confusion to more recent historians. In 1947, when Canadian National Railways marked the centennial of the Montreal & Lachine Rail-Road, the late A.L. Sauviat, then in charge of CN's display department, made a revised version

of the walker drawing by removing the 2-2-2 type locomotive and substituting a similar engraving of a Norris-built-4-4-0, drawn from a builder's advertisement for the period. The resulting "concocted" illustration was used in a brochure entitled Yesterday and Today, a century of railway progress, 1847-1947. This version is shown as Figure 2.

#### Footnotes

- 1 Information about J.H. Walker and his career kindly furnished by Mr. John Beswarick Thompson.
- 2 Montreal Witness, 22 November 1847,
- 3 Robert G. Bales, "The Montreal & Lachine Rail Road and its Successors," Canadian Rail No. 177, May 1966.

FIGURE 1. THE WALKER DRAWING as it is usually shown. It purports to depict the opening of the Montreal and Lachine Railroad on November 19 1847.



L, MONTREAL & LACHINE RAILROAD, NOV. 19, 1847.

E COLLECTION OF THE LATE ALD. DOUGAL MAC DONALD, MONTREAL .

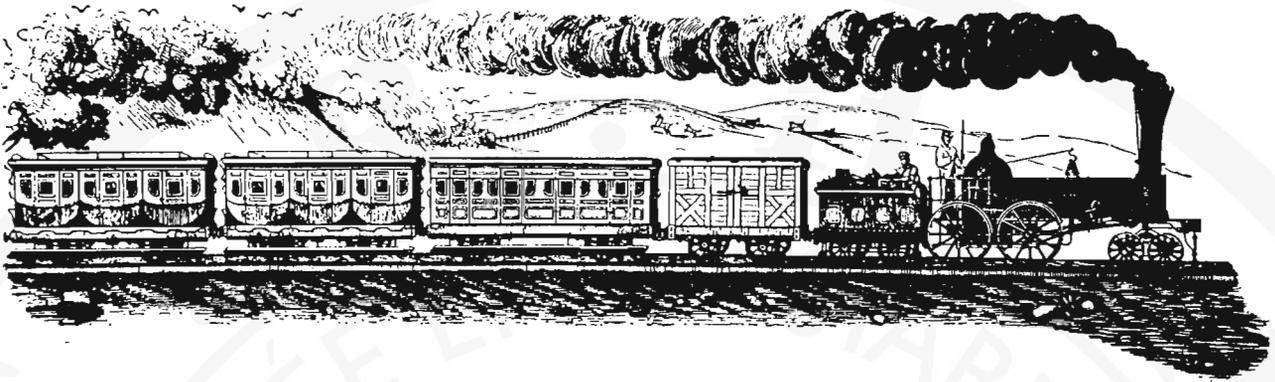


FIGURE 2. THE "MODIFIED" VERSION of the Walker drawing. This was concocted by A.L. Sauviat of the C.N.R. in 1947. He substituted a Norris locomotive of the 1840's for the 2-2-2 originally shown.



FIGURE 3. THE WASH DRAWING OF LONGUEUIL WHARF STATION of the St. Lawrence and Atlantic Railroad in 1855. The 2-2-2 locomotive is the "BRITANNIA" which came second-hand from Scotland in 1848. This appears to have inspired the locomotive in the Walker drawing.

As time went on, this identification became less and less satisfactory. Research initiated by me beginning in 1963 made it obvious that much less-than-objective "legend" had been accepted and enshrined into records as fact, no less by myself than by my contemporaries.

As far as locomotives are concerned, too little detailed scrutiny had been given to such useful references as the Reports of Samuel Keefer for 1858-60 which had come to light late in the 1940s. With my withdrawal from railway club and museum activities beginning in 1967, I found myself with more time to devote to research and writing, and I began a systematic, critical re-examination of all of the formerly-accepted "truths.. about Canadian railways and their equipment up to the middle of the Nineteenth Century.

During this process, I discovered that completely different evidence about the Walker drawing was in my own possession, and had also been available to the late John Loye (1880-1962), founder and first president of the CRHA. One of my art pieces, inherited from Mr. Loye, is an unsigned black-and-white ink wash drawing, dated 1855, captioned as depicting the Longueuil Station of the St. Lawrence & Atlantic Rail Road. Shown in Figure 3. this depicts a cabless 2-2-2 type steam locomotive, tender and four-wheeled boxcar, emerging from a trainshed on the waterfront at Longueuil. In the immediate background is the St L&A's ferry, the steamer "Transit", which plied between Longueuil and the harbour front of Montreal, which is shown in the left background with the distinctive twin towers of Notre Dame basilica against the backdrop of Mount Royal.

A comparison of the locomotive, tender and boxcar in this wash drawing, with those depicted in the Walker engraving, revealed a majority of

unmistakable similarities. They led me to an obvious conclusion: that Walker had access to the 1855 drawing when he made his engraving. While he copied the details of the locomotive, tender and freight car quite closely, he made several alterations.

One of these was the addition of a wood cab; another was the provision of three, British-style, four-wheeled compartment passenger carriages. Consultation with a number of historians, including Dr. John H. White of the Smithsonian Institution, leads us to believe that the long-wheel-based passenger cars were copied from a contemporary British engraving. Relatively few fourwheeled cars were used in North America; those that were dated from the earliest period. Moreover, known references refer to short-wheelbased vehicles, which would have given a safe, if somewhat "bouncy", ride. Long-wheelbased four-wheeled cars, such as those depicted in the Walker engraving, would simply not have been practical on North American track of that period. -4-

From this other source, whatever it was, Walker added details such as what appear to be spring buffers to both coupling faces of all of the cars, including the tender. As the wash drawing illustrates the locomotive, tender and boxcar from a three-quarter angle, the intermediate coupling and buffing apparatus is not seen, but the locomotive carries leather-encased "stuffing.. buffers at the front. From another source, Walker added a rudimentary wooden cab, bolted with long rods to the footplate railings. While Walker was a careful engraver, his understanding of railway technology was less than perfect; it will be seen that the loco-

4 Inter alia, letter from Dr. John H. White, Jr., dated 29 October 1981.

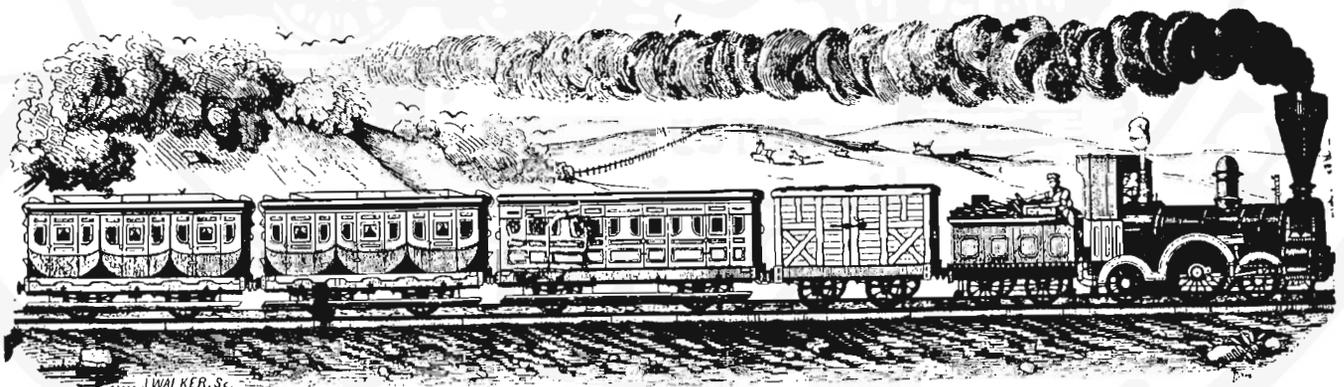


FIGURE 4. THE UN-CAPTIONED VERSION OF THE WALKER DRAWING formerly owned by alderman MacDonald. The damage to the front passenger car was corrected by John Loye at the same time as he added the caption (c. 1942).

motive's main rod seems to float in mid-air, rather than be connected to the driving wheel as it should be.

This discovery led, in turn, into detailed research into the caption of the Walker engraving. Clearly, it was executed in a lettering style completely different from, and in strong contrast to, the fine lines characteristic of the engraving. The final phrase in the caption was intriguing: "From the collection of the late Ald. Dugald MacDonald, Montreal." The question was obvious. How "late" was "Ald. Dougal MacDonald"?

A letter addressed to the archives of the City of Montreal resolved this question promptly. Under date of 30 September 1981, the superintendent of the Archives Section, M. Henri Gérin-Lajoie, gave me a brief biography of Dugald (not Dougal) MacDonald: Born at Dalhousie Mills, Que., in 1838, "bourgeois et avocat". Alderman for the Notre-Dame-de-Grâce Ward of the City of Montreal from 1912 to 1918. Defeated in 1918, he died in August of that year.

So! The caption was post-1918. That information sent me scouring my John Loye papers. There, I discovered several photostat copies of the Walker engraving. One carried no caption at all, and showed some damage to the drawing-- a tear on the rear half of the first passenger car. The others bore the caption and also showed the damage corrected cleanly. These drawings are shown

in Figures 4 and 1, respectively. An original copy of the front page of the Montreal Gazette for 13 March 1942, carried an article written by John Loye entitled "First Bonaventure Station Here Opened for Service 95 Years Ago." At the head unretouched Walker engraving. However, the typeset caption reads as follows: "The first train out of Montreal, on the Montreal & Lachine Railroad, 1847. This is a Walker wood-cut of the period, showing in quite accurate detail a Kinmond locomotive, built in Scotland. It is reproduced from a print in the possession of Miss Eileen Goodman, 5864 Cote des Neiges Road."

