

Canadian Rail

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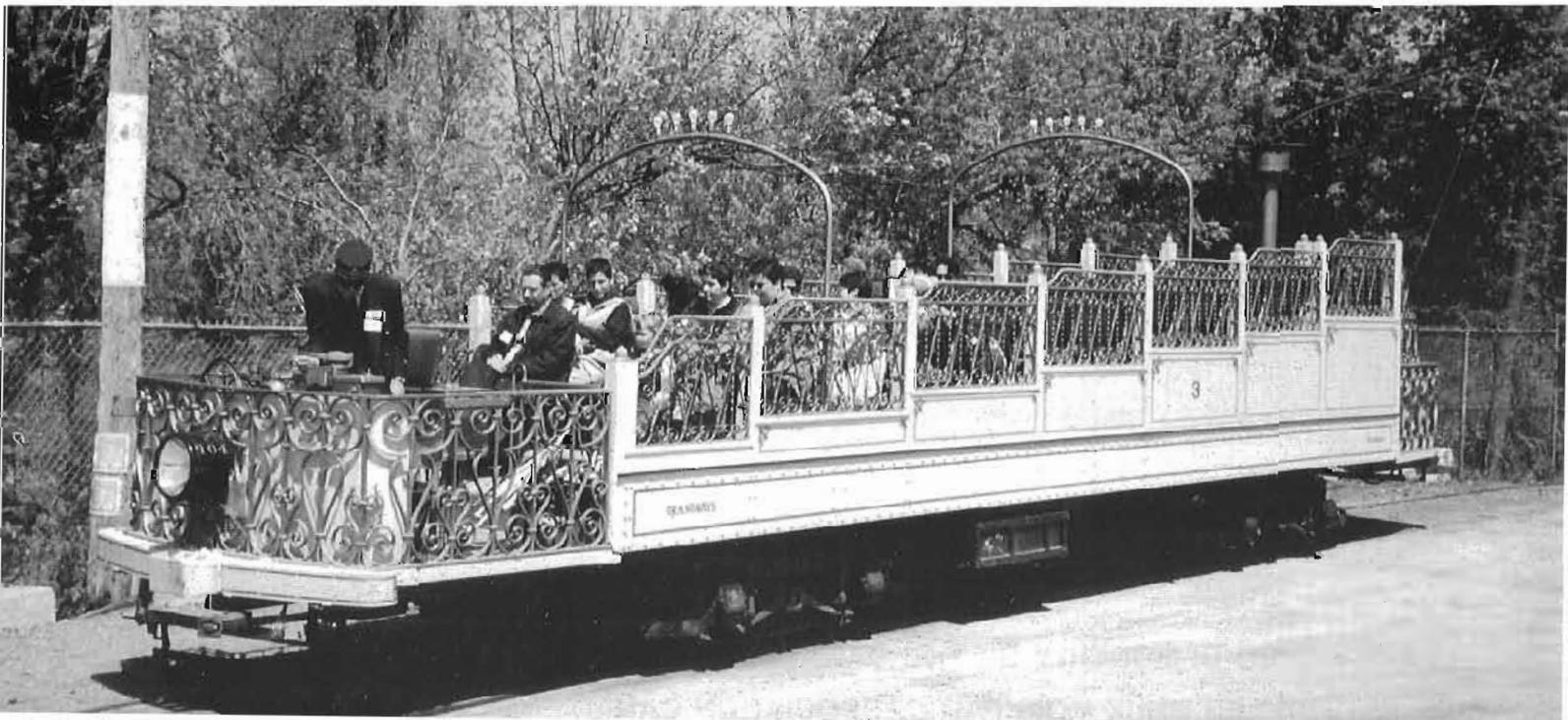
FRONT COVER: A two car train of the Montreal and Southern Counties Railway, headed by car 611, comes off Victoria Bridge and comes to a stop at East End station in St. Lambert on May 16, 1951. This photo captures the spirit of the times perfectly - notice the things, once commonplace, that are now gone. For example the old-style phone booth with dial phone, the "penny-in-the-slot" scales, the ad for the Montreal "Standard" (defunct in September 1951), the old-style seven up bottle, the clothing styles, and of course the station itself, are long gone. However 611, built in 1917, is still with us and is a prized exhibit at the Canadian Railway Museum. Photo by William Bailey

BELOW: During the recent CRHA Convention, on May 20, 2000, seventy-six year old Montreal observation car No. 3 paused for a photo on the loop at the Canadian Railway Museum. This car is scheduled for regular service at the museum this year. It was on this car that the CRHA operated its first street car charter back on May 14, 1949. Photo by Fred Angus

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CRHA, 120 Rue St-Pierre, St. Constant, Que. J5A 2G9
Membership Dues for 2000:
In Canada: \$36.00 (including all taxes)
United States: \$31.00 in U.S. funds.
Other Countries: \$56.00 Canadian funds.

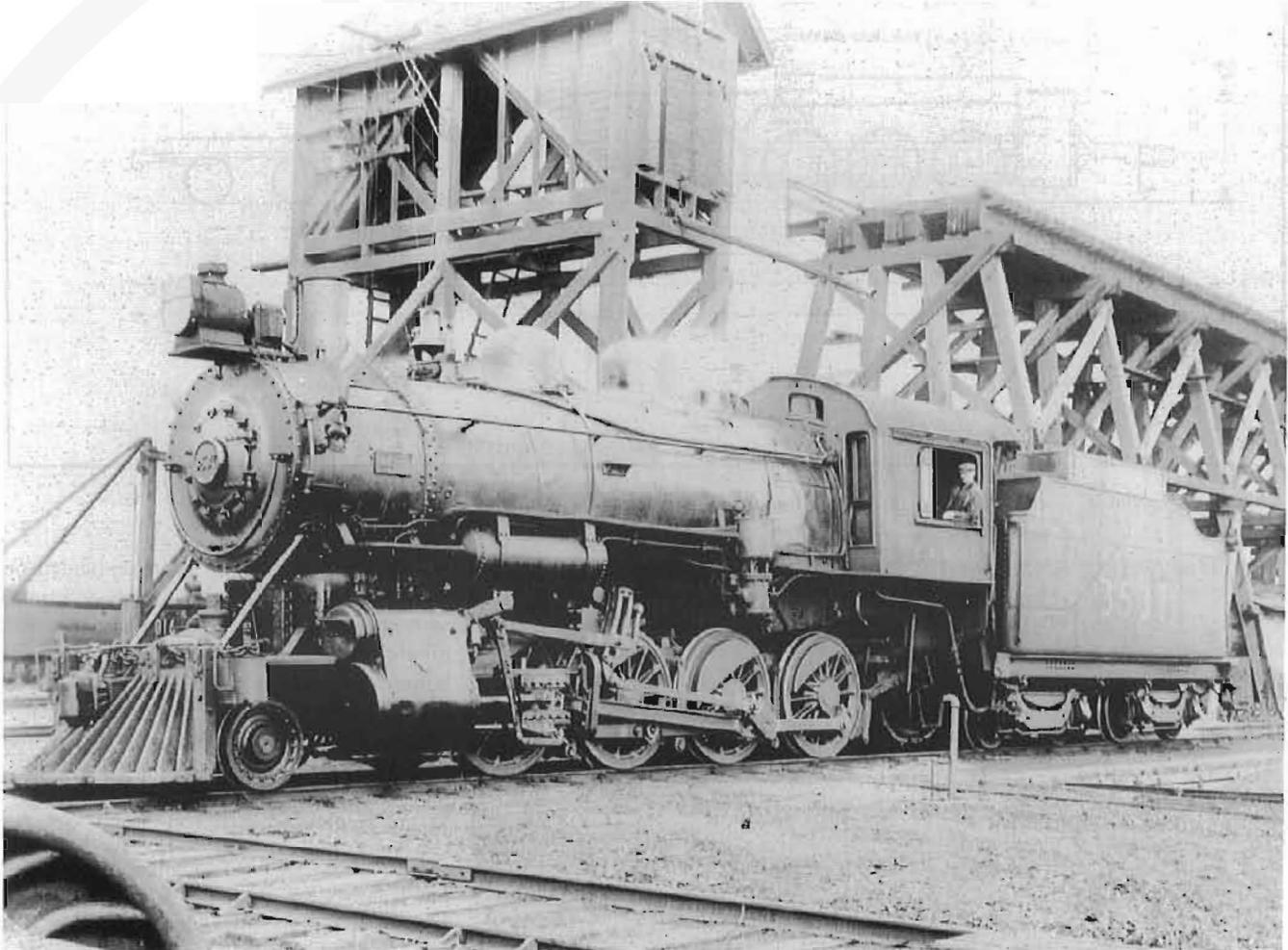
Canadian Rail is continually in need of news, stories, historical data, photos, maps and other material. Please send all contributions to the editor: Fred F. Angus, 3021 Trafalgar Ave. Montreal, P.Q. H3Y 1H3. No payment can be made for contributions, but the contributor will be given credit for material submitted. Material will be returned to the contributor if requested. Remember "Knowledge is of little value unless it is shared with others".

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Eight-Coupled Steam to the Kootenays

By Mike Westren



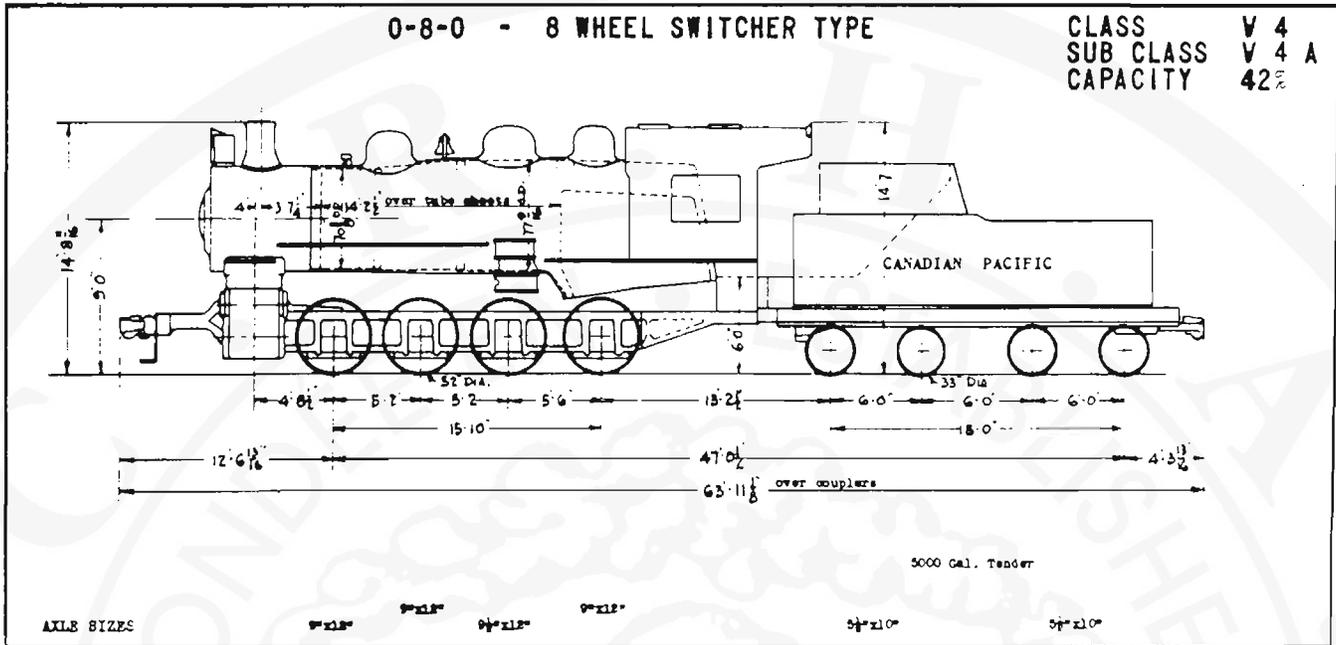
CPR No.3537 in 1916. Photograph No.56184 published with permission of the Vancouver Public Library, 350 West Georgia Street, Vancouver BC, V6B 6B1.

Sandon is likely not the best known community in Canada, let alone one hailed as a hot bed of leading edge railway preservation. But not so fast: this secluded British Columbia valley is home to an incredibly ambitious and courageous heritage project. The Sandon Historic Site is in the process of being completely restored and reconstructed, by a small but totally dedicated band of people. They are faithfully turning back the calendar to the turn of the century, never mind this millennium stuff. Folks like these can succeed so wonderfully because, quite simply, they do not and will not understand these things cannot be done! And this state of affairs persists despite seemingly plenty of people with expert opinion ready and willing to enlighten them as to the project's total impossibility.

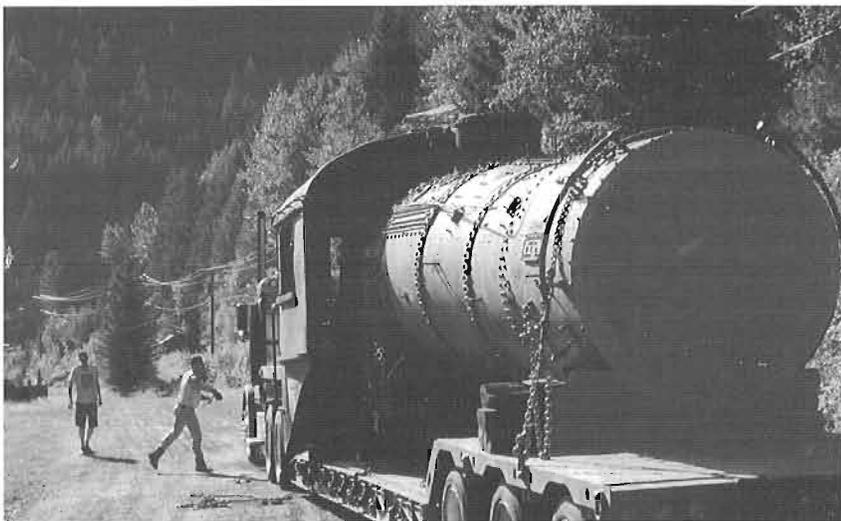
Unbelievable mineral wealth had been discovered in the Central Kootenay region. Grand, sophisticated towns were built to replace tent cities in these remote spots, usually suffering cycles of periodic leveling by fire, flood or both,

and rebuilding, until the ore seams outlived their economic recovery. The tumultuous story of Sandon B.C. is told in a wonderful book, "Silver, Lead & Hell", by one of the two dozen or so present day permanent and part time residents, Veronika Pellowski.

In a sentence or two, Sandon rose and fell, destroyed by fire, was rebuilt, then declined slowly into the 1940's. Displaced Japanese Canadians were interned here during that ignominious episode during the Second World War. However, in the post war years, the town hung on by a thread. The little hydro-electric plant still hummed quietly away, as indeed it still does and has ever since 1905. Some mining and work at the concentrator, the Carnegie Mill later Tremenco, persisted till very recently. Mother Nature continued her relentless work, and winter snow and ice combined gradually to crumble the abandoned buildings and infrastructure of this seemingly condemned and dying community.



Class V4A locomotive diagram from the Canadian Pacific record



Boiler and cab of 6947 upon arrival at Sandon in the summer of 1998.
Photo by Mike Westren

In these declining years, a young man slipped into town to apprentice at the mill. He quickly realized that the remaining residents had a marvelous story to tell, and despite all manner of discouragement, there was still a spark of life remaining within this community. Hal Wright and his family are now numbered among the few year round inhabitants of this steep valley. In all genuine modesty he will hasten to tell you that he was not the only one who kept faith with Sandon. Nevertheless he has been and remains a principal force in this heroic heritage effort.

The railway formed a vital element of the transport scene in the earlier days, hauling people and supplies in, and millions of dollars worth of valuable metals out. Two railways served Sandon at its height. The Kaslo & Slocan narrow gauge ran right through the upper part of town. The

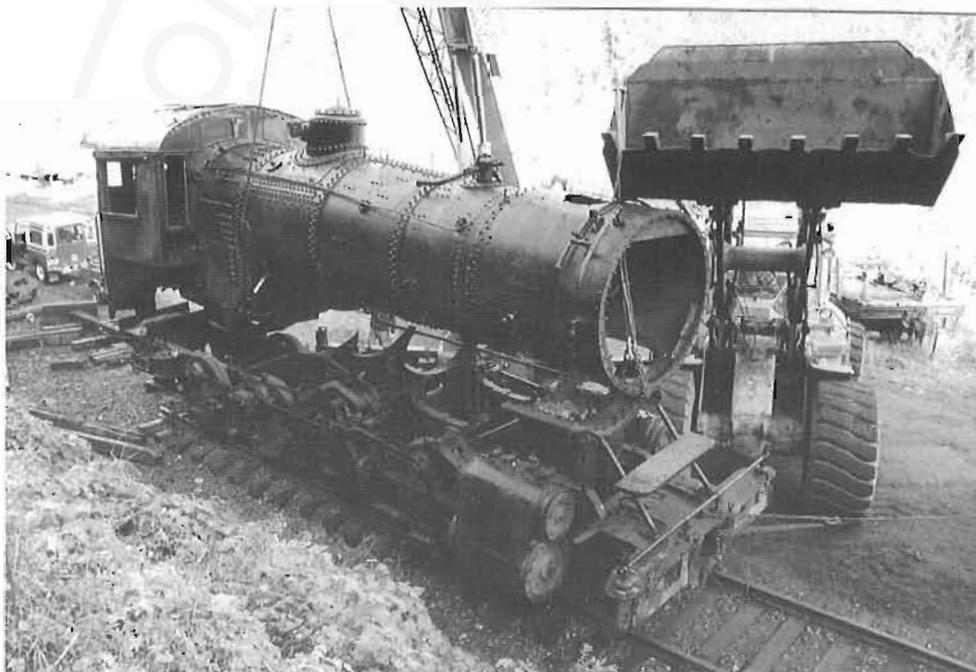
old station building has been replicated on its original location. Much of the K & S right-of-way has become part of a nicely maintained hiking trail, the Galena Trail. Be wary of bears and cougars, this is remote back-country. The Canadian Pacific Railway had a standard gauge branch which terminated here, right by the K & S station in fact. It is this CPR connection to which this little piece speaks.

Part of the CPR formation, or track bed has remained more or less intact. It needed some leveling and trimming, and track had to be re-laid. A switch back arrangement behind the main street ended up in a short siding at roadway level, the Warehouse Spur. This track has been partly reinstated for display of a short wayfreight, which in turn will consist of a former CPR steam locomotive and a selection of vintage freight cars.

Ideally a Consolidation should be placed at the head of the display freight. The next best thing might have been an 0-8-0, which had started life as a CPR 2-8-0. Also most importantly, such a locomotive, Class V4a No. 6947, was not only available but a new home was actively being sought for it. Facilitated in part through the Western Region Committee of the Canadian Council for Railway Heritage, a deal was brokered between the Sandon Historic Site which wanted an engine, and the Alberta Railway Museum in Edmonton which was equally anxious to give one away. Characteristically the Sandon group simply took four Wrightway Transport lowboy trucks and arrived at the Alberta Railway Museum site to collect the engine. The locomotive and tender were quietly dismantled into four loads, and taken away. A couple of days later No. 6947 was

being reassembled in British Columbia. All of this took place in the early Fall of 1998. Accessories removed for transport are being cosmetically restored before being put back in place. As the photographs show, the locomotive and tender now stand on the display track. Once the engine and tender have been re-coupled, and accoutrements such as the side rods and reversing gear have been reinstated, the locomotive will be ready to receive visitors.

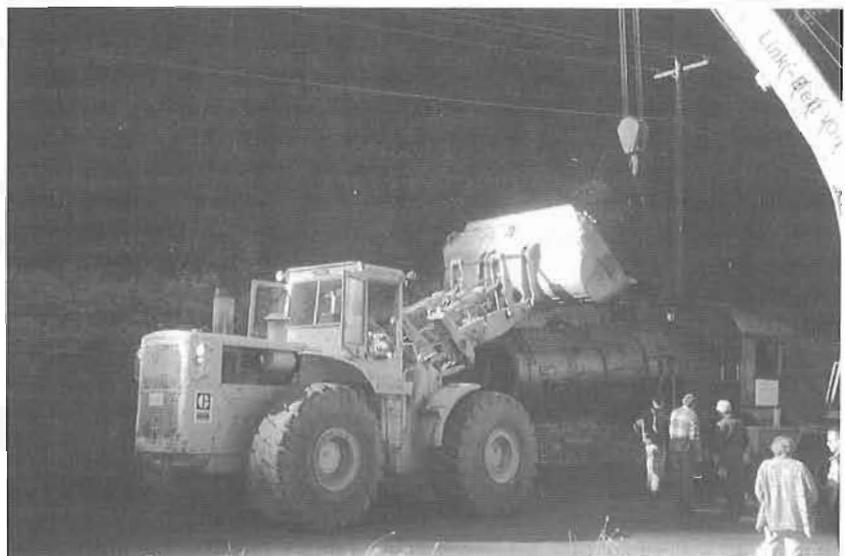
Courtesy of the Canadian Trackside Guide, we can quickly trace a brief resume of this locomotive's pedigree and career. Built by the Montreal Locomotive Works in September 1908, MLW No.45590, it appeared as Canadian Pacific Railway 2-8-0 Class M4h



Three photos showing the procedure as the boiler is gently reunited with the main frames and wheels, using a 60 ton crane and Model 980 loader. A 950 loader rolls the undergear into position.

Photos by Hal and Andrew Wright

No. 1737. In January 1913 it was renumbered to No.3537, until September 1928 when it was reconfigured as an 0-8-0 switcher, Class V4a No.6947. In addition to the obvious and radical change in appearance due to the removal of the leading pair of guide wheels, the traditional pattern front pilot was replaced with footboards to be ridden by yard switchmen. The original 58 inch eight-coupled driving wheels were changed to a smaller 52 inch set. Disposed of by the CPR in February 1959, the locomotive was acquired by the Manitoba & Saskatchewan Coal Company, which kept it until 1970. During this time it was worked very hard with probably minimal maintenance. For the next 28 years Alberta Pioneer Railway Association retained the former No.6947 in the Alberta





ABOVE AND OPPOSITE: 0-8-0 No.6947 sits quietly in the early morning sun at Sandon August 01, 1999.

Photos: Mike Westren

Railway Museum collection. Once the decision had been taken to consolidate the Museum's focus and attention on the Canadian National / Northern Alberta Railway connection, this Canadian Pacific "ugly duckling" became surplus, hence its being made available to Sandon.

Several freight cars have been gathered to make up a representative consist. A water tank car, with a CPR and Northern Alberta Railway lineage, was also transferred from the Alberta Railway Museum. Two wood sided outside braced 'dreadnought ended' boxcars of 1914 vintage, and a couple of similarly aged flatcars are currently on site. A wood Canadian Pacific caboose would finish the train off very nicely.

An interesting and important photograph of this locomotive in its phase as "CPR No.3537 in 1916" came to light in the collection of the Vancouver Public Library. Local

railway historian Lance Camp positively identifies the "location unknown" as Drake Street Roundhouse in Vancouver, where at time of writing, little 4-4-0 No.374 resides. He goes on, the circular number plate, early generator and headlight style could put it before 1916, though the positioning of class lights would place it in the 1913 through World War I period. Used in mainline freight service, Lance notes that Walchaerts valve gear, with which this engine is fitted, was rare in The West on Consolidations. More common was the Stephenson motion. We are indeed fortunate that images like the Vancouver Public Library photograph No.56184 have survived. Fortunately that institution is willing to share it with us for historical study purposes.