The facts had become clear: Mr. Loye had obtained his photocopy from Miss Goodman who one presumes was related or connected in some way with Alderman MacDonald. The information

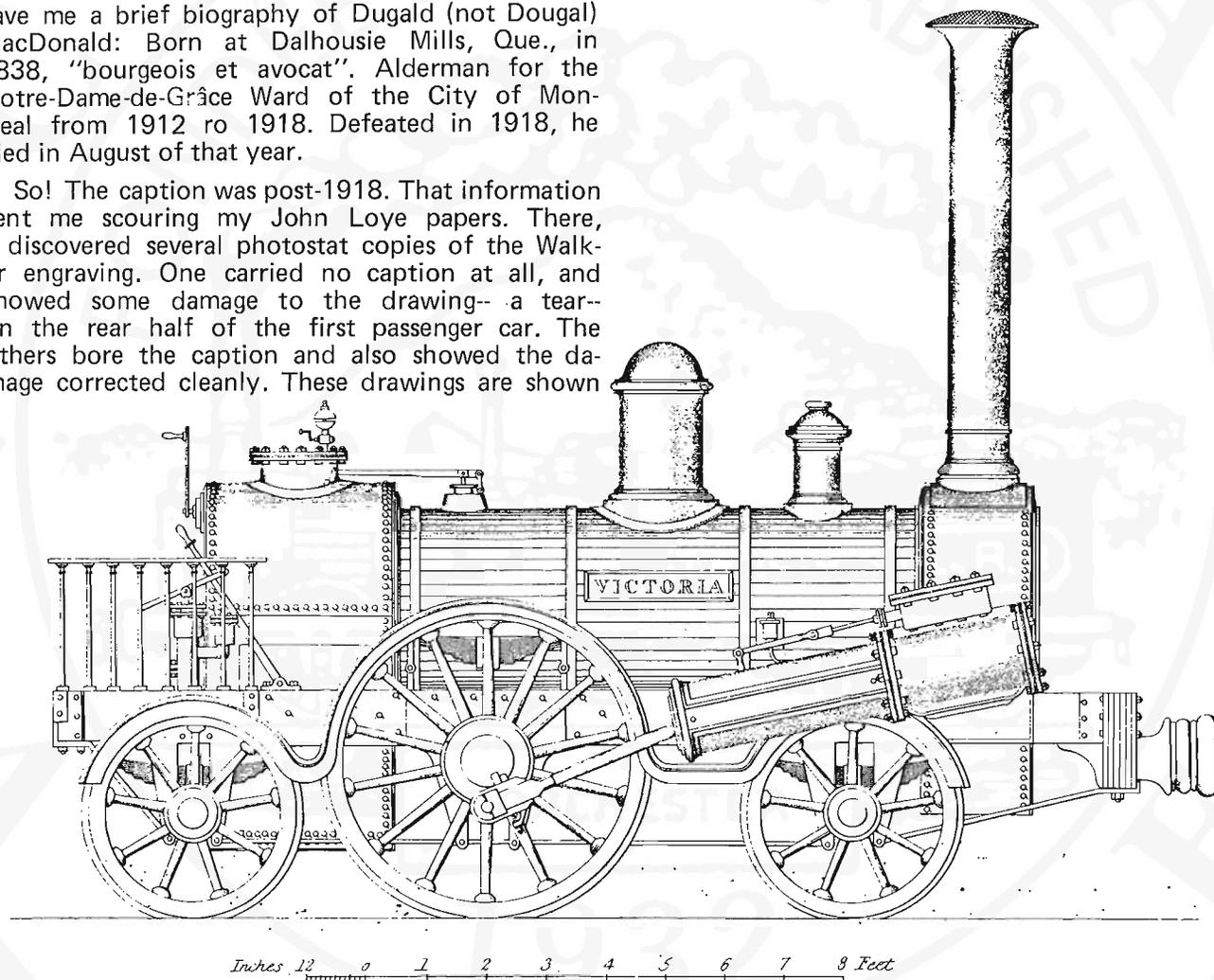
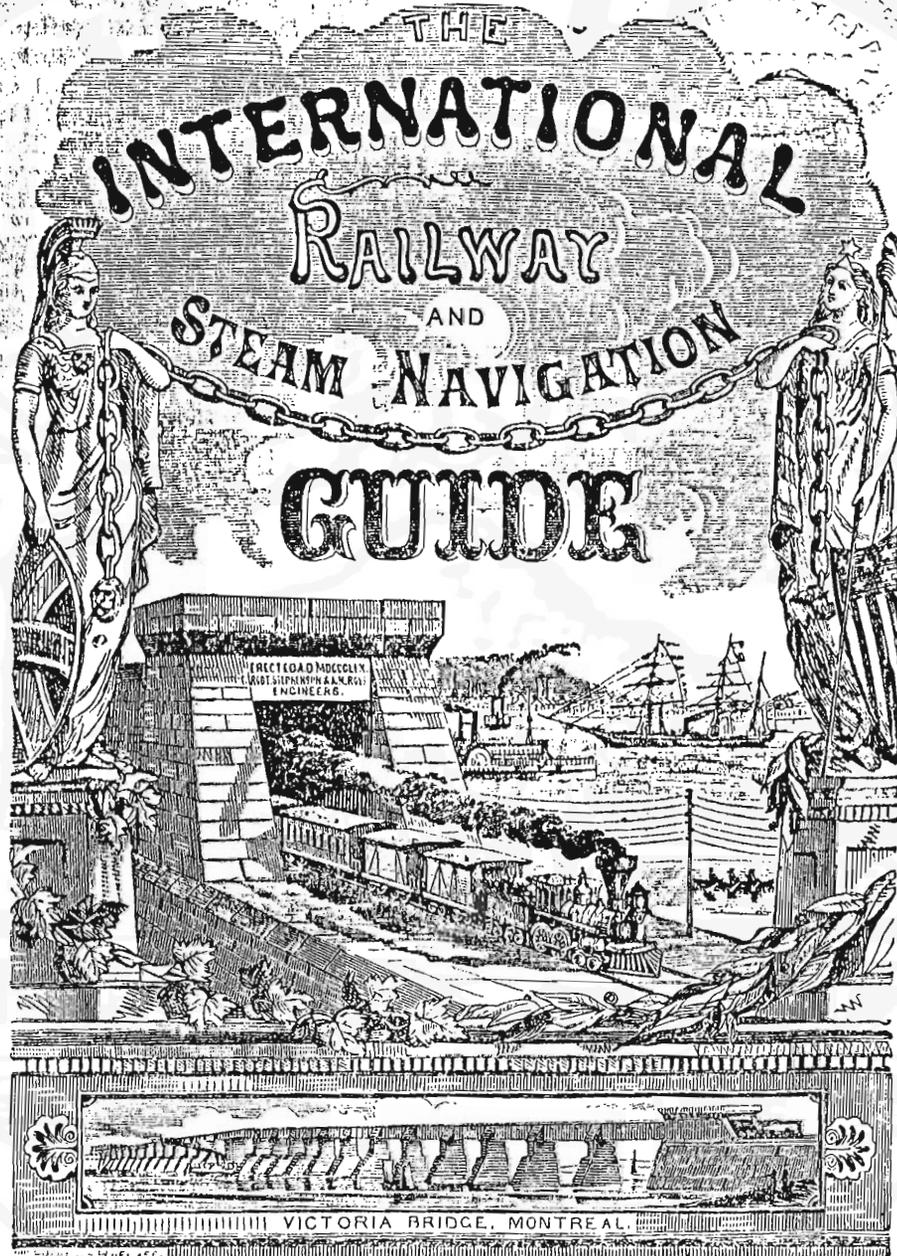


FIGURE 5. THE BRITANNIA LOOKED LIKE THIS WHEN IT WAS NEW. This drawing was made in 1840 and appeared in Whishaw's "Railways of Great Britain and Ireland" in that year. The "VICTORIA" depicted here was identical, and in the same lot, as the "BRITANNIA".

PUBLISHED SEMI-MONTHLY, FROM OFFICIAL TIME-TABLES.

No. 73. OCTOBER, 1870. Price 10 Cts.



MONTREAL:

Published by C. R. Chisholm & Co.  
GENERAL NEWS AGENTS.

SOLD BY ALL BOOKSELLERS, NEWS DEALERS, AND NEWS AGENTS ON THE TRAINS AND STEAMERS.

FIGURE 6. JOHN H. WALKER WAS AN ACCOMPLISHED ENGRAVER as can be seen by his magnificent cut for the cover of the International Railway and Steam Navigation Guide in 1870.

that it depicted a Montreal & Lachine train was either gleaned from Miss Goodman, or assumed by Mr. Loye, who incorporated it into a caption which he, himself, added to the engraving. I have many examples of Mr. Loye's art and and lettering work-- he was a designer or ornamental metal work by profession-- and I am satisfied that the caption lettering is his. I remember Mr. Loye telling me that either MacDonald or his family came from Dundee. Presumably he obtained this information also from Miss Goodman.

The question remains: what is the Walker engraving intended to depict? While we cannot answer that question at this time, it can be argued that it was prepared by Walker merely as an ornament to be added to his stock-in-trade to embellish railway announcements in publications. Possibly it was prepared for Dugald MacDonald personally, and intended to illustrate, not the opening of the Montreal & Lachine, but a scene in his ancestral Scotland. Certainly the background with the frolicking horses and cows suggest the hills of Angus-shire rather than the heights of Notre-Dame-de-Grâce above Turcot swamp!

This hypothesis is strengthened by the fact that we know the identity of the 2-2-2 locomotive depicted in the Longueuil wash drawing and copied in the Walker engraving. It is the locomotive "Britannia" of the St. Lawrence & Atlantic Railroad, built in 1839 by Stirling & Company of Dundee, Scotland, for the Arbroath & Forfar Railway,

a 66-inch gauge line in the Dundee area. When the A&FR was converted to standard-gauge in 1847, several of its locomotives were not converted but instead sold to a second-hand dealer. Two of them came to Canada, purchased in 1848 by the StL&A which was, coincidentally, being built to the same 66-inch gauge as the Arbroath railway had just discarded. One was an 0-4-2 tender locomotive named "Princess". The other was the 2-2-2 engine "Britannia" whose 1855 appearance was preserved in the wash drawing. -5- The original appearance of the "Britannia" is clearly shown by a steel engraving which appeared in the book "Railways of great Britain and Ireland" by Francis Whishaw published in London in 1840. (figure 5). This engraving depicts the locomotive "Victoria" which was identical to "Britannia" in all respects, both being from the same lot of three engines built by the same builder for the same railway only one year before the engraving was published. Comparison between the engraving and the wash drawing shows that some alterations were made before the locomotive came to Canada, but the basic elements are unchanged.

One of the consequences of all this is that the CRHA's replica of "John Molson", based largely on the assumption that the Walker engraving showed a Kinmonds locomotive on the Montreal & Lachine Railroad, is a more accurate portrayal of "Britannia", albeit with a narrower gauge and larger driving wheels than Britannia's, which were 60 inches in diameter. Perhaps it is time that the Canadian Railway Museum considered renaming the 2-2-2, in order to conform more closely with documented history.



**J. H. WALKER,**

**ARTIST AND ENGRAVER ON WOOD,**

**13 Place d'Armes, Montreal.**

Illustrations made for Books and Periodicals.

#### Footnotes

- 5 For complete particulars, see: Omer Lavallée, "Dundee-Built Locomotives on Canada's First Railways", *Railroad History* 149, Autumn 1983. (Westford, Mass.: The Railway & Locomotive Historical Society, 1983).

FIGURE 7. AN 1870 ADVERTISEMENT FOR J.H. WALKER showing, appropriately, a man walking. It is slightly reminiscent of the advertisement for the well known whisky of the same name!

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Designer and Engraver on Wood,  
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and sent per express.



FIGURE 8. AN ADVERTISEMENT FOR WALKER which appeared in the Montreal directory in 1885, showing that he was still in business then. The date of 1859 is when he went into business on his own, but he was doing his art long before that date.



IN THE ARTICLE ON STATIONS OF PRINCE EDWARD ISLAND WHICH APPEARED IN THE LAST ISSUE, THIS VIEW OF THE STATION AT ROYALTY JUNCTION WAS OMITTED. TO COMPLETE THE SERIES OF VIEWS WE ARE PRINTING IT HERE.