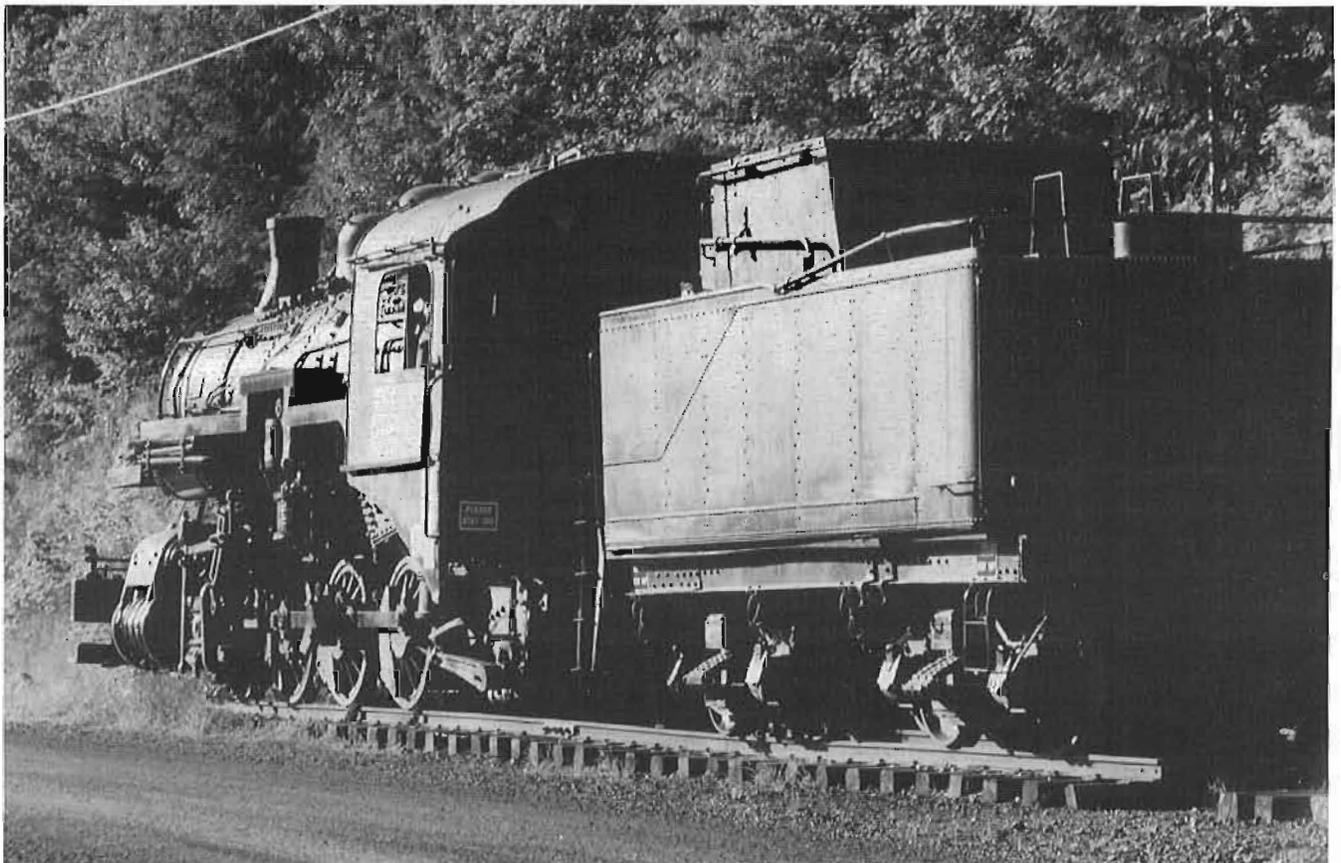
Until one of the fabled Consolidations lost in a variety of deep lakes in south-central British Columbia mysteriously rises to the surface, relatively intact, this 0-8-0 will do very well. Of course there may be unicorns on the Galena Hiking Trail as well. Then again, it might be nice if history were to be reversed, and No.6947 could be reincarnated as No. 1737 of 1908 all over again. Somehow in its present form the locomotive does appear a little ungainly and out of balance. We would do well also to reflect that it is both a fully developed artifact in its 0-8-0 configuration, and the last surviving Class V4.

In the meantime, the locomotive and its freight train will make a good and appropriate interpretive addition, in context, at the Sandon Historic Site. The search goes on for any details and specific information on this locomotive's long career, as No. 1737, 3537 and 6947. If you know anything in this regard, the folks at Sandon would love to hear about it. A concerted effort continues to make the display presentable, and to provide good, balanced, sound background interpretive information. The more complete the provenance that can be assembled the better. Sandon is located deep in southern British

Columbia, between Kootenay and Slocan Lakes, good Canadian Pacific sternwheeler territory. Due north of Nelson, take either 31 to Kaslo or 6 to New Denver. Connecting these two communities is secondary route 31A., from Three Forks take the improved side road south, five kilometers in to Sandon. You may be assured of a genuine welcome from the good people of Sandon, British Columbia.

References

- Canadian Trackside Guide*, published by Bytown;
- Canadian Pacific Railway Steam Locomotive Diagrams and Data*, edited by Omer Lavallée;
- Silver, Lead & Hell, the Story of Sandon*, by Veronika Pellowski, available from The Prospector's Pick. Box 369, New Denver, B. C. at around \$20 plus tax and handling, proceeds to the Sandon Historic Site.



Old Rails

by Peter Lacey

Old pieces of railways, it seems, neither die nor fade away (unlike generals); instead, they show up in odd places performing functions that might or might not be expected. Boxcars, cabooses, and tank cars turn up in use as storage or residences or cottages; there are garages in the older part of Winnipeg built in part with pieces of wood bearing Canadian Northern lettering and car numbers; and then there's the footbridge on the Whitemouth River (eastern Manitoba).

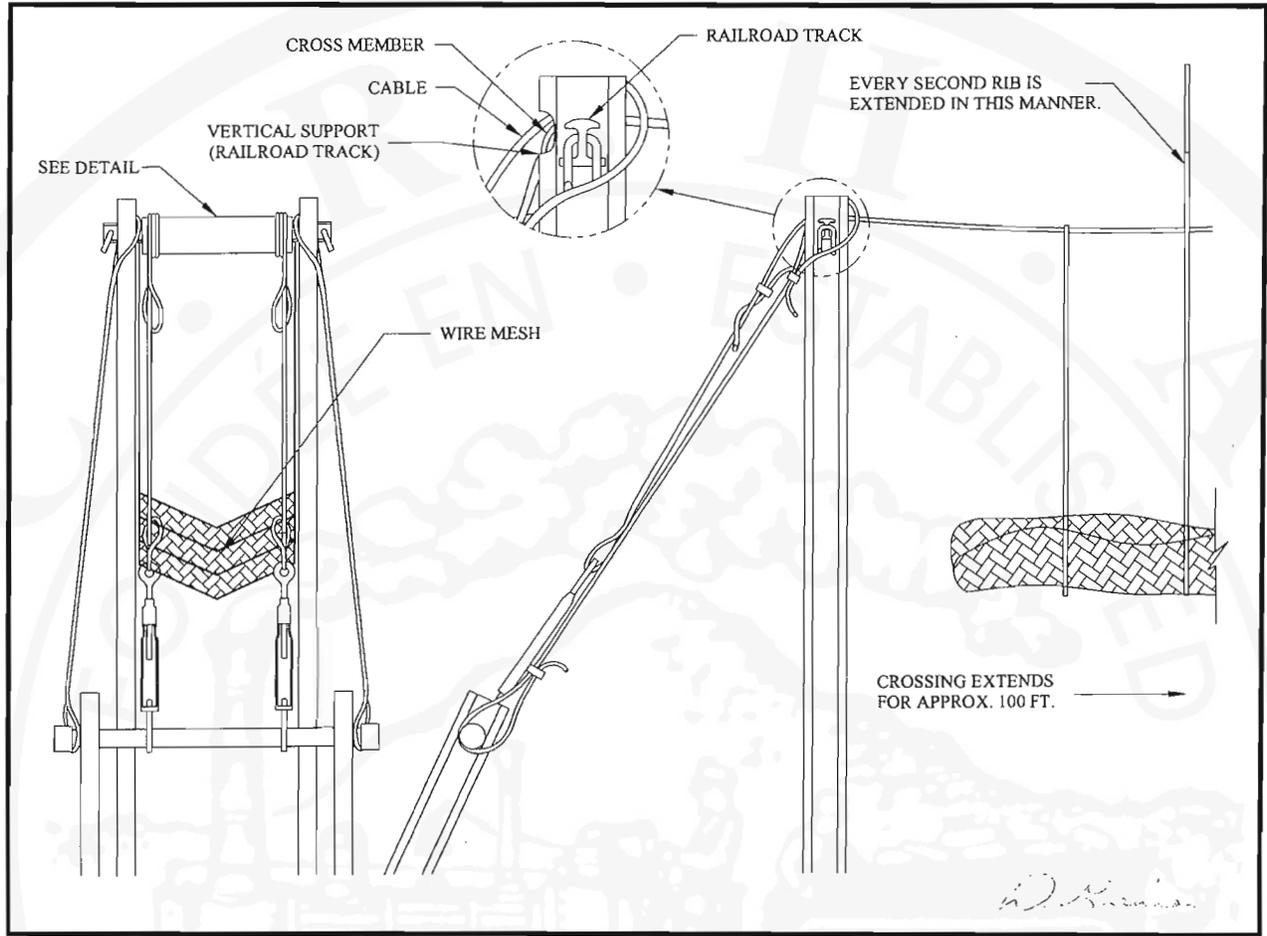
Some miles north of the town of Whitemouth, there used to be a village named Oldenberg, on the east side of the river. It boasted a Lutheran church and a school, which were attended by people from both sides of the river. Some sort of footbridge was built as early as 1928, but this was destroyed by river ice around 1940. The present bridge was built soon afterwards, largely by local farmers who contributed time and materials. It was severely damaged by ice around 1959, and doesn't appear to have been used since then, although it is still intact, testifying to its staunch construction.

The west end of the bridge is depicted in these photos and drawings (at the time of writing, I haven't visited the other end, although permission has been obtained). The structure across the river looks very much like this one. The bridge "deck" is some twelve feet above the surface of the river, which gives an idea of the size of the flood in 1959 (and again in 1997). When it was in use, there were boards for footing although these have long since disappeared. The



railway parts involved are in the uprights, the crossbars, and the turnbuckle anchors. These are: the uprights are 1920 80 lb. Erie & Lackawanna rail; - the top crossbar is a piece of rail within a steel cylinder. It is of course impossible to identify it. The bottom crossbar is a piece of Mersey Steel 1875 rail, but its weight doesn't appear. - the turnbuckle anchors are dated 1907, but no other information is visible.

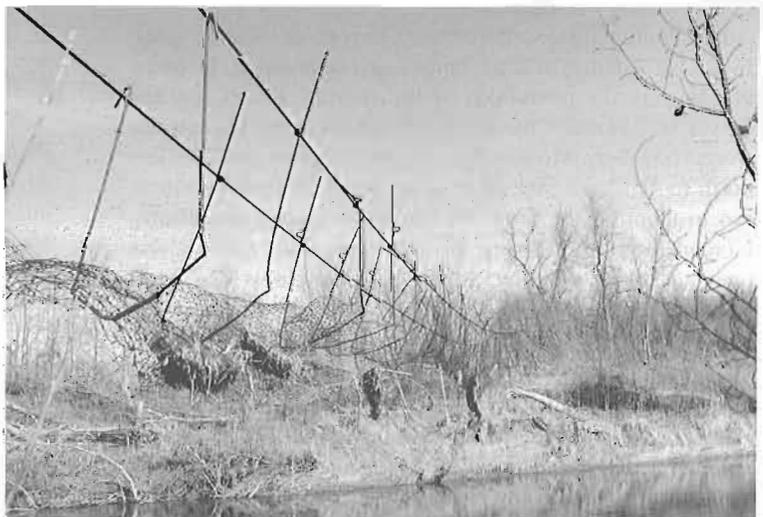




It's tempting to try to find out how these bits of rail got here, but that's a long shot. The interesting part is how often railway technology can be adapted for things never dreamed of and how long the things may linger.

I'm very grateful to Bob Porth of Seven Sisters for showing me this structure and gathering the information, and to Dennis Grenier for the drawings.

All photos are by the author.



Going on Vacation in 1900

by Fred Angus

For more than a century and a half, July and August have been traditional vacation months. Starting in the mid 19th century, the increase in prosperity of workers, and the establishment of at least one week off per year, began to create a desire among many people to travel. At the same time development of faster and cheaper means of transportation, especially railways and steamships, made travel much more feasible, comfortable and fast. No longer was tourism the private domain of the rich, who had the time and money to go on extended "grand tours"; now the majority of the population could afford to travel to some distant place at least once or twice in a lifetime, and in some cases as much as yearly. A fine example of the "new tourism" was the establishment of Thomas Cook's travel agency in England in 1841; this is now a world-wide organization, and there is scarcely a place on the globe where "Cook's Tours" have not visited.

By 1900 tourism in Canada was a fully developed industry, and companies like the Canadian Pacific and the Grand Trunk railways offered tours to popular vacation spots. In the hot summer months, before air conditioning, favourite places were the mountains or the seaside. Places like the Lower St. Lawrence, the White Mountains or the Maine coast were visited by Montrealers, while Torontonians flocked north to Muskoka and other spots on the Canadian Shield, not to mention the grand daddy of all tourist attractions, Niagara Falls. Following the opening of the CPR it was practical to visit the Rocky Mountains at places like Banff or Lake Louise. All these places could be reached easily either by rail, steamboat, or in some cases both.

There were, however, some significant differences between going on vacation in 1900, and going a century later. In 1900 there were no airplanes, and very few automobiles. Even if you were rich enough to own an auto, you certainly would not want to use it to go on vacation,

VOL. XV. NO.1. MAY 1900 PRICE, 25 Cts.



The front cover of the "Tourist Number" of the Canadian Magazine, May 1900.

given the condition of the roads which were unpaved, dusty in dry weather and muddy in wet. The practical range of horse-drawn vehicles was only a few miles; just enough to get from the nearest railway station or steamboat dock to your destination. Another difference was that once you got to where you were going you tended to stay there, hence the big summer hotels that were built at popular resorts. Frequently whole families would spend much of the summer away from the city, in a hotel or rented cottage, while the head of the family, the breadwinner, remained at his job in the city. Perhaps he could join his family for a week or so on vacation, but the rest of the time he was a "summer bachelor" until the others returned at the end of August.

In May of 1900, a publication which was named *The Canadian Magazine* produced what it called its "Tourist Number". In it were articles describing many of the tourist areas of the Dominion, together with their various attractions and their historical importance. Since these articles do not contain much

of interest to the present-day railway historian we do not quote from them here. However, in the same issue are very

OPPOSITE TOP: If you were going west you might travel on the CPR's most luxurious train, the "Imperial Limited", introduced in 1899, only a year before. This dramatic night view is from a post card printed a few years later.

OPPOSITE BOTTOM: Advertisements from The Intercolonial and Canadian Pacific railways. The ICR emphasizes moose hunting, fishing and its vestibuled trains (a relatively new feature) while the CPR depicts a stylish couple plus a polar-projection map showing the extent of CPR services.

Note, all advertisements, unless noted otherwise, are from the "Canadian Magazine" of May, 1900.



THE GREAT GAME LAND

IS REACHED BY THE

The
FAST LINE
INTERCOLONIAL RAILWAY OF CANADA

INTERCOLONIAL RAILWAY

and its connections. In its territory is included the Province of New Brunswick, which has more big game to the square mile of its area than has any other part of the Dominion.

MOOSE, DEER AND CARIBOU

within easy reach of towns and villages where supplies and guides can be had. Wild Fowl are abundant along the shores.

DIRECT THROUGH ROUTE by which sportsmen and tourists make the steamship connection for the **GREAT GAME FORESTS OF NEWFOUNDLAND.**

The finest **SALMON** and **TROUT FISHING** in America is found in the territory traversed by the Intercolonial.

The Most Complete and Luxurious Vestibuled Trains in Canada.

For further particulars, shooting, fishing and tourist advantages of this line, address

W. A. FLETCHER, Western Agent, Chicago, Ill.
 W. H. PRICE, New England Agent, Boston, Mass.
 J. WESLEY ALLISON, U. S. Representative, Grand Central Depot, New York City.
 WM. ROBINSON, General Travelling Agent, Toronto, Ont.
 H. A. PRICE, Assistant General Passenger Agent, Montreal.

D. POTTINDER, General Manager, or JNO. M. LYONS, General Passenger Agent, MONCTON, N.B.

Send for a copy of "ROD AND GUN IN NEW BRUNSWICK."

CANADIAN PACIFIC RAILWAY

"The greatest Railroad in the World under one management."

The magnificently equipped Trains of the **Canadian Pacific Railway** traverse the Dominion of Canada from the Atlantic to the Pacific, reaching all Principal Points by its branches and making close connections with the United States Railways for all Points East and West.

G. B. R. ENSBURY, Gen. Pass. Agent, MONTREAL.
 A. H. SUPERMAN, Gen. Pass. Agent, TORONTO.
 JOHN KIRBY, Gen. Pass. Agent, MONTREAL.

THE HIGHLANDS OF ONTARIO

GRAND TRUNK RAILWAY SYSTEM

SCENERY
SPORT
HEALTH AND PLEASURE.

MUSKOKA LAKES LAKE OF BAYS DISTRICT MICHIGAN RIVER 30,000 ISLANDS OF GEORGIAN BAY KAWARTHA LAKES DISTRICT

PERFECT IMMUNITY FROM HAY FEVER IN ABOVE DISTRICTS.

FREE PUBLICATIONS.

MUSKOKA LAKES FOLDER
LAKE OF BAYS FOLDER
GEORGIAN BAY FOLDER
HAY FEVER BOOKLET
FISHING AND HUNTING
THE TRAIL OF THE RED DEER
KAWARTHA LAKES FOLDER
THE MOUNTAINS OF NEW ENGLAND
AND THE SEA FOLDER

ALL INFORMATION, ILLUSTRATED DESCRIPTIVE LITERATURE, MAPS ETC. SENT FREE ON APPLICATION TO

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CHAS. M. HAYS, General Manager MONTREAL.	GEO. B. REEVE, Genl. Traffic Manager MONTREAL.	W. E. DAVIS, Genl. Pass. & Trk. Agent MONTREAL.	GEO. T. BELL, 1st Asst. G.P.&T.A. CHICAGO	GEO. W. VAUX, Asst. G.P.&T.A. MONTREAL.
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The Grand Trunk's advertisement was one of the most impressive. The 1895 station at Muskoka Wharf disappeared in the 1950s, but a replica has been built, and here one can still ride the 1887 steamer Segwun. However the trains no longer go to the wharf.

many advertisements by railways and steamboat companies, often fine examples of late 19th century graphics. After all, the companies were competing for the tourist dollar and a tastefully done advertisement might make the difference as to which company the tourist used. The ads were not confined to Canadian companies; several American railways extolled the features of their lines to U.S. destinations as far away as California, and transatlantic steamship lines offered passages to Europe and Asia. A special attraction was the world's fair being held in Paris. The CPR not only advertised its train service but its steamships as well, and they went one better by offering trips around the world! As they pointed out, it was no longer a highly notable event to go around the world in 80 days, as in the Jules Verne story of 1872. By 1900, if you could afford it, the trip could be done easily in sixty days without resorting to elephants, balloons or sail cars.

The advertisements of 1900 not only included transportation companies, but also covered items that the tourist would take. Foremost was proper luggage; in those days there was no such thing as lightweight airline bags, frequently there would be huge trunks, big suitcases, and perhaps a carpet bag or two. Families would take all they needed for the summer, and they travelled heavy. The big items would, of course, go in the baggage car and be delivered by porters or transport companies at the destination. The advertisements would include other items required like special clothes, medicines, cameras, and firearms, especially .22 rifles; good for target practice, for shooting squirrels around the summer cottage, or for use by the ladies who would be more popular with the men if they were good at rifle practice! The Intercolonial Railway put much emphasis on shooting moose at places along the line, while several stores offered rifles with which to shoot those moose. Evidently the hunting instinct was not far below the surface among Canadians at the turn of the last century.

To get a look at some of the differences, and the similarities, between tourism in Canada in 1900 and 2000, we reprint a selection of advertisements of a century ago. Most are from the aforementioned *Canadian Magazine* for May 1900, but to make a clearer picture we have included a few from two years earlier; June 1898. Caption text has been kept to a minimum so you can enjoy the graphics of the advertisements. Take a look at them and decide where you would have taken your vacation if you had been around in the summer of 1900.

WITH A
Suit Case
AND A
Steamer Trunk

ONE CAN TRAVEL TO ANY PART OF THE WORLD WITH COMFORT.

Or if you wish a much more elaborate outfit, we can supply the smallest need or the greatest luxury.

SUIT CASE—Style No. 903, price \$8.50; other lines \$5 to \$30.

Our Illustrated Catalogue C6 has just been issued, and will be sent you on request. It describes and illustrates, with price, all of our goods, and from it any one at a distance can order by mail a complete travelling outfit, and we assure you of entire satisfaction.

We prepay express charges on all goods to Ontario points.

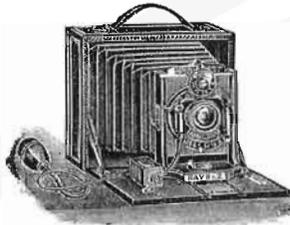
STEAMER TRUNK—Style No. 851, price \$10; other styles \$4 to \$30.

The Julian Sale Leather Goods Co., Limited
105 King Street West, Toronto,
Makers of FINE TRAVELING AND LEATHER GOODS.

Even if you were not going on the Grand Trunk you would still need a grand trunk to carry all your things. Messrs. Julian Sale Leather Goods would oblige.

Free Trip to Paris Exposition, 1900

First Prize for 12 Best Negatives made with the



RAY CAMERA

Second Prize, \$100.00 in Gold

Circulars at Agencies, or sent by mail, giving full information and list of prizes. Catalogue FREE.

RAY CAMERA CO., (Successors to Mutschler, Robertson & Co.)
207 Centre Street, Rochester, N. Y.

The Ray camera would record the sights of your summer vacation, and you might even win a free trip to the Paris Exhibition, or five nice shiny \$20 gold pieces! The name took advantage of all the talk about the newly-discovered X-rays.

THE CONTINENTAL LIMITED
NEW FAST TRAIN BETWEEN THE
EAST AND WEST
VIA WEST SHORE R.R.

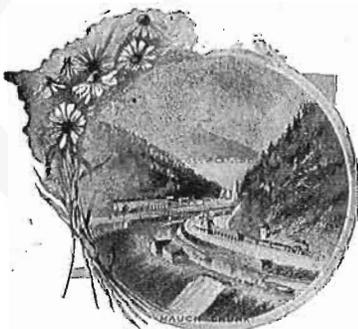
MAGNIFICENT THROUGH-TRAIN DINING CARS. Through Buffet Sleeping Cars Daily between

BOSTON, NEW YORK, NIAGARA FALLS, CLEVELAND, DETROIT, CHICAGO AND ST. LOUIS.