# PORTNEUF QUEBEC

## 1er SEPTEMBRE 1938

### Jacques Messier

L'histoire du chemin de fer n'a pas que ses bons moments, ses exploits, ses performances, sans songer au zèle de ses héros du rail. Après la pluie le beau temps dit-on, et il est de même pour le chemin de fer qui connu aussi des heures ternes.

C'est ainsi que tôt le matin du premier septembre 1938, alors qu'une série de violents arages touchaient la région de Québec, un convoi de passagers en provenance de Montréal à destination de Québec ne pu franchir un pont à Portneuf et alla s'écraser environ cinquante pieds plus bas au fond d'un ravin. L'accident fit deux morts et de nombreux blessés - cinquante selon les témoins-, sans compter les pertes d'équipement.

Les journaux de l'époque relatent avec une certaine précision les événements. Les jours précédents avaient été orageux, à un point tel que les eaux des rivières sortirent de leur lit, dont la rivière Portneuf. Les dommages furent considérables à St-Grégoire de Montmorency où des inondations minèrent une falaise et emporta une maison et ses occupants.

La nuit du trente et un août au premier septembre fut la plus dévastatrice. Il tomba dit-on 3,75 pouces de pluie durant cette nuit ce qui créa des inondations presque partout dans la région de Portneuf. Six membres d'une même famille y trouvèrent la mort alors que leur maison fut emportée par le courant. Le train 358 composé de la locomotive 2813 et onze wagons en provenance de Montréal Qué. filait alors vers Québec. La visibilité dit-on, était grandement réduite dû à l'abondance de pluie. Vers 5H.37, le convoi du C.P. s'engage sur le pont de Portneuf long de 350 pi. et dont la base était sans doute affaiblie par l'eau: ce fut alors la chute. Dans l'empilade qui s'en suivit, deux wagons à baggages et un coach régulier croulèrent avec la 2813 alors enlisée dans la boue et où sont restes emprisonnés le chauffeur et le mécanicien. Les équipes de secours venues de Québec, eurent la difficile tâche de dégager les deux cadavres de l'amas de ferraille. Deux autres personnes qui voyageaient à bord du train furent blessées dont le Père Jean Marie Reed o.p. originaire d'Ottawa qui reçu plus tard une mention d'honneur du Canadien Pacifique pour son cou-

rage à l'égard des blessés. Au dire d'un passager transporté à Québec le même jour pour subir des soins, un choc terrible secoua le train et en peu de temps, tous les passagers se retrouvèrent projetés contre les parois des wagons et subirent des blessures. Certains témoins ont confié aux journaux de l'époque que le pont déjà mal en point après cet accident, fut finalement emporté par le courant.

On dû détourner pour un certain temps les convois 353 et 354 et l'on constata des dommages à la voie du C.N. à Pointe-Lévis et à Deschambault. On dû également refaire la voie de tramway reliant St-Romuald à Lévis à cause des dommages causés par l'eau.

Il est remarquable que le chemin de fer soit à toute fin utile, le dernier moyen de transport affecté par les intempéries. Quand les routes sont enneigées, la circulation est vite ralentie. Lorsque le temps se fait menaçant, les avions restent au sol. Mais le confort et la vitesse que l'on attribue à grand coup de battage publicitaire n'auront jamais raison du chemin de fer qui se défie des éléments de la nature. Si l'efficacité demeure l'emblème du chemin de fer d'antan, encore reste t-il des impondérables dont les répercussions tragiques ne font qu'ajouter au défi du Rail au Canada.

#### Documentation

Carte et horaire, gracieuseté Lucien Dauphinais, Montréal.

Le Soleil. Vendredi 2 septembre 1938

La Presse Vendredi 2 septembre 1938

Le Soleil. Jeudi 1er septembre 1938

Le Devoir. 1er septembre 1938.

La Patrie 1er septembre 1938

Album du centenaire de Portneuf 1861-1961.

Quebec Chronicle -- Telegraph Thursday, September 1, 1938



MONTREAL-QUEBEC

Table 33: Montreal-Quebec Eastern Time. Includes columns for Pool Services, READ DOWN, READ UP, and various station names with departure/arrival times.

Table 35: Lanoraie, Joliette, St. Gabriel. Table 36: Trois Rivières, Shawinigan Falls, Grand'Mère. Table 37: Trois Rivières, Grandes Piles.

Table 38: Quebec-Murray Bay-La Malbaie. Table 39: Quebec-Lac Edouard-Chicoutimi. Includes RENOIS section with service notes.

EQUIPMENT - Montreal and Quebec (Coaches on all trains). Nos. 354, 353, 356, 362, 355. Coaches, Diner, Parlors, Sleeping Cars.

MATERIEL - Montréal et Québec. Nos. 354, 353, 356, 362, 355. Wagons-restaurants, Wagons-salons, Voitures ordinaires, Wagons-lits.

EXPLANATION OF SIGNS - THIS PAGE. a Stop on signal. b Daily ex. Sun. and Mon. c Stops Mondays only to detrain revenue passngs. from Grand'Mère and Shawinigan Falls.

# A Story Of Two Stations

by Lon Marsh

The Calgary and Edmonton Railway Co. was incorporated in 1890 and operated by the C.P.R. under a lease program. The Calgary and Edmonton Railway had reached Strathcona in July 1891 and began to serve the surrounding town and district. Later, the C.P.R. purchased the C & E railway and between 1905 and 1912, Strathcona was the Northern terminus of the C.P.R. until the completion of the High Level Bridge in 1913. The first station was a small wooden structure built in 1891. (Today this building is located at 10447- 86th Ave., and is the home of the Junior League of Edmonton).

In 1906, Strathcona was made a Divisional Point for which a more impressive structure was required. In April, 1907, the plans arrived for the new C.P.R. station which was to be erected during the summer and completed by September 1st, 1907. The station was not only to be impressive, but substantial and commodious in every way.

The main materials were to be of brick on a stone and cement foundation. It was to be two stories in height, the second story being occupied by divisional offices, steam heated and lighted with electricity.

The contract included a concrete walk or platform between the station and the tracks and was to be six hundred feet long. The station itself, was to be 134 feet 6" long and 38 feet wide.

This new station was located south of the 1891 station, facing Anderson Avenue. (81st ave. and 103rd St.) At the north end were the express offices, 21 ft. by 38 ft. and adjoining was the ladies waiting room 38 ft. by 15 ft, including a lavatory. Next came the hallway entrance to the business offices with a stairway to the upper storey. To the south was the agent's office 22 ft. by 18 ft. with wickets into the general waiting room which was 38 ft. by 24 ft. Toward the east and opening on to the platform was the ticket and telegraph offices, 14 ft., by 24 ft. The conductor's room was between the general waiting room and the ticket and telegraph offices. To the south of the waiting room was a gentlemen's smoking room and lavatory which was 15 ft. by 25 ft. At the extreme south end was the baggage room, 38 ft. by 29 ft.

The upstairs arrangements were made for the

superintendent, engineer, and dispatchers' offices. The station was built by Peter McDermid of Winnipeg, at a cost of \$24,382 approx. The painting contract was awarded to Messrs. Peterson and Fallam.

FROM THE EDMONTON BULLETIN - January 27th, 1908. . . . . Much of the commotion and congestion of traffic that formerly existed on the arrival of the trains at the old Strathcona Railway Station has been stopped by the removal to the new building. The buses now stand at the rear of the station and passengers reached them by going around or through the building.

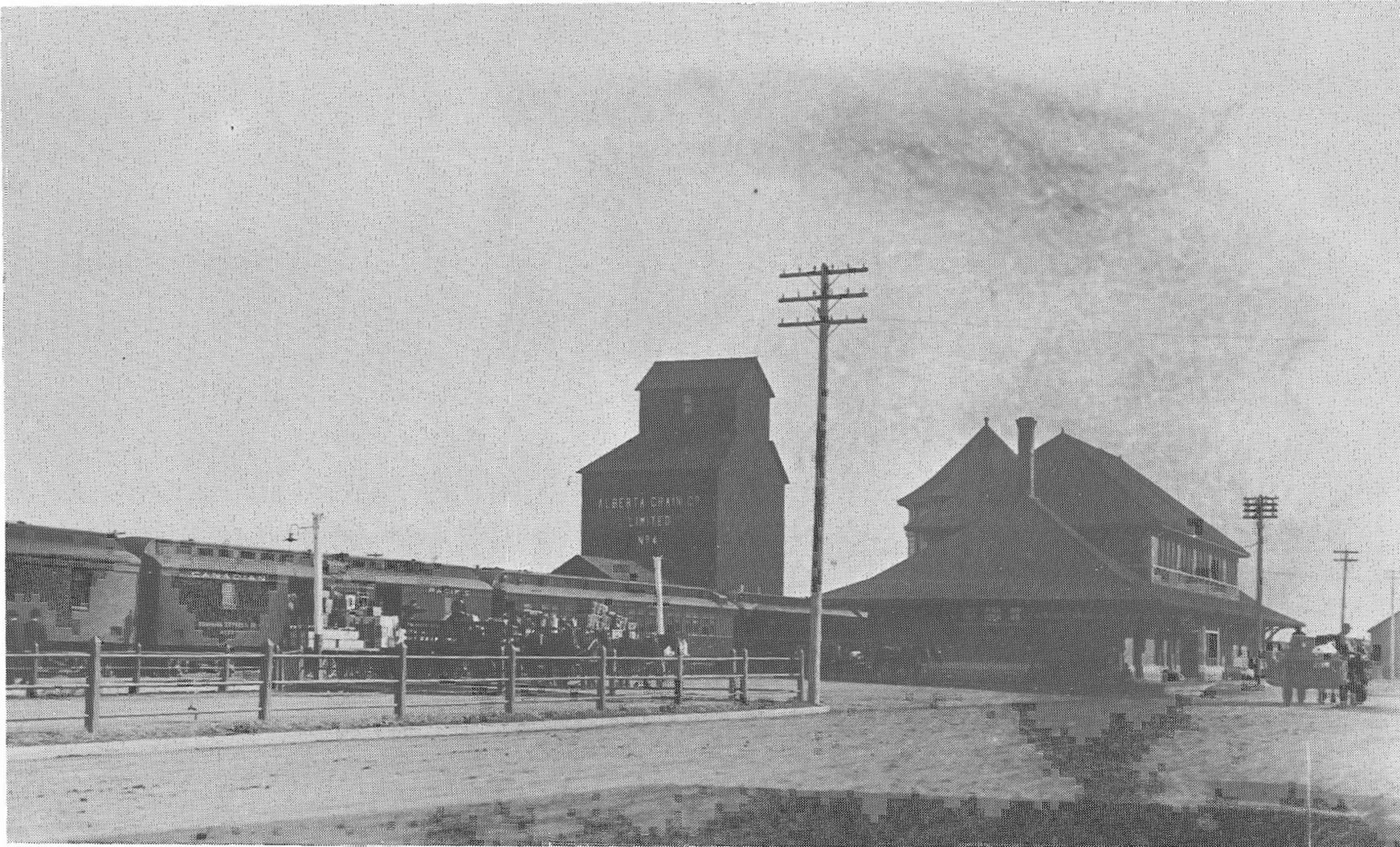
ANOTHER EXCERPT FROM THE EDMONTON BULLETIN, Friday, February 28, 1908. . . . . Improving C.P.R. Terminus - (From Monday's Bulletin)