L. DRAGO, Canadian Passenger Agent, TORONTO, ONT.
H. PARRY, General Agent, BUFFALO, N. Y.
C. E. LAMBERT, General Passenger Agent, NEW YORK.

For travellers to the eastern United States, the "Continental Limited" of the West Shore line could take you from St. Louis to New York and Boston, and you could visit Niagara Falls along the way.

Lehigh Valley Railroad System



THROUGH DRAWING-ROOM AND BUFFET SLEEPING CAR SERVICE

BETWEEN
Toronto, Hamilton and New York
via Niagara Falls.
Fastest Time Toronto to New York.
The new route between all CANADIAN POINTS and BUFFALO.

DIRECT LINE TO AND FROM
New York, Philadelphia, Baltimore and Washington, via Niagara Falls and Buffalo,
AND
Toronto, all points in Canada and Chicago.

Solid Vestibule Trains through.
Dining Cars a la Carte attached to Day Express Trains.
Route of the **BLACK DIAMOND EXPRESS**.
Handsomest trains in the world.



For Tickets, Time of Trains, etc., apply to Agents of Grand Trunk Railway System, or to

R. S. LEWIS,
Canadian Passenger Agent,
31 Yonge St., TORONTO, ONT.

A. A. HEARD,
Western Passenger Agent,
223 Main St., BUFFALO.

CHAS. S. LEE,
General Passenger Agent,
26 Cortlandt St., NEW YORK CITY.

NEW YORK OFFICES—355 Broadway, 273 Broadway, and 26 Cortlandt Street.
DEPOTS—Foot of West 2nd, Cortlandt or Desbrosses Sts.

The California Limited

Will take you from Chicago to Los Angeles in only 2¾ days ;

66 hours.

Pullmans, Dining Car, Buffet-Smoking Car (with Barber Shop),

Observation Car (with Ladies' Parlor), Vestibuled and Electric-Lighted Throughout.

Four times a week

Tuesdays, Wednesdays, Thursdays and Saturdays from Chicago.

Santa Fe Route

General Passenger Office,
The Atchison, Topeka & Santa Fe Railway,
CHICAGO.

ABOVE: The Santa Fe offered a 66-hour trip from Chicago to Los Angeles four days a week, and you could have your hair cut en route!

LEFT: The ad for the Lehigh Valley line ("fastest time Toronto to New York") has some of the nicest graphics of any railway ads of the period. It depicts two scenic views including one of a train going by Mauch Chunk (now Jim Thorpe) Pennsylvania. Today a tourist train operates from the 1888 station there.

A Self-Contained Carriage

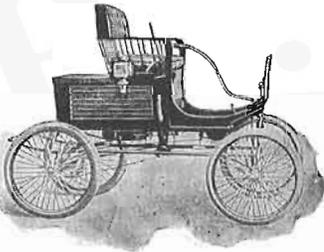
The Locomobile is Canada's only horseless carriage. It is the only carriage made in Canada. It is steam-driven.

The Locomobile

may be ridden anywhere, over the roughest roads, up the steepest grades, at the highest speeds.

There is no dependence on delicate electrical connections, no heavy storage batteries, no smell of exploded gasoline.

The weight is only five hundred pounds. You may have a catalogue for the asking. Call and see the carriage. Get a ride on it.



The National Cycle and Automobile Company, Limited,
 34 King Street West, Toronto. 122 Peel Street, Montreal.
 151 Princess Street, Winnipeg. 46 Barrington Street, Halifax. 50 King Street, St. John, N.B.

MASSEY-HARRIS BICYCLE

with emphasis on the Ladies' models for 1900. Special design Ladies' wheels—Ladies' safety dress guard—Chainless Wheels—combined coaster and brake—simplified crank mechanism—Improved handlebar and seat post adjustment—the Ladies' Ideal.

Toronto Showrooms **109 Yonge St.**

Canada Cycle & Motor Co., Limited,

Head Office, Toronto, Canada.

Agents Everywhere. Write for Catalogue.

ARMED WITH A MARLIN REPEATER



the Summer Girl is always surrounded by admirers. Nothing you can take on your vacation will give you as much pleasure for as little money as a Marlin 22 calibre. Our 1895 Model, Take-Down using short, long and long-rifle cartridges in the same gun, is the finest pleasure arm made. Ask your dealer.

The Marlin Fire-Arms Co., New Haven, Conn.

LEFT: The steam-powered Locomobile was strongly promoted, but not for a vacation trip. Note that it had no batteries or delicate wires, and especially "no smell of exploded gasoline".

CENTRE: The ad for the Massey-Harris bicycle is a reminder that 1900 was in the heyday of the bicycle craze; but you would not use it to get to your vacation spot.

RIGHT: For the "Annie Oakley" type girl, there was nothing like expertise with a .22 rifle to attract the young men. There was no mention of shotgun weddings! "Canadian Magazine" July 1898.

Quebec Steamship Company, LIMITED.

River and Gulf of St. Lawrence.

SUMMER CRUISES IN COOL LATITUDES.

The well and favorably known

S. S. CAMPANA

1,700 tons, lighted by Electricity, and with all modern comforts, leaves Montreal on Mondays at 2 p.m., 4th and 18th June; 2nd, 16th and 30th July; 13th and 27th August; for Pictou, N.S., calling at Quebec, Father Point, Gaspé, Percé, Summerside, P.E.I., and Charlottetown, P.E.I.

The finest trip of the season for health and comfort.

ARTHUR AHERN, Secretary, Quebec.

BARLOW CURBERLAND, Agent, Toronto.

Western Steam Navigation Company

THE VANCOUVER LINE



A Trip through the Islands of the Lower Sound and the Gulf of Georgia is one of the most delightful in the world if taken on the Steamers of the Vancouver Line.

S.S. NORTH PACIFIC or MAJNLANDER will leave Vancouver every Tuesday, Thursday and Saturday, for Seattle and Tacoma. This route from the moment of leaving Vancouver and the scene of the wreck of the historic Beaver, past the lonely lighthouse of the Fraser River, through the San Juan archipelago and under the grim forts of Admiralty Head, Pt. Wilson and Marrowstone, is replete with magnificent scenery.

The service is of the best, the boats are scrupulously clean and the cuisine unexcelled. For full information regarding rates, etc., apply to

JOHNSON & BURNETT, Limited, or EVANS, COLEMAN & EVANS, VANCOUVER, B.C.

RICHELIEU AND ONTARIO Navigation Company

AMERICA'S SCENIC LINE



The Magnificent New Steamer "TORONTO" Leaves Tuesdays, Thursdays and Saturdays.

to the Sea."

Other Steamers on Atlantic and Pacific: MONTREAL via INCHKESTER, KINGSTON, GUELPHURIE, CLAYTON, BLENHEIM BAY, THOUSAND ISLANDS and RAPIDS OF THE ST. LAWRENCE.

Connecting with Steamers for Quebec, Murray Bay and the Famous Saguenay River.

The "Manoir Richelieu"

ONE OF THE MOST BEAUTIFUL HOTELS ON THE CONTINENT.

THIS MAGNIFICENT HOTEL, THE ONLY OF THE KIND IN CANADA, HAS BEEN BUILT ON THE SHORE OF THE ST. LAWRENCE RIVER IN ONE OF THE MOST BEAUTIFUL LOCALITIES IN CANADA.

Send for particulars to:

JOS. F. DOLAN,
King St. E. 214, Toronto, Ont.

H. F. CHAFFER,
100 St. James St., Montreal, P.Q.

L. H. MYRAND,
Hatchers Quay, Quebec, P.Q.

OR

T. HENRY,
100 St. James St., Montreal, P.Q.

LEFT AND ABOVE LEFT: Both the Richelieu & Ontario Navigation Co. and the Quebec Steamship Co. operated service on the St. Lawrence River. The R&O was promoting its new resort hotel the Manoir Richelieu, built the year before. Its successor is still in operation.

ABOVE RIGHT: The Western Steam Navigation Company offered steamship service from Vancouver to many points along the coast.

RIGHT: For those travelling overseas, the Allan Line, soon to be part of the CPR system, provided good service from eastern Canadian Ports.

ALLAN LINE

Montreal to Liverpool.



The St. Lawrence Route.
 Three Days Smooth Sailing.
 Shortest Ocean Passage.

BAVARIAN, - 10,000 Tons	TUNISIAN, - 10,000 Tons
CORINTHIAN, - 8,000 Tons	SICILIAN, - 7,500 Tons
PARISIAN, - 5,500 Tons	CALIFORNIAN, 5,000 Tons

These fine Steamers, or others of the fleet, sail every Thursday from Liverpool and from Montreal, calling at Quebec and Londonderry.

The Steamers are amongst the largest and finest in the Transatlantic Lines, and are excelled by none in the accommodation for all classes of passengers. The Saloons and Staterooms are amidships where least motion is felt, and bilge keels have been fitted to all the Steamers which has reduced the rolling motion to the minimum.

Electric Lights are in use throughout the ships, and the cabins have all the comforts of modern first-class hotels.

The hour of sailing is arranged to make connection with trains arriving from the West and South.

Rates of Passage is about 25 per cent. lower than via New York.

For further particulars apply to any Agent of the Company.

H. BOURLIER, 77 Yonge Street, TORONTO
 or **H. & A. ALLAN, MONTREAL**

Something quite new for the vacationer of 1900 was sending postcards to friends and relatives, the start of millions of "having a wonderful time, wish you were here" messages. Although business postcards had been around for many years, it was only in 1898 that the postage was reduced to one cent, and picture postcards first appeared. Only 27,000 postcards were mailed in Canada in 1900, a figure which grew to 50 million annually by 1910. This card, sent from Saint John N.B. to Boston, is one of the first, the design having been registered in 1898. Note the special blank space for the stamp. It has five pictures for the price of one, all views of Saint John including one showing the 1885 railway bridge over the Reversing Falls. The card was written on August 5 1900, mailed on August 7, put aboard the night train to Boston, and received in the Massachusetts capital the next day. Note that the pictures, address, stamp (a Queen Victoria 1-cent green) and postmarks are all on the same side; the message is on the back. Not until 1904 was it permissible to have the address and message on the front (with the picture on the back) at which time the modern postcard was born, and this type became obsolete.



AWKWARD QUESTIONS

No one likes to ask questions. Our pamphlet, "How to Know New York," answers all awkward questions about Greater New York. Free to any address on receipt of 3c. postage.

GRAND UNION HOTEL, FORD & SHAW, Props

The Grand Union, directly opposite the Grand Central Station, is a high-class, comfortable, home-like hotel, with moderate rates—\$1 a day and upward. European plan. No cab fares nor express charges.

Here you have it —
For Tourists, Bicyclists, and Everybody.

NEW WITH 1888.

The Tourist Pocket Camera, \$10.00

LIGHT—Made of Aluminum, covered with Leather.

STRONG—Self-locking side arms made of Brass.

COMPACT—Only 1 1/2 x 1 1/4 x 5 1/2 inches when closed, slipping readily into an ordinary coat pocket.

TESTED—Every camera tested before leaving factory, and will produce perfect pictures.

QUALITY OF WORK is the best, the lens used being the high grade Bausch & Lomb Meniscus.

SIZE OF PICTURE is 3 1/4 x 4 1/4 inches, the popular lantern slide size. This is the only Pocket Camera in the world taking as large a picture.

We also make a full line of Long and Short Focus Hand and Tripod Cameras 4 x 5 and 5 x 7, with all Movements and Latest Improvements, Superbly Finished, at Popular Prices. Ask your dealer for them, or send for free Catalogue to

MONROE CAMERA CO., 40 Stone Street, ROCHESTER, N.Y.

ABOVE: The Kodak was not the only camera made in Rochester. The Tourist Pocket Camera could even make slides that could be projected. It did, however, represent an older technology, for it used glass plates whereas the Kodak, introduced originally in 1888, used the much more convenient roll film. "Canadian Magazine" July 1898.

LEFT: This delightful view of passengers getting off an open-platform car was to promote the travel services offered by the Grand Union Hotel in New York City, and to make sure that none of the visitors asked "awkward questions" on arriving at the metropolis. "Canadian Magazine" July 1898.



WHITE PASS AND YUKON ROUTE

Pacific and Arctic Railway and Navigation Co.
 British Columbia Yukon Railway Co.
 British Yukon M. T. and T. Co.

SCENIC RAILWAY OF THE WORLD.

THE
WHITE PASS and YUKON ROUTE

TO
 BENNETT, B.C., ATLIN, WHITEHORSE, DAWSON,
 CAPE NOME AND INTERMEDIATE POINTS.

Have you seen the New
 Alaska Souvenir Playing
 Cards?
 They are a Work of Art.
 \$1.00 in Stamps will bring
 you a Pack.

Two Trains Daily Between Skaguay and Whitehorse, at which Point we make Direct Connection with a Fine Fleet of River Steamers to Above Points, Affording a Daily Service from Whitehorse.

About June 1st, or at the opening of Navigation, Schedule Time from Puget Sound or British Columbia Ports to Dawson, about 7 days.

The Popular Tourist Route of the World—Combining in its limits and surpassing in interest all the beauties of the Thousand Islands, the Mediterranean and the Rhine.

From Puget Sound and British Columbia Ports to Skaguay, Alaska, in a comfortable Ocean Steamer, is a voyage through an Inland Sea, in and out of innumerable winding channels, passing beautiful islands.

From Skaguay to Whitehorse, over the WHITE PASS and YUKON ROUTE, the railway runs along the precipitous sides of lofty snow-capped mountains, over glaciers and rushing torrents, by the side of lakes of surpassing beauty. The grandeur of the whole scenery defies description or comparison.

From Whitehorse down the Yukon River, navigable for over 2000 miles of its length, is a fascinating sail of unequalled splendor and interest—the whole trip being one that cannot fail to please and delight.

The Trip has delighted and pleased hundreds who have already made the trip, through the land of the Midnight Sun.

Send for our Folder of General Information regarding the Land of Gold. Correspondence solicited relative to Rates, Routes, etc.

E. C. HAWKINS, General Manager,
 SEATTLE, WASH.

S. M. IRWIN, Traffic Manager,
 SEATTLE, WASH.

Those who were truly adventurous could go to the Klondike! The gold rush was over, but it was now quite easy to get there for on July 29 1900, the White Pass & Yukon Route was completed at Carcross, Y.T. as we see in the (somewhat premature) advertisement on the left. If you did not take the CPR to the west coast, other lines like the Southern Pacific would oblige, and the various costal steamboat companies could then take you to Skaguay and the WP&Y. Birds eye view from Railway and Shipping World, Oct. 1900.

Southern Pacific Co.

SUNSET ROUTE.

First-Class Daily Service to

CALIFORNIA AND MEXICO,
 ARIZONA AND TEXAS,
 NEW MEXICO AND OREGON,
 HAWAII AND THE ORIENT.

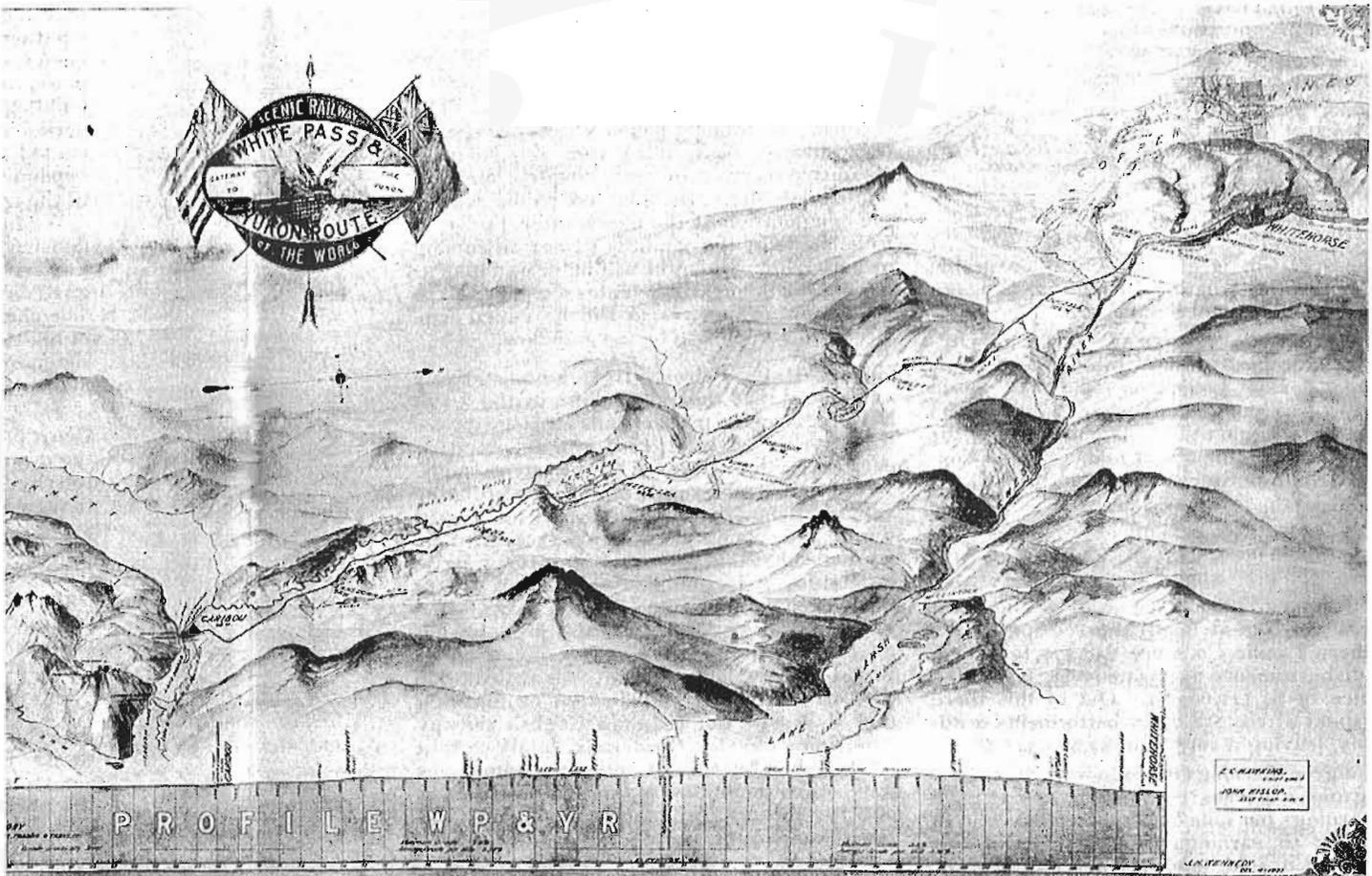
Through Pullman Buffet Sleeping Cars to Los Angeles and San Francisco.
 Through Pullman Ordinary Sleeping Cars Chicago, Cincinnati and Washington to Pacific Coast points,
 Via NEW ORLEANS.

Write for literature and other information to
 EDWIN HAWLEY, Assistant General Traffic Manager. L. H. NUTTING, Eastern Passenger Agent.

No. 349 BROADWAY,
 No. 1 BATTERY PLACE, } NEW YORK.

W. J. BERG, T. P. A., - - 220 Ellicott Square, BUFFALO, N.Y.

A sample copy of the "Steamer Magazine," a monthly publication devoted to the development of the Pacific Coast, will be sent on application on receipt of 5 cents in stamps.



The Midland Route
TO CALIFORNIA
 THROUGH TOURIST SLEEPING CARS
 LEAVE CHICAGO EVERY FRIDAY NIGHT VIA
 BERTH RATE
\$6.00
 THE CHICAGO, MILWAUKEE & ST. PAUL RY.

One of the most attractive advertisements of the period was this one for the "California Limited" of the Milwaukee Road. Although its own line to the west coast would not be completed until 1909, it provided through sleeping cars via other routes. The \$6.00 sleeping car fare was in addition to a first class ticket.

This concludes our look at the methods of travel used to go on vacation 100 years ago. While the emphasis has been on railways we have considered steam-boats as well (after all, the charter of the C.R.H.A. definitely included steam navigation), and even touched on automobiles, horse-drawn vehicles and bicycles. While some of the ways to go seem strange to us in this last year of the twentieth century, they were very up-to-date in the last year of the nineteenth. Today we can go much farther in a shorter time, thanks to jet travel, and the cost, in terms of buying power of the dollar, is much less. Now we have crowded airports and highways, but then it was crowded stations and trains. We will leave it up to you to decide which was better.

Rattling the Windows

by Lorne Perry

If your house was near the railway tracks back in the steam locomotive days, as ours was, there were several things you had to take into account: 1. A successful wash day depended on the wind direction. In our situation, if it was threatening rain, the wind brought locomotive soot over the laundry as it hung on the line. 2. Hobos were frequent callers. They hopped off slow-moving freight trains at the top of the street before the train entered nearby yards, and petitioned the kind lady of the nearest house for a sandwich. They were always polite, never threatening. 3. Hard-working freight locomotives rattled the windows, literally. Each blast of smoke and steam had enough concussive power to shake the houses 100 yards distant (100 metres approximately).

These movers were shakers

Which leads to the question of which classes of locomotives, in my experience, were the supreme rattlers of windows. The location was St.Lambert, Quebec, and our house nestled inside the curved double track at Edison Avenue, just where wye trackage branched off from CN's Rouse's Point Subdivision.

Freight trains were always in slow motion around there because of serious curves, switches and a grade in one direction. Northbound locomotives generally worked very hard, especially if they had been stopped by a signal a mile to the south. But even downgrade, the locomotives of the heaviest freight trains had a struggle to get their mile long trains into motion. A contributing factor was their load of newsprint rolls from Canadian mills on the way to the hungry presses of U.S. newspapers. This particular commodity tended to test the weight limit for the boxcars of the day.

From their debut in 1928 until their withdrawal from service in the mid-1950s, the Central Vermont T-1-a Texas types (2-10-4) numbered 700-709 were frequent visitors to Montreal. One of their standard assignments was daily train



Delaware & Hudson 1034 at St. Lambert in May 1946.

Photo by Lorne Perry

430-429, which the local Canadian railroaders called "the Paper Train". Southbound it started out from Canadian National's Turcot Yard in Montreal in the late morning, stopping in Southwark Yard near St.Lambert to pick up additional loaded cars that had come from Eastern Quebec.

After pumping up the air, and receiving clearances and a green signal, the assigned CV 700 put all of its considerable energy into starting its 100-car train, and this is where the window-rattling chorus came in. The driving wheels were comparatively small at 60 inches, boiler pressure a rather average 230 pounds per square inch, and large cylinder diameter of 32 inches

conspired to produce a starting tractive effort of 76,000 pounds. This was augmented by a booster engine on the trailing truck adding another 10,000 pounds or so.

I can easily recall to mind the sound and fury of this performance. I estimate the exhaust blasts came at the rate of no more than two per second as the locomotive passed near our house. The window effect was most pronounced in winter when they were shut against the cold and antique double windows were added. A CV 700 effectively changed the ambient air pressure in a series of pulses. Pressure inside the house remained more or less constant, with the result that the window frames were alternately pressed in and released in sympathy with the raging locomotive not far enough away. The roar was throaty, loud, but slightly muffled. The sound was very distinctive to this class of locomotive, no doubt related to the enormous volume of smoke and steam escaping through its chimney twice a second.