Since the old C.P.R. railway station and baggage sheds have been removed from their old site, an agitation has been begun to beautify the C.P.R. right of way between the new station and Whyte Avenue. The Strathcona Chronicle discussing the question says, "The old station having now been removed the opportunity occurs of making arrangements so that with the first advent of Spring Strathcona may have a railway terminus of which the City and the C.P.R. may be proud. The artistic new building which has erected is an attractive feature which cannot fail to impress incomers. There is, however, an opportunity of making the C.P.R. station still more attractive by laying out the site of the old station and planting a few trees or shrubs. First impressions are invariably difficult to remove and nothing would be more fitting than for the traveller on alighting from the train at the "University City" to find well kept, well laid out and artistic surroundings. We understand that the C.P.R. would be inclined to lay out their right of way frontage to Whyte Avenue, provided the city undertook the upkeep. We could not imagine a better investment for the city than the few dollars that the upkeep would cost. Just consider the number of people that pass through Strathcona and have little opportunity of forming any opinion of the city except from the station surroundings. They are rushed across to Edmonton and Strathcona must inevitably be judged in their mind by the little they could see from the station



THE ORIGINAL 1891 C.P.R. STATION has been restored and is used by the Junior League of Edmonton. It now looks much as it did back in 1891.

Photo by Lon Marsh Sep 9 1984.



THE C.P.R. STATION AT STRATHCONA (EDMONTON SOUTH) IN 1910.  
The grain elevator and wooden Dominion Express mail-express  
cars have disappeared but the station is still active.  
Provincial Archives of Alberta photo B-7047.



A RARE VIEW OF NORTHERN ALBERTA RAILWAYS ENGINE 207 at the C.P.R. station at South Edmonton on a railfan trip on April 8 1975. See back cover of July-August 1984 Canadian Rail for a view of the same train on the high level bridge.

Provincial Archives of Alberta photo J-1815.

platform. That little might be artistic. We trust the city council will approach the C.P.R. on the subject at once.."

A 1932 Newspaper article had this to say about the station's name change: "On the roof of the Canadian Pacific Railway station on the south side, the name "South Edmonton" has been painted over the old name "Strathcona" which was in use for decades. By force of habit, trainmen still called "Strathcona - Next Stop!" It soon became only a memory.

The name "Strathcona" was used by the railway until the new time table which was effective June 28th, listed the station as "South Edmonton!" This met the request of the South Side Business Men's Association.

In 1966, the station underwent a modern renovation. The following is a story of a railway terminal which once stood where Prudham's Shopper's Park now stands on 104th Street.

The Canadian National tracks in Edmonton South once held the potential to offer passenger services comparable to those of a main line terminal. This goes back to Mackenzie and Mann's Canadian National Railway. The tracks paralleling 103rd and 104th Streets now serving a lumber yard, formerly served a substantial passenger terminal known as "Strathcona Station.

Mackenzie and Mann connected Strathcona and Edmonton via the Low Level Bridge in 1902, with their Edmonton Yukon and Pacific Railway.

Plans were made for the Strathcona terminal in April, 1913. The new Canadian Northern depot faced 80th Avenue between 103rd and 104th Streets. This was in sight of the C.P.R. station. There has been some confusion over the completion date of the depot, but it was Monday, June 20th, 1915, when the station apparently entertained its first scheduled passenger train. Strathcona Station saw its last passenger train on Saturday, January 5th, 1929.

The station had two storeys, was made of brick and had a flat roof. The central portion housed a ticket office and waiting room on the main floor, and offices were on the second floor. Single storey wings of equal size flanked the main portion of building. They also were brick with a peaked roof.

The East wing housed a baggage room, men's washroom and parcel checking facilities. The West wing included an express room and ladies waiting room. A wooden platform extended across the south side of the building and was extended at a right angle south from the building alongside a stub end track. The portion of the platform serving the trackside, was lighted by three substantial lamp standards, each with five attractively designed lamps.



THE 1907 C.P.R. STATION as it stands today. VIA Rail uses this station for its twice-a-day runs to and from Calgary.  
Photo by Lon Marsh Sep 9 1984.

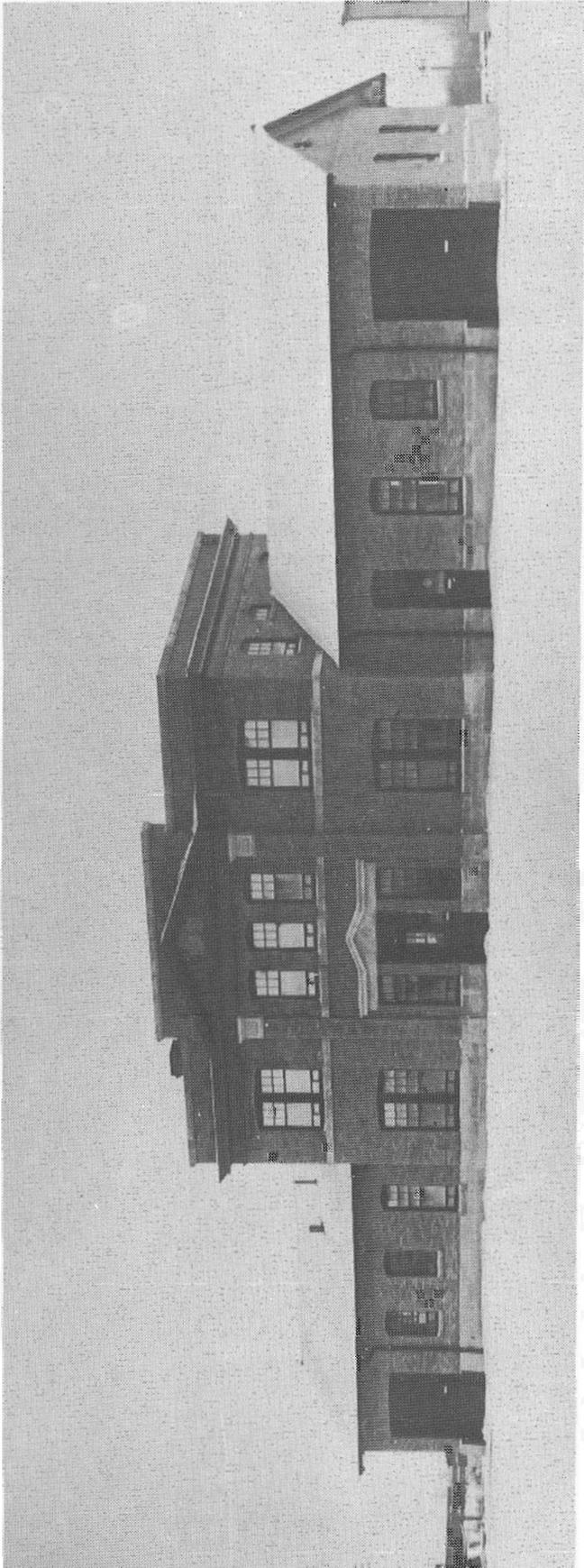
The station provided living quarters for an agent and boarding car inspector. After 1935, only the agent lived there. In 1947, the station housed a clerk until 1952. In 1953, it was used as a C.N.R. express agency, but did not house a clerk. In 1955, the building was vacant following abandonment of the Edmonton, Yukon and Pacific trackage. In 1956, the location was occupied by Prudham Building Supplies Ltd., until 1963.

It is thought that the Canadian Northern Strathcona station was torn down in that year, almost fifty years after completion.

It had only seven active passenger services for just a little over thirteen years of its fifty year history.

#### ACKNOWLEDGEMENTS

1. The Alberta Pioneer Railway Assoc. publication called "The Marker" February and June 1979 issues.
2. "Strathcona - A Walking Tour" booklet.
3. The friendly staff of the City of Edmonton Archives for use of their early Newspaper files.



A REAR VIEW OF THE CANADIAN NORTHERN STATION. Notice that the window design is totally different from the front view.

Provincial Archives of Alberta  
photo B-5016.

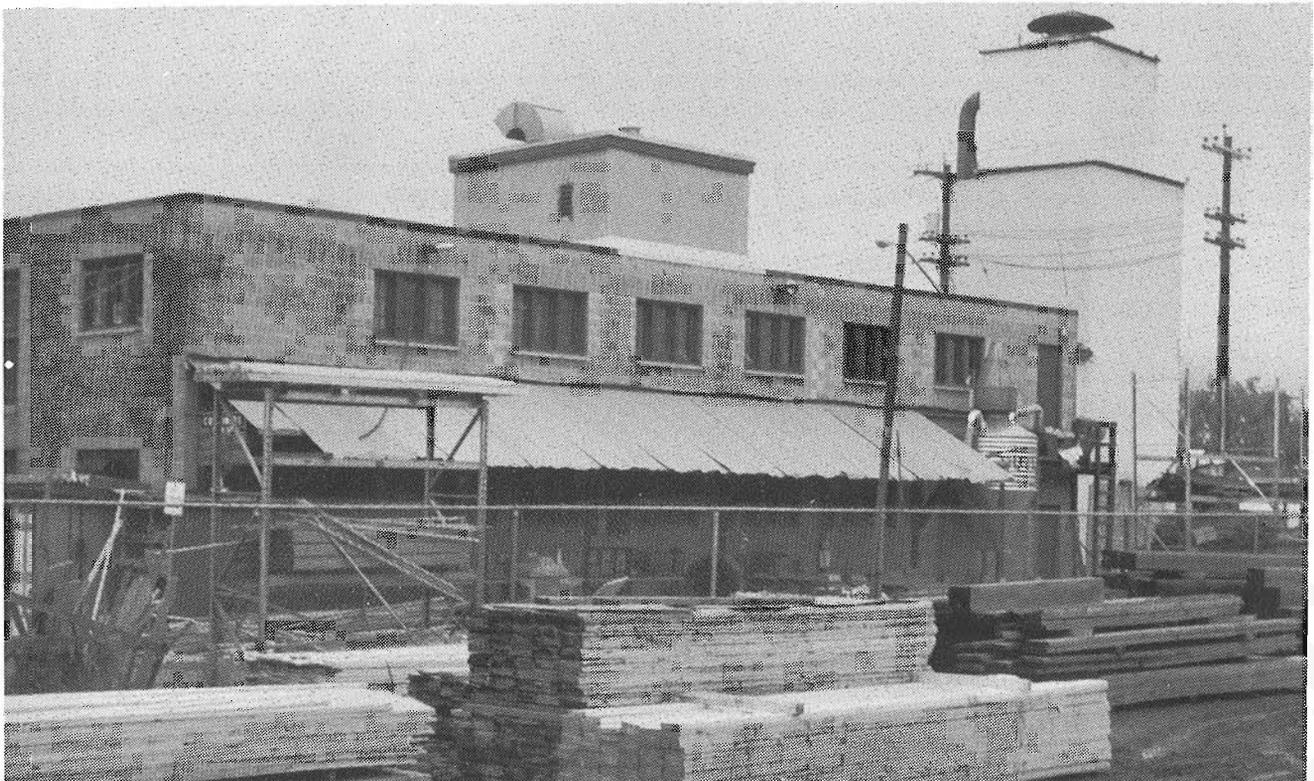


THE CANADIAN NORTHERN EDMONTON SOUTH STATION front view with an unidentified freight train soon after the station opened in 1915. Note the elegant platform lights and the unballasted track. The 1907 C.P.R. station is just visible on the far right. Glenbow Archives photo NC-6-698.