Smaller but louder

But there was one other series of locomotive that passed our house for part of a year which practically took the windows out of their frames. In 1946, CNR, in common with many other railways, was short of motive power. The Second World War had ground down the motive power fleet,

while traffic held up. However, some railways had a traffic downturn and their surplus locomotives were available for short term lease. CNR found that a small number of Delaware & Hudson 2-8-0s were standing idle and snapped them up. So as to avoid customs implications, they were put to work on freight trains between Montreal and a yard just south of the U.S. border. For a few months in the winter and spring of 1946 they entered Canada every day.

They had boilers of enormous diameter and a firebox that came right out to the clearance limit at the bottom. Designed to burn hard coal, they benefited from a copious grate area permitting a thin but potent bed of coals.

And they could holler. Each exhaust at slow speed was a cannon shot; sharp, abrupt and ear-shattering. We didn't lose any window glass when they went by, but it must have been a near thing.

Not all went back to their owners in good shape. One was a victim of CNR roundhouse unfamiliarity with their peculiarities. Before it should have been necessary to inspect the level of water in the glass during an overnight layover, it went out of sight and the resultant boiler explosion lifted the entire boiler off the frame. It lay in shreds on the ground nearby. If this locomotive wasn't scrapped in Canada, it no doubt moved south in several gondola cars. The rest of the series had another ten years of service hauling coal drags on their home rails.

The 1000 series D&H Consolidations came and went, but the CV 700s were responsible for a daily storm, day in and day out, for all of my 18 years living beside the tracks in St.Lambert. And if the wind was from the east, washday was postponed.

Centennial of Quebec Interurban Electrification

By Fred Angus

The Quebec Montmorency & Charlevoix Railway constructed its line east from Quebec City to Ste. Anne de Beaupre and on to St Joachim, the first regular train operating on July 10, 1889. Nine days later the railway ran its first pilgrimage train to the popular shrine of Ste. Anne, starting a tradition that continued for the seventy years that passenger service existed on the line. In the early days the QM&C was a conventional steam-operated railway; its passenger cars being built new for the company by the well known car builders Jackson & Sharp of Wilmington Delaware.



Combine car 107 was one of the original Jackson & Sharp cars of 1889. It survived as a trailer until 1955.

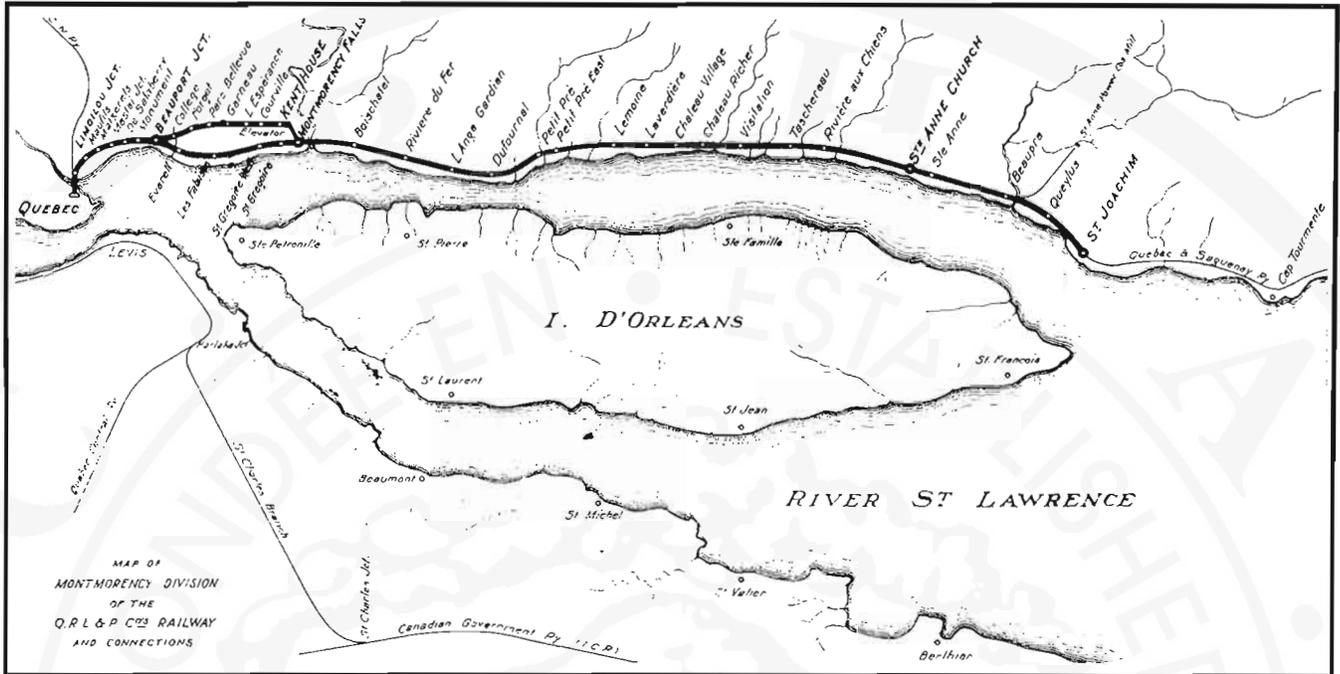
From the first the little 26-mile line was a success, and as time went on it developed more ambitious plans. In 1898 it took over the Quebec District Railway which had electrified the street cars of Quebec City the year before. At that time electric power was the state-of-the-art technology and, with the hydro-electric potential of Montmorency Falls right beside the line, the QM&C began to consider electrifying its line. Early in 1898 the company announced plans to electrify, and at first it was thought that the job



QRL&P car 302, one of the first electric cars on that line, was built by Ottawa Car Co. in 1900, and was retired in 1950. Here we see it at Quebec City shortly before its retirement. Photo by Omer Lavallée.

might be done that year. However the company wisely decided not to rush, but to go slow and do a good job with the best equipment. In August 1898 the Railway and Shipping World reported "It has been decided not to extend the electric Railway system of Quebec to Montmorency this year by electrifying the QM&C Ry., but everything will be got in readiness during the winter to change the motive power of the entire railway from Quebec to Cap Tourment from steam to electricity next spring."

The following year things went rapidly forward, and in April 1899 the Railway and Shipping World published a much more detailed report as follows "The Quebec, Montmorency & Charlevoix Ry. Co. proposes changing the existing steam railway system from Quebec to Cap Tourmente, 30 miles, into an electric system. In addition it proposes to construct a branch line, parallel to the existing line but on top of the cliff and alongside of the public road, between Quebec and Montmorency Falls, 7 miles. With this



ABOVE: A map of the line, from a booklet issued by the railway in 1920. BELOW: An advertisement from the same publication.

object in view the Company has let a contract for the necessary cars, which will be somewhat similar to the ordinary steam railway cars, 55 ft. long and equipped with four 50 h.p. motors and air brakes manufactured by the Westinghouse Company and speeded for 50 miles an hour. The additional generating plant required at the Montmorency Falls power house will consist of one 600 KW AC DC generator converter, switchboard, etc., complete, and at the sub-station which it is proposed to build at St. Anne de Beaupre, one 200 KW rotary transformer with converter, switchboard, etc., complete. This will all be supplied by the Westinghouse Company. The Q.M. & C. Co. already operates the street railway in Quebec City by electricity.

Since the foregoing was written we have been informed that the changes between Quebec and Cap-Orléans will undoubtedly be made this year, and if there are no undue obstructions in purchasing the right of way for the branch line between Quebec and Montmorency Falls, it also will be built this year. All the work will be done by the Company itself, and the contracts for rails, ties, timber and other material have been placed. The cars will be somewhat similar to those used by the Detroit & Ypsilanti Ry., and each will have four 50-h.p. Westinghouse motors, with controllers, air brakes, etc. The generators, rotary transformers, etc., for generating the current at the power house at Montmorency Falls, and at St. Anne de Beaupre, will also be of Westinghouse manufacture. The water wheel, which will be required to operate the generators under 195 ft. head, has not yet been ordered."

Later in 1899 the company changed its name to the Quebec Railway Light and Power Company, and continued with the electrification of the main line. Despite the initial hopes, the job took a bit longer than had been planned, but by the spring of 1900 all was ready and very soon the QRL&P

TICKETS \$1.55 FOR THIS TRIP
INCLUDING WAR TAX

TO VISITORS IN THE CITY OF QUEBEC



TAKE THE
Fast Special Electric Tourist Trains
FOR
Ste. Anne de Beaupré & Montmorency Falls
Leaving Quebec Railway, Light & Power Co., Station
St. Paul Street at 9.45 a.m. and 2.15 p.m. daily.
GUIDE EXPLAINS ALL POINTS OF INTEREST.

completed its metamorphosis into an electric interurban. On May 27, 1900 electric service began between Quebec City and Montmorency Falls, and by July 15 the remainder of the line had been converted. The six new electric cars were numbered 301 to 306 and, as the above article stated, were standard railway car width, although somewhat shorter. The old cars from the steam days were kept in service and used as trailers, in fact some remained in use until 1959. The interurban line was known as the Montmorency Division, and was operated separately from the city lines which were called the Citadel Division. Steam never vanished from the interurban, for many of the very long pilgrimage trains were



Car 303, one of the original electrics of 1900, at Montmorency Falls about 1910. CRHA Archives

steam-hauled, often using regular passenger cars. In later days the Quebec & Saguenay Railway built from St. Joachim to Murray Bay (also known as La Malbaie), and its steam trains had running rights over the QRL&P.

In 1902 the increase in traffic required new cars and the first of the 400 series were constructed by Ottawa Car Co. These big heavy interurbans became the mainstay of the line and some served for 57 years, the longest career of any Canadian interurbans. Later additions to the fleet were the 450-class steel cars built in 1930, and some ancient trailers bought from the United States during World War II. The first electric car, 301, was scrapped in 1937, but the others remained until mid-century. In 1950, 302 and 305 were retired, while 303, 304 and 306, which had been converted to trailers, were scrapped in 1951. This left the 49-year-old 400s the oldest in service.

The QRL&P continued running year after year with little apparent change, surviving long after the city cars were abandoned in 1948. By mid-century it was an anachronism, a throwback to an earlier era. In 1951 it was bought by the Canadian National Railways who already owned the former Quebec & Saguenay (which never reached the Saguenay). Under CNR management the line continued much the same, and around 1958 work actually began on straightening the old angled wire-support poles.