THE OLD SITE OF THE CANADIAN NORTHERN STATION is now occupied by Prudham's shopping center. The original station basement are still in use today. The boilers are lettered "Canadian Northern" and they heat the shopping center complex.

Photo by Lon Marsh Sep 9 1984.



ON THE SOUTH WALL OF PRUDHAM'S LUMBER YARD BUILDING, below the metal sheathing in this view, can just be seen a few of the original roof supports which graced the express sheds on either side of the main building of the old Canadian Northern station.

Photo by Lon Marsh Sep 9 1984.

# Edmonton Bridges-Follow-Up

As a follow-up to Lon Marsh's article on the Edmonton High Level bridge (Canadian Rail July-August 1984) we would like to clear up three errors that inadvertently crept in:

Page 112 line 1: Date should read 1891 (not 1901).

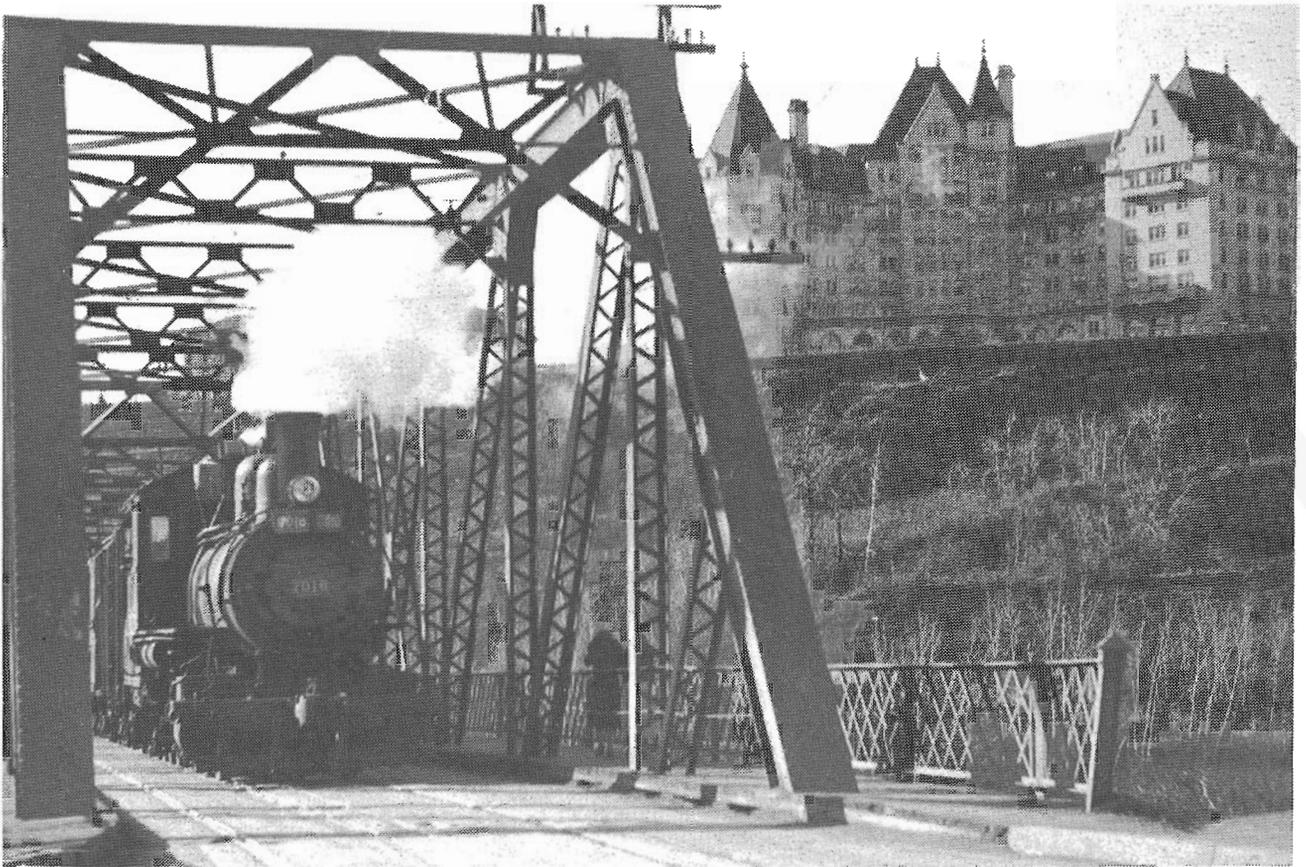
Page 112 line 12: Should read "In 1902, the Low Level Bridge was completed which" (not "was built").

Page 116 caption "A": Name should be Pollard Brothers (not "Ballard").

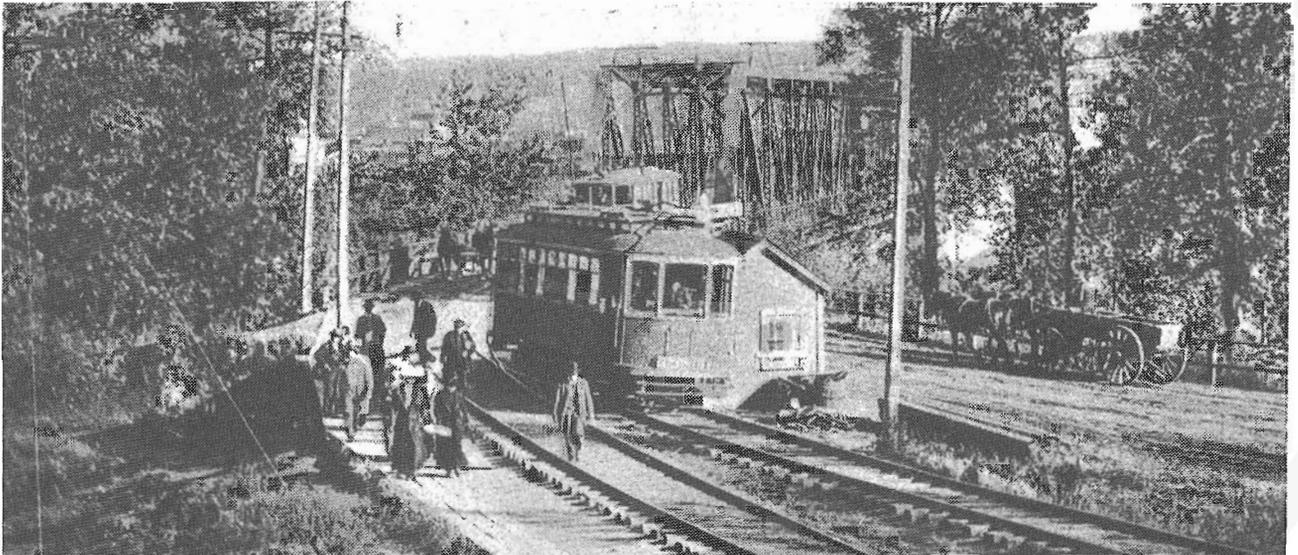
Mr. Marsh has also sent us five additional photos of the two Edmonton bridges.



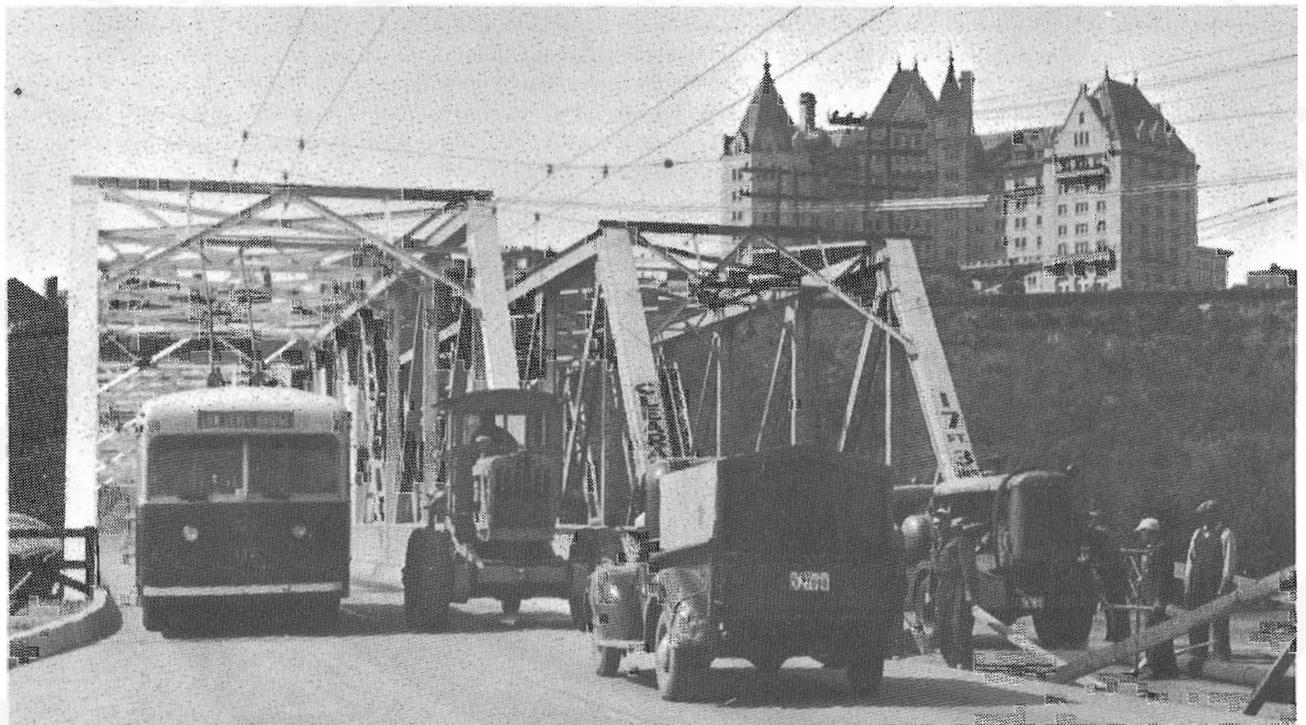
1. A two-car Dayliner train heads south over the High Level bridge bound for Calgary on October 7 1964. The dayliner no longer uses the high-level after the northside C.P.R. (1913) station was torn down in the mid 1970's to be replaced by a parking lot!



2. Another lesser known bridge was the Edmonton Yukon and Pacific's Low Level bridge built in 1900. Here we see C.N.R. engine 7018 southbound in 1940. The former Grand Trunk Pacific's Hotel Macdonald is in the background.



3. A northbound street car has discharged passengers after entering Edmonton over the Low Level bridge in this 1909 scene. This was the only rail link across the river at Edmonton until the High Level bridge was completed in 1913. Note that the wagon must yield the right-of-way to the street cars which must, in turn, wait for any train traffic.



4 and 5. The Low Level bridge was twinned in 1949 to ease traffic congestion. Its last rail traffic was on June 11 1952. The Pullman trolley busses were retired in 1966. The Hotel MacDonald is now being greatly renovated in the interior. It was built in 1915 by the Grand Trunk Pacific Railway.

## SWEET MEMORIES

By John (Choo Choo) Mulkerns

Upon a lonely hill I sat  
just above the railroad tracks  
far far away I heard her sing  
her lonesome whistle and bell to ring.

Far in the twilight of the eve  
when autumn colors turned the leaves  
I heard her blow at milepost nine  
assuring me that she's on time.

The engineer he waved to me  
and for a moment I had a dream  
for as she passed, I heard her sing  
and filled the air with nostalgic ring.

The hobo I saw in the box car door  
was one of many I'd seen before.  
How many miles was he from home?  
So cold, and tired, and alone.

The box cars passed me one by one  
65, 75, then 81.  
from many railroads far and wide  
the train sounds filled the country side.

Then the caboose came slowly behind  
and soon the train was out of sight  
for night had fallen, and the stars  
were bright.

As I bade the train a silent goodnight  
from on the hilltop I heard her sing  
her whistle and her bell to ring, and  
as I slowly walked away, I had  
sweet memories for another day.

# C.R.H.A. communications



## NEW MEMBERS

We are pleased to welcome the following new members into the C.R.H.A. It has been some time since we last published a new members list. The following list dates back to January 1983 and includes all new members up to the present time. Welcome and we hope to have you with us for many years to come.

### NEW MEMBERS FOR YEAR 1983

No.	NAME	No.	NAME	No.	NAME
2907	Robinson, Gordon	2939	Svoboda, Chuck	2971	Shreve, Bryce
2908	Benning, A.G.	2940	Miller, Robert	2972	Summers, Bob
2909	Prigge, John	2941	Carel, Maurice	2973	Hazell, Gary
2910	Waton, Ron	2942	Evanson, George	2974	Kelly, John
2911	Forrest, Kenton	2943	Glenbow Museum Library	2975	Pichette, Andre
2912	Jubb, Peter F.	2944	Leeder, Byron	2976	Wright, Peter
2913	Croswell, Val	2945	Downey, Roy	2977	Jackson, W.H.
2914	Higgins, Thomas	2946	Payette, Bernard	2978	Kennelly, Gregory
2915	Hanson, Ronald	2947	Farand, Raymond	2979	Mann, Patrick
2916	Williams, David	2948	Young, Wally	2980	Botting, Gerald
2917	East, James	2949	Gagne, Andre	2981	Broadbear, Don
2918	DeAmond, Dr. Richard	2950	Kleinsteiber, K.L.	2982	Post, Dirk
2919	Desmarais, Jacques	2951	McCuaig, John	2983	Weir, John
2920	Scott, Rev. Robert	2952	McLean, Hugh	2984	Bowes, E.F.
2921	Boselli, Louis	2953	Shetler, James	2985	Searson, Sean
2922	Salkeld, Lloyd	2954	Durand, Serge	2986	Carette, Marc
2923	Benedetti, Joseph	2955	Waldron, Stewart	2987	Webb, Ed.
2924	Penkuinas, Michael	2956	Martin, Jean-Guy	2988	Aboussafy, Ronald
2925	Boles, Derek	2957	Broadway, Norman	2989	Central B.C. R/R Preser- vation & Museum Society
2926	Honeyford, Dave	2958	Conway, Norman	2990	Buchan, Larry
2927	Siegel, Ori	2959	Dubie, D.A.	2991	Huddlestone, Ralph
2928	Carpenter, George	2960	Perry, Vere H. Jr.	2992	Kohler, F.M.
2929	Bushell, William	2961	Henderson, Derek	2993	Pazzy, Robert
2930	Carscadden, Stuart	2962	Stewart, Fred	2994	Hamon, Robert
2931	Laplante, Fernand	2963	Blundell, Norman	2995	Novak, A.
2932	May, A.R.	2964	Bradette, Claude	2996	Pondrom, J.P.
2933	Campbell, Craig	2965	Chapman, Paul	2997	White, Allen
2934	Hyde, Stanley	2966	Christofori, Adrian	2998	Salinger, Ruth
2935	Lackie, Ron	2967	Gregory, Roy	2999	Lajeunesse, Jean-Pierre
2936	Organ, Gerald	2968	Hambrook, Dave	3000	Sunderland, Philip
2937	Carter, Wallace	2969	Hermann, Frank	3001	McIntosh, Stewart
2938	Moyer, James	2970	Lewis, Richard		

No.	NAME	No.	NAME	No.	NAME
3002	Wiseman, Gordon	3061	Friend, Kerry N.	3119	Wilde, Robert G.
3003	South Peace Historical Asn.	3062	Mackie, J. Douglas	3020	Trudeau, Normand
3004	Waugh, Edward	3063	Smallwood, John H.	3021	Wright, Glenn
3005	Grant, Rory	3064	Boulet, J.M.	3122	Higgins, Russell
3006	Lafleur, Dr. Jean	3065	Brown, Georgia	3123	Bisson, Andrew T.
3007	Schuff, Brian	3066	Leach, L.O.	3124	Gillian, E.L.
3008	Schuff, Paul	3067	Halpin, W. Eric	3125	Lewis, James
3009	Barham, Bernard	3068	Carter, W.P.	3126	Parmiter, Murray
3010	Chevalier, Yvon	3069	King, Robert S.	3127	Prentice, Rev. Roger
3011	Fourneau, Raymond	3070	Hanstein, Ray F.	3128	Schwalm, Addison A.
3012	Hoadley, David	3071	Moore, Charles	3129	Camp, Lance W.
3013	Brown, Richard	3072	Shifley, Clyde E.	3130	Keim, Roger C.
3014	Keefe, Warren	3073	Tasse, Wayne	3131	Burger, Clifford G.
3015	Dawson, Arthur	3074	Bowen, Peter	3132	Smith, Frank O.
3016	Dawson, Wm. & Sons	3075	Clyde, R.A.	3133	Wragg, Mike
3017	Donlevy, R.G.	3076	Cook, Rick L.	3134	Walton, Mark W.
3018	Ede, Norman	3077	Colquhoun, M.M.	3135	Mackay, John P.
3019	Morris, David	3078	Reesor, J.D.	3136	Cardwell, Norman J.
3020	Trudeau, Normand	3079	Tompson, Robert	3137	Fillion, Rev. Andre from Gift Re: Rev. R. Scott 2920
3021	Wright, Glenn	3080	Kennedy, Ed. T.	3138	Gibson, Dr. M. Allen
3022	Hobson, Clive	3081	Handke, Stephen D.	3139	Livingstone, William I.
2023	Wright, Edward	3082	Kirkland, Ian	3140	Percy, E.A.
3024	Robinson, D.A.	3083	Lachance, Gilles	3141	Self, Morgan G.
3025	Salzen, Christian	3084	Ouellette, Roger	3142	Clarke, Christopher L.
3026	Stephenson, J.R.	3085	Sinclair, James A.	3143	Smith, Gordon
3027	Lloyd, Eric	3086	Smith, Donald	3144	Salzman, Dale
3028	Simonet, Pierre	3087	Thompson, David	3145	Carscadden, Stuart
3029	Krivel, Orin	3088	Clarkson, Guy C.	3146	Canada National Museum of Science
3030	Kozma, Leslie	3089	Parney, Christopher G.	3147	
3031	Seeley, Lorne	3090	Sharpe, William	3148	Edgar, D. Walter
3032	Mongrain, Pierre	3091	Jerfensen, Dennis I.	3149	Haines, A.J.
3033	Wilson, William	3092	Sabuda, Frank	3150	Lacey, Peter
3034	Ikedo, Vernon	3093	Watson, Thomas	3151	Ville de Montreal
3035	Gough, Gerald	3094	Jacquiard, Max	3152	Smith, J.D.
3036	Heron, Donald	3095	Johnstone, P.	3153	Sugden, Lloyd
3037	Sanford, R.	3096	Eakins, Norman	3154	Laughlin, R.G.
3039	Carter, Barry	3097	Klages, Roland R.	3155	Hamon, D.G.
3040	Leblanc, Andre	3098	Kritzky, Scott	3156	Blumenthal, Echart
3041	Cousineau, Michel	3099	Lee, Ross	3157	Rudover, Allan
3042	McCaffrey, Dr. D.C.	3100	MacLeod, Donald R.	3158	Trites, D.c.
3043	Brentlinger, H.	3101	Sloan, George F.	3159	Harvey, Edgar D.
3044	McInnis, R.	3102	Foster, C. Leonard	3160	Acheson, Bruce
3045	Mulkerns, J.	3103	Brock House Society	3161	Clarke, Hugh M.D.
3046	Borrow, V.	3104	Lake, Harold	3162	Rendall, John
3047	Osmond, D.	3105	McKinnon, Alec	3163	Kazemir, James
3048	Adams, John B.	3106	Heinl, Leroy A.	3164	Ward, Robin
3049	Demartino, Thomas M.	3107	Klinger, Ronald H.	3165	Dwarika, Dhanyram
3050	Harper, Clark A.	3108	Morcan, A.W.	3166	Blackburn, Andrew
3051	Lightle, Howard	3109	Scott, Jym	3167	Schriner, David W.
3052	Rogers, James	3110	Bunting, Chas	3168	Weir, Richard S.
3053	Van Nortwick, Warren Sr.	3111	Gibbons, R.A.	3169	Boettcher, A.D.
3054	Baxter, Roger	3112	Hanman, R.	3170	Cohen, Edward H.
3055	Shore, D.	3113	McEvoy, G.H.	3171	Marnell, Dan
3056	Meriden, David J.	3114	Elder, C. Gerald	3172	Hubbel, Dr. Morgan J.
3057	Nattress, Allan	3115	Barone, F.M.	3173	Lerpiniere, P. Robin
3058	Stoltz, Douglas	3116	Memmer, William	3174	McDonald, W. Scott
3059	Benner, Louis H.	3117	Stephens, Rev. E.S.		
3060	Borchuk, George	3118	Moeller, Larry		

No.	NAME				
3175	Paques, Joseph Jean	3203	Totenhofer, P.R.L.	3230	Worth, Arthur Willmott
3176	Snell, Tim	3204	Loken, Richard	3231	Carpenter, Jacques
3177	South, Michael Gerald	3178	Cleveland, Paul H.	3232	Farnam, Robert
3178	Cleveland, Paul H.	3205	Renaud, Pierre	3233	Rossignol, Roger
3179	Greenshields, Laird	3206	Preddy, Andrew	3234	Schingh, Rene
3180	Shoesmith, Peter	3207	MacDonald, Bryan	3235	Wearing, Dave
3181	Reeve, John W.	3208	Swainson, Maurice	3236	Ritchie, John
3182	Skucas, Algis	3209	Jackson, Dr. James	3237	Walford, Lloyd A.
3183	Taylor, James W.	3210	Duncan, John	3238	Smith, Douglas N.W.
3184	Wilson, E.L.	3211	Rowling, John W.	3239	Flannelly, Samuel
3185	Culp, William L.	3212	Davis, William	3240	Nantel, Robert
3186	Evans, Hadrian L.	3213	Bracken, Harry M.	3241	Dugmore, Donald
3187	O'Donnell, James L.	3214	Noble, Graham J.	3242	Miller, Gregory
3188	Microphor, Inc.	3215	Jones, Hodge L.	3243	Beswatherick, Earl
3189	Weafer, Mel	3216	Morey, Charles	3244	Guibbaud, Sylvain
3190	Greenwood, Don S.	3217	Falk, Lyall	3245	Ryan, Dan
3191	Wright, Jolien	3218	Wheeler, Dr. R.	3246	Showalter, Timothy
3192	Binley, John H.	3219	Hoyle, John H.F.	3247	Calvin, David R.
3193	Schulz, Tom	3220	MacVey, Don	3248	Elliot, George E.
3194	Welch, Phil	3221	Viberg, Richard	3249	Fraser, Fen
3195	Mace, William E.	3222	Howard-Gibbon, F.A.	3250	Shedd, Philip D.
3196	Maxwell, Dr. D. Vance	3223	Crysler, Vince	3251	Deslauriers, Jean
3197	Orr, I.A.	3224	Kennedy, D.	3252	Faulks, Art
3198	Fort Erie, Historical Railroad Museum	3225	Chomik, Paul	3253	Chrome, Dr. John
3199	Lemire, Denis	3226	Granville, Transportation	3254	Grose, Thomas F.
3200	Rutherford, B.W.	3227	Price, Bruce D.	3255	Sherwood, Laird
3201	White, Mike R.	3228	Garey, Rev. James R.	3255	Consultants Ltd.
3202	Araki, Takaharu	3229	St. Germain, Ernest	3256	Fields, Stuart

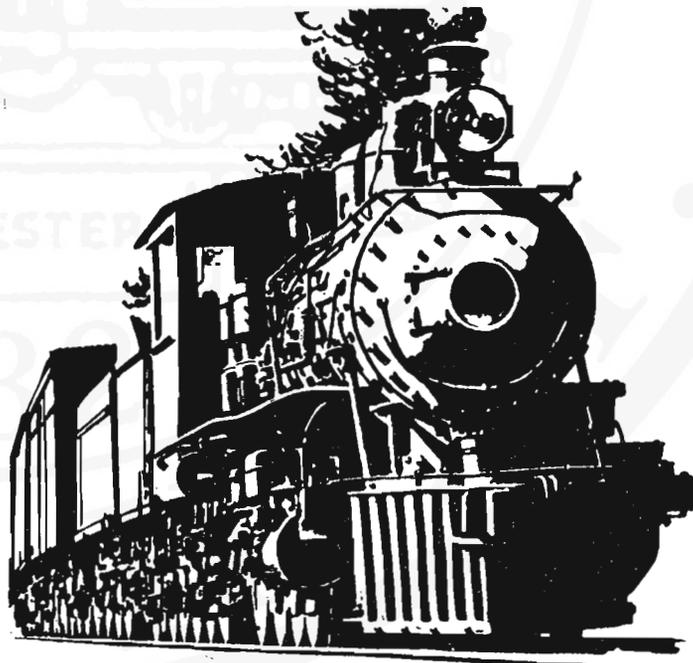
## CRHA COMMUNICATIONS IMPORTANT NOTICE

For those who have renewed their CRHA membership for 1985 we will be sending out your 1985 membership card along with the JANUARY 1985 issue of CANADIAN RAIL. For those of you who have not yet renewed please note that we will be mailing the January issue ONLY TO THOSE WHO HAVE RENEWED their membership. Don't be disappointed, renew your CRHA membership today if you have not already done so, and keep an eye out for your January issue containing your new membership card.

### ERRATA

Unfortunately there were errors on two pages of the SEP - OCT issue. On page 158 line 41 the words "was built and the old station" were omitted so creating the impression that the boulder station was hauled up the hill!

On page 166 the words "hauled back from the track and used for storing hay" refer to the bottom photo instead of to the top one.



## NEWS FROM THE DIVISIONS



The Toronto and York Division is pleased to announce that the 10th annual Model Railway Show will be held March 9 and 10, 1985 from 11AM to 6PM at the Queen Elizabeth Exhibition Hall, Exhibition Place, Toronto. For group rates or more information call 416-488-9446, or write the Division at the address indicated on page 3.

### THE GREAT CRANBROOK CAPER #3 LABOUR DAY WEEKEND by Norris Adams

This is the third successive year that our Calgary & South Western Division have offered this novel adventure shared at Cranbrook with our Crowsnest & Kettle Valley Division. C. K. & V. Division, under the expert architectural guidance of member Garry Anderson are restoring and refurbishing C.P.R. coaches of the late twenties to form a complete trainset equivalent to all the lavish appointments and appearance of The Trans Canada Express. It is a fabulous experience to dine in the "Argyle" replete with all the silver service and linen and crystal and enjoy a five course meal. Afternoon tea is also served. It is great to sleep in one of the official bedrooms of Business car

19 or a fully appointed period sleeping car. The week end included a conducted tour to the C.P. Cranbrook roundhouse, also an onboard visit to 3 fully equipped wrecking car auxiliaries. A visit was made to Fort Steele nearby, where an English aristocrat 0-4-4 coal burning beauty named "Dun-robin" and full length 8 wheel passenger coach, makes regular passenger trips of about 2 miles. There is also a small ornate "Saloon" coach on 4 wheels in the car shed and outside a Pacific Coast Shay locomotive familiar to heavy logging operations of yesteryear.

It might be well to mark you calendar for Labour Day Week End and the Great Cranbrook Caper No. 4. For information: contact: Mike Westren, 632 Oakwood Pl, S.W. Calgary, Alberta T2V 0K5 281-1985 or Norris Adams, 4036 West 36 Ave., Vancouver, B.C. V6N 2S9 (604) 261-3415 Garry Anderson (604) 489-3918 or 426-7590  
\*\*\*\*\*

#### A short history:

In 1976 The Cranbrook Archives, Museum & Landmark foundation was established by interested individuals. A mandate was drawn up to collect and exhibit the heritage of Cranbrook--in particular its strong link with the heritage of the Railroad. Early in 1977 the foundation purchased an old dilapidated C.P.R. work car No. 411257 which was intended to be situated at the end of Cranbrook's Main Street on a vacant lot beside the railway tracks. The purpose of this was to



promote the heritage of the railroad by displaying the restored exterior. The interior was to be renovated to provide gallery space for the museum and art shows. In May 1977 an amazing discovery took place that changed the entire concept of the museum! The old work car was found to contain exquisite inlaid black walnut panelling throughout, and although it was covered up with seven layers of paint-- it was determined that it could be restored. Further research showed that the old car was in fact, the "Argyle" on of 23 "A" class dining cars built by C.P.R. specially for it Premier train--

the Trans Canada Limited of 1929. To-day the "Argyle" is the only restored example of the "A" class dining cars. After nearly 15 months of restoration work, it is as respendent as it was in 1929 when built for the Trans Canada Limited. In 1979 C.P. Rail donated to the foundation-- a baggage car from sleeper. Now other pieces of equipment are being assembled to complete the consist for the museum to show the entire train much as it would have appeared in 1929.

The following report indicates the major project undertaken by our Rideau Valley Division, this report first appeared in the Smith Falls Record News. The photo shows the station when new in 1914.

After more than three years of negotiations, Canadian National Railway (CNR) has agreed to sell the Canadian Northern Railway Station on William Street to the Smiths Falls Railway Museum Association.

The sale clears the tracks for the town's railway museum project to go full steam ahead.

Bill LeSurf, president of the Smiths Falls Railway Museum Association said the association will buy the 70-year-old station but lease the land surrounding the historic site.

"Under the terms of the agreement, the association will buy the station for \$1 and lease the land for \$2,000 a year, We have a 10-year lease with two five-year extensions in the agreement."

Mr. LeSurf said the history behind the building and the building itself make it "an A-1" tourist attraction.

"The station is quite unique in design and is only one of two such stations in Canada, Canadian Northern Railway was trying to get government money to help it compete with Canadian Pacific Railway and it built the station to show the government it was serious," explained Mr. LeSurf.

"Most railway stations were wood frame construction in those days but the railway went all out on Smiths Falls' station using brick and stone for the complete building."

But before the railway association can move into its new home, the station must undergo some expensive restoration.

"Architects have estimated restoration costs between \$180,000 to \$260,000," he said.

Mr. LeSurf said the money will come in the form of grants and through fund raising efforts by the association.

But costs aren't the only problems the association has faced.

Mr. LeSurf had proposed running a steam engine train from Smiths Falls to Chaffey's Locks with a stop at Forfar but the station in Forfar was bulldozed without Mr. LeSurf's knowledge.

Then in April 1984, vandals stole valuable original mouldings, window frames and doorhandles from the station, worth more than \$10,000





# The business car

A JUDGE ENDED A SIX-MONTH DIVORCE battle by granting visitation rights to both the husband and the wife to more than \$4,000 worth of toy trains.

"In our better days we jokingly said we could divide up the kids, but never the trains," Sondra Kay Buckner, 43 said. The North Dallas couple's two children are grown.

State District Judge Josh Taylor awarded Mrs. Buckner custody of the tinplated 1935 Comet aqua and silver engine, three passenger cars, a three-piece green bridge, a standard-gauge tunnel, two street lights, toy baggage men and baggage worth \$500 to \$1,000.

"She wanted the little corpulent people, too, but he got those," said Joseph Semon, lawyer for Noel Buckner 48.

Buckner also got the American Flyer train set with the orange water tower, coal loader, log car, red caboose, lionel billboards, animated newsstand, tunnel, plus 25 train catalogs, workbooks and planning books, as well as 25 sections of mighty casey track.

When 12 containers of scenery material for trackside, one train place mat, the dispatchers phone and the engine oil can are figured in, it comes to nearly \$4,000.

Although Buckner got most of the trains, his wife won custody of the couple's house and rights to visit her ex-husband's trains twice a year.

Taylor said the Buckner case is the first in which he granted visitation rights for a train.

"It sometimes happens with dogs or something like that," he told the Dallas Times Herald, "but I've never heard about a toy train. But then, they're both pretty involved with them."

Mrs. Buckner said the first train set was a Christmas gift to her son, now 22, about 11 years ago. She and her husband got hooked on them and they later graduated to collecting more sophisticated gauge and antique varieties.

S. Edmonton Journal

## Mike Wragg writes in part

While in St. John's on business last Wednesday, I called TerraTransport concerning the branch line from Clarenville to Bonavista. The official date for closure is JUN2084

They advised me that no trains have been run for some time now since the tracks are considered unsafe for regular working and JUN2084 is just a date on paper.

They indicated demolition would not commence until at least the end of this year and possibly not until 1985. One reason he gave was that TerraTransport are willing to consider input from The Provincial Government, the Municipalities through which the Line runs, The Newfoundland Transport Historical Society, and any other interested bodies regarding a possible future for the right of way.

Does this mean, we could see another "Salem & Hillsborough" or a "St. Thomas Port Stanley" preservation project in Nfld? One can only hope. Certainly the Line has some seasonal tourist potential.

Meanwhile, TT are attaching one or two passenger cars to the three times weekly freights from St. John's to Carbonear, via Brigus Junction and from St. John's to Argentia, via Placentia Junction but these services are not advertised nor promoted in any way.

**LONG-SUFFERING TRAIN PASSENGERS WHO** ride VIA Rail's routes on cars built at least 30 years ago may get a taste of the future if they travel between Edmonton and Winnipeg before Nov. 12.

VIA has leased a double-decker, stainless steel passenger train from Amtrak, the United States passenger giant, to learn more about modern, long-distance passenger equipment.

While VIA has developed a Light, Rapid, Comfortable (LRC) train for use on short-haul commuter work, its long-haul stock is aging rapidly.

"We have to re-equip sometime soon," VIA sales representative John Wondga told The Journal during a recent tour of the Amtrak Superliner parked at the CN station.

"We'd like 10 of these right now."

"These" are sleek, sophisticated rail cars designed to hold roughly 50 per cent more passengers than conventional equipment, in greater comfort and with more modern facilities.

The Superliner operates two days a week in each direction. It leaves Edmonton Mondays and Fridays and leaves Winnipeg Sundays and Thursdays.

Other scheduled runs on the Panorama route are made with regular VIA equipment.

The double-decker coaches put most seats and sleeping accommodation on the upper level, and passageways between cars are all upstairs.

The latter feature is especially helpful in cold climates, notes Wondga, because passengers avoid the cold and snow that accumulates between regular rail cars during winter runs.

The Superliner cars, built by Pullman in the late 1970s, include a number of special features to help handicapped passengers ride in relative comfort.

A special swivel chair in the lower coach section is easily accessible to a wheelchair. And one lower bedroom is provided with its own separate, wheelchair-accessible washroom.

Upstairs, coach seats are more like those of an aircraft than an old train car. Pullman designers have managed to squeeze a wide variety of accessories such as showers, closets and toilets into the various bedroom areas.

Wondga is particularly pleased to see that rail car designers have finally left the age of steam in providing heat and air conditioning for the cars.

VIA is seeking reaction to the Superliner from passengers and railway experts, Wondga says, before deciding whether it will embark on its own program of double-decker rail car construction.

VIA claims bilevel equipment could result in a \$50-million annual saving, thanks to the higher density rail cars that reduce the size of a train and associated costs per mile.

Current VIA fares between Edmonton and Winnipeg for a single adult are \$164 coach; \$280 for an economy bedroom that sleeps two; \$418 for a deluxe bedroom that sleeps two; and \$518 for a family room that sleeps two adults and two children.



FROM SEPTEMBER 20 TO NOVEMBER 12, VIA Rail Canada operated Amtrak Superliner equipment two days a week in each direction on the Panorama route between Winnipeg and Edmonton.

VIA leased the stainless steel bi-level equipment from Amtrak on an experimental basis to test its suitability in Canadian operating conditions and its acceptability to the travelling public. The experiment took concurrently with a proto-type development program, first announced in December, 1983, to evaluate options for equipping VIA's transcontinental trains.

If bi-level equipment proves to be the chosen option, it could result in cost savings to VIA of about \$50 million a year. The bi-level passenger cars carry more people, while reducing the size of the train and car-mile costs.

The Superliner operated out of Winnipeg every Sunday and Thursday during the experimental period, and out of Edmonton Mondays and Fridays. Conventional VIA equipment will operate on all other scheduled runs of the Panorama service.

The Superliner train set leased by VIA will consist of a locomotive, a coach, a baggage-coach, a 44-bed sleeper, and a dining car. One coach is equipped with a wheelchair loading ramp and has a wheelchair accessible washroom, while the sleeping car features one bedroom designed for the disabled. The high capacity dining car, with 72 seats, will also provide lounge service to passengers.

The Superliner train set arrived in Winnipeg in time to permit advance mechanical inspection, crew and employee orientation and training prior to its first scheduled run to Edmonton which was held on September 20.

S. VIA Rail

Photo courtesy Brian Schuff

#### THE LONESOME WAIL OF A STEAM WHISTLE will no longer be heard at Pinafore Park.

The Portage Flyer is going home.

The two steam engines of the Pinafore Park Steam Railway, one of Canada's smallest commercially operated railways, were to be loaded on trucks this afternoon for a trip back to Huntsville, Ont., where they began their days of smoke and steam decades ago.

"I'm getting older now," said train owner Don Broadbear, explaining that he sold the engines because of the increasing cost effort to keep them in running order.

Mr. Broadbear added, however, that he is retaining the Pinafore lines diesel engine and coach for trips around the loop of park rails.

The two engines were purchased for \$40,000 by a group of railway buffs from the Huntsville area, where what this city knows as Pinafore No. 1 began its days as a passenger steamer chugging along the one and one-eighth-mile track of the Huntsville and Lake of Bays Railway.

It was known as the Portage Flyer and ran between North and South Portage in the Lake of Bays district in Northern Ontario.

Pinafore No. 2 was manufactured in 1926 by the Montreal Locomotive Works for the Canadian Gypsum Co, Windsor, N.S., where it was used until 1937 when it passed into the hands of the Huntsville line.

#### ONLY ONE WAY TO GO

The Portage Flyer was once the only way to transport tourists and supplies between Huntsville and Lake of Bays and, in its heyday, the Huntsville line boasted four engines. By the late 1940s, however, it fell victim to improved roads.

One pair of engines ended up in a pioneer village in Minden, Neb., in 1948. The remaining two were used until 1961 when they were sold to Mr. Broadbear and his father, Percy.

Through an agreement with the city, the two men founded the Pinafore Park Steam Railway, which became a hit with tourists and residents alike. Despite its popularity, increasing maintenance costs soon forced Mr. Broadbear to ask the city in 1971 for a reduction in the \$400 rent he paid for use of the land.

In recognition of the line's tourist attraction for the city, the rent was reduced to a token \$1 a year.

At the time, then mayor E.O. Fanjoy said the line "is an excellent addition to the park".

"It gives it distinction and ties in with the history of the city," he said.

#### EXCITED

The city's loss is Huntsville's gain, however, and residents are excited about the return of the engines this weekend. The community plans a parade for the veteran machines down its main street at 2 p.m. Saturday.

The society purchasing the engines hopes to set up a theme park focusing on the history of the railway where the machines can chug around about five miles of track.

St. Thomas train buffs can therefore be rest assured that the locomotives will find new friends waiting as the old steamers travel back home to Huntsville.

S. ST. THOMAS TIMES JOURNAL

#### THURSDAY, SEPT, 20, MARKED THE LAST day a passenger would run in the province.

It occurs in the fifth year of a five year revitalization program for the Newfoundland Railway by Terra Transport. Come spring, Transport Canada will make recommendations to the federal government on the future of Terra Transport in the Newfoundland transportation environment. Passenger trains in the province will play no role in that future.

Peter Clarke, president of Terra Transport, said in the spring issue of the company newsletter, their operations are now fully computerized, and that administratively, the company is modern and up-to-date as any competitors in the transportation industry.

Passenger trains in Newfoundland do not fall into that category.

The last passenger express train (The Newfie Bullet) left St. John's for Port aux Basques. June 30, 1969 after a decision was made in 1968 to discontinue the service and begin a bus service across the island.

Last June the line was closed to Bonavista, 17 years after the first application was made to the Canadian Transport Commission.

In 1982, Terra Transport applied to the CTC to discontinue passenger service Argentia and Carbonear.

They were granted permission Aug. 15.

Terra Transport reports losses of more than \$225,000 in 1982. An average of 6.5 paying passengers were haddled between St. John's and Argentia; 12.9 passengers between St. John's and Carbonear.

The train went the 82.3 miles to Argentia, Monday, Wednesday and Friday; and the 80.1 miles to Carbonear, Tuesday, Thursday and Saturday. All the communities served by these trains have daily bus service.

It takes \$550 worth of fuel to make the return trip to Carbonear from St. John's. At \$14 return fare, it would take 40 passengers each trip to pay for fuel alone.

S. Evening Telegram St. John's Nfld.

- DOUBLE-TRACKING OF THE CANADIAN Pacific mainline through the mountains is being made possible by the abolition of the Crowsnest Pass freight rate, says the president of CP Rail.

Russ Allison said the cashflow resulting from the introduction of the Western Grain Transportation Act last year has enabled CPR to undertake the biggest capital works project since the railway was built in the 19th century.

"You have to have cash to make things happen and we were having problems maintaining the railway line before the Crow changes," said Allison.

"Now we're planning to spend \$2.8 billion between Thunder Bay and Vancouver in the next few years expanding and improving our system."

Allison and other top CP executives toured the Rogers Pass project to check the progress of bridge and tunnel construction.

CPR was losing \$200 million a year carrying grain before the Crow rates were abolished, Allison told The Journal.

Work started this summer on the four-year \$600-million Rogers Pass project, which includes 10 miles of tunnels and 5,491 feet of bridges.

"There is no more important project at Canadian Pacific now than the Rogers Pass project," said Allison.

"You can't afford to have a major bottleneck like this between Calgary and Vancouver."

The project is scheduled for completion in 1988 and will enable CP Rail to boost its westbound capacity from about 15 trains a day to 20.

The maximum grade will be reduced from the present average of 2.2 per cent to one per cent.

That means a six-unit pusher train will no longer have to be added to help trains through the difficult and winding pass.

Allison said that would shorten the westbound trip by 45 minutes.

S. Edmonton Journal

#### BACK COVER

A more modern view than the front cover, but it shows that Canadian winters are still cold. Here we see the front of VIA Rail train "The Northland" hauled by O.N.R. 1508 at Kapuskasing Ontario in December 1980. The temperature was 30 below Celsius which is equivalent to 22 below farenheit!

Photo by Scott C. Anderson.

# Canadian Rail

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