However the end was near for electrification and passenger service and late in 1958 it was announced that they would be discontinued. The end came on March 15 (the Ides of March) 1959, and to commemorate the event the CRHA ran a special excursion using 1902 car 401 hauling 1889 trailer 105. Both these cars were saved and are now at the Canadian Railway Museum in need of extensive



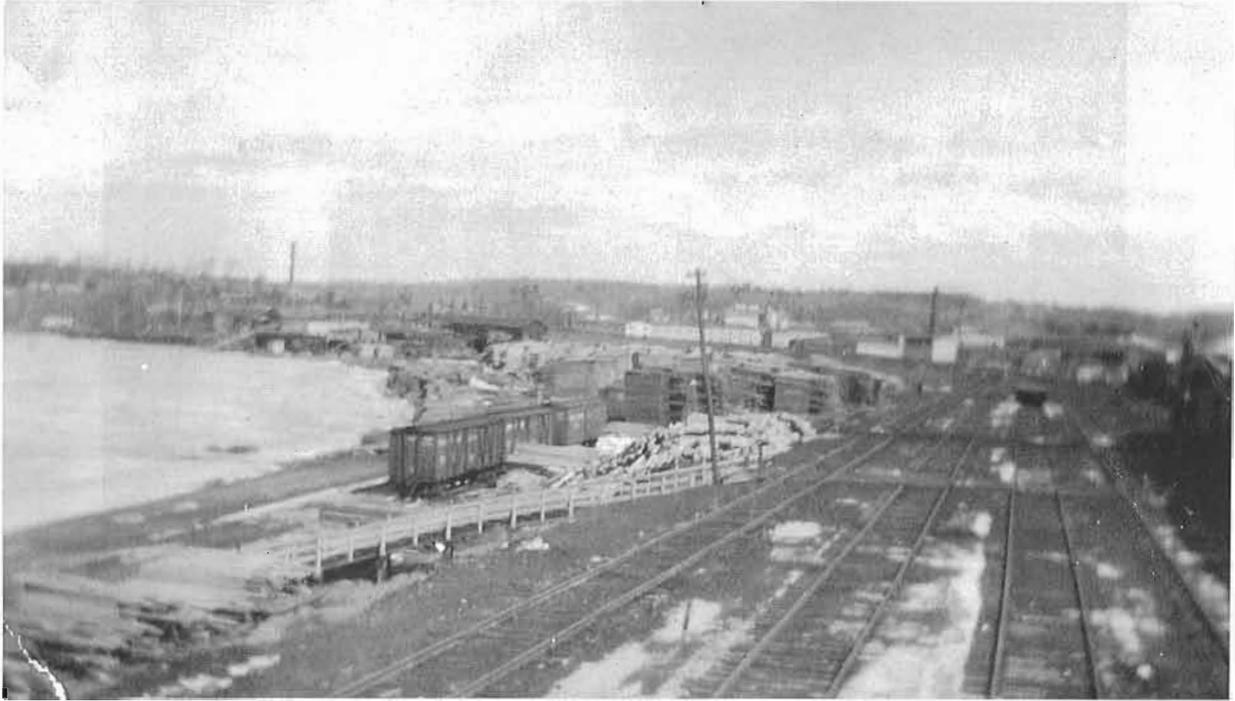
Electrification did not spell the complete end of steam on the QRL&P. This view, from the 1920 QRL&P booklet, shows a steam-hauled pilgrimage train to Ste Anne de Beaupre.

restoration. Car 401 is tied (with another 1902 interurban at the Fox Lake museum in Illinois) for the record of the oldest interurban car remaining in North America.

The track of the QRL&P is still in existence and for a few years in the 1990s hosted a passenger train which took visitors to the Manoir Richelieu at Murray Bay. This was discontinued in 1996, but the line still operates as a short line, having been sold by CN.

Besides cars 401 and 105 at the Canadian Railway Museum, at least three other cars have survived. Steel car 454 is at Seashore Trolley Museum in Maine, while two of the 1889 coaches are at Steamtown in Scranton Pa. It is hoped that the CRM will see fit to restore 401 and put it on display in time for its centennial, a scant two years away.

Photos on the Temiskaming & Northern Ontario



Miss Elizabeth Elliott of Barrie, Ontario sends these four very interesting photos and writes:

I am enclosing four photos taken on the old Temiskaming & Northern Ontario Railway, now Ontario Northland. The first photo (above) is of the yards at Rouyn, taken about 1939.

The second (below) is one of three men outside an office of the Canadian Express Company.

The third photo (opposite top) is a picture of men in front of engine No. 1009. Two men are leaning against the right side. The one in the long white sweater was my father. His name was Joseph Elliott, and he started out as an expressman in Toronto on a run to Fruitland and Vineland. I

have buttons on my winter coat. One is silver reading "T&NO Ry Brakeman" with crest in circle with two animals holding shield. Other buttons read "Canadian National Express".

The fourth picture (opposite bottom), I have no idea where it was taken. Obviously it was two on one [double exposed]. The engine was certainly steam. I know my father was on the first train to Moosonee. [Editor's note: It looks like Englehart].

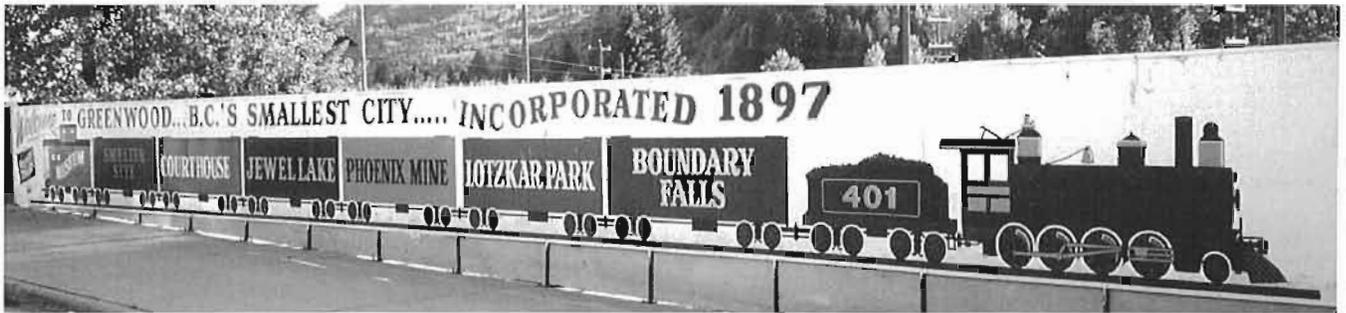
I can remember the express car with the round stove and granite pot of tea, going to Englehart on a trip with him.

Freight and express by rail was less noisy and had less pollution than all the trucks everywhere, driving through towns in residential areas.



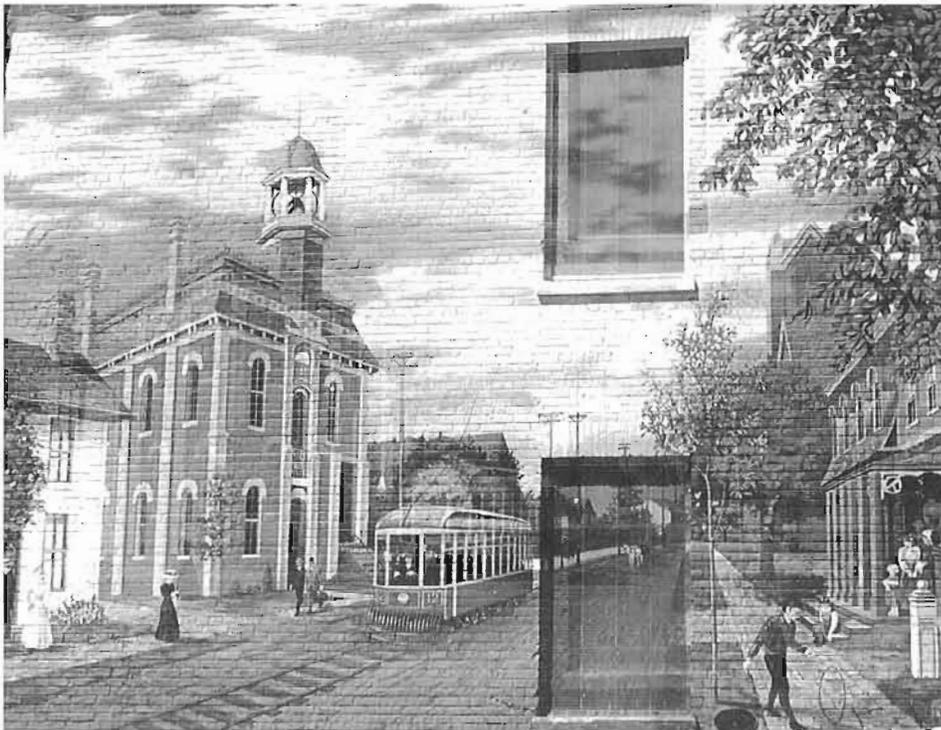


Continuing our Gallery of Murals



ABOVE: This mural, on a fence in Greenwood B.C., as seen on July 3 1999, proclaims that Greenwood is B.C.'s smallest city. Featured on the train is No. 401, CPR's first consolidation, built in September 1886, eleven years before Greenwood was incorporated.

Photo by Fred Angus



LEFT: This mural of Toronto Suburban car 12 passing the town hall at Weston, Ontario, is on the side of a firehall at 2000 Weston Road.

Photo courtesy of Ray Corley



BELOW LEFT: Not exactly a mural, this model of the front of a VIA locomotive is still worthy of being included in our series. It is on the front of Shepherd's Hardware in Armstrong B.C., and was photographed on July 5, 1999.

Photo by Fred Angus

Book Reviews

TITANIC RAILROAD: The Southern New England

by Larry Lowenthal

(reviewed by Douglas N.W. Smith)

By the turn of the twentieth century, the railroad construction era in New England appeared to be over. Under the watchful eyes of legendary financier, J P Morgan, the New Haven Railroad was busy swallowing competing railroads, trolley and steamship lines. In southern New England, it had gained an almost total transportation monopoly. The announcement by the Grand Trunk Railway that it would build a line into Providence, Rhode Island was warmly welcomed by those who feared the effects of the New Haven monopoly. The NH was not pleased and resulting conflict between the two railways caused political repercussions that reached as far as the White House.

The Southern New England was to be the eastern component of a grand scheme for a new transcontinental railroad. The Grand Trunk's President Charles Hays had seemingly mesmerized the GTR's British stockholders as he simultaneously rebuilt their moribund railway and raised profits and dividends to unprecedented levels. The remarkable growth of the Canadian west after the turn of the century made it appear the land of golden opportunity to Hays. He persuaded the GTR's Board in 1903 to expand from the railway's traditional base in New England, Quebec, Ontario, Michigan and Illinois to the Pacific. To be successful, it needed good access to transatlantic shipping. The Southern New England would replace Portland, Maine as the eastern terminus since it had proven to be a disappointment.

Construction on the Southern New England boldly started between Palmer, Massachusetts and Providence, Rhode Island in 1909. Three years later, Hays flirted with the idea of extending it to Boston. His death on the *Titanic* was apocalyptic, foretelling the collapse of his dream. Financial problems with the Grand Trunk Pacific dragged the GTR into insolvency. While the Southern New England was abandoned before track could be laid, millions had been spent on a building a right of way which can still be seen.

Author Lowenthal, a professional historian with the United States National Park Service, deftly traces the story from the lordly boardrooms to the humble construction workers shanties.

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Ships of the Grand Trunk Pacific and CNR

by Norman Hacking

(reviewed by Douglas N.W. Smith)

For 65 years, the Grand Trunk Pacific (GTP) and CNR operated some of the finest coastal steamships to be found in North American waters. They were designed to link the

GTP's remote rail terminus at Prince Rupert with the population centres of Seattle, Vancouver and Victoria to the south and the towns of southeastern Alaska to the north. Since they competed with the famed CPR Princess vessels, the GTP and CNR named their graceful vessels in the *Prince* series.

Author Hacking traces the history of the many ships which sailed under the GTP and CNR banner from 1910 to 1975. Included are descriptions of the ships; their groundings, sinkings and recoveries(!); and their heroic wartime service as armed navy merchant cruisers.

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ONE TRACK MIND Photographic Essays on Western Railroading

by Ted Benson

The Boston Mills Press is pleased to launch its "Masters of Railroad Photography" Series with this outstanding collection of photographs and essays by Ted Benson. Devoting much of the past 30 years to rail photojournalism, Benson is widely acknowledged as one of the world's top railway photographers. In "One Track Mind" he presents more than 200 of his finest black-and-white photographs on the topic of western railroading. Capturing the romance, power, and personalities of western railroading, Benson's photography speaks to the railfan in all of us with equal measures of timeless human interest and peak-action railroad imagery.

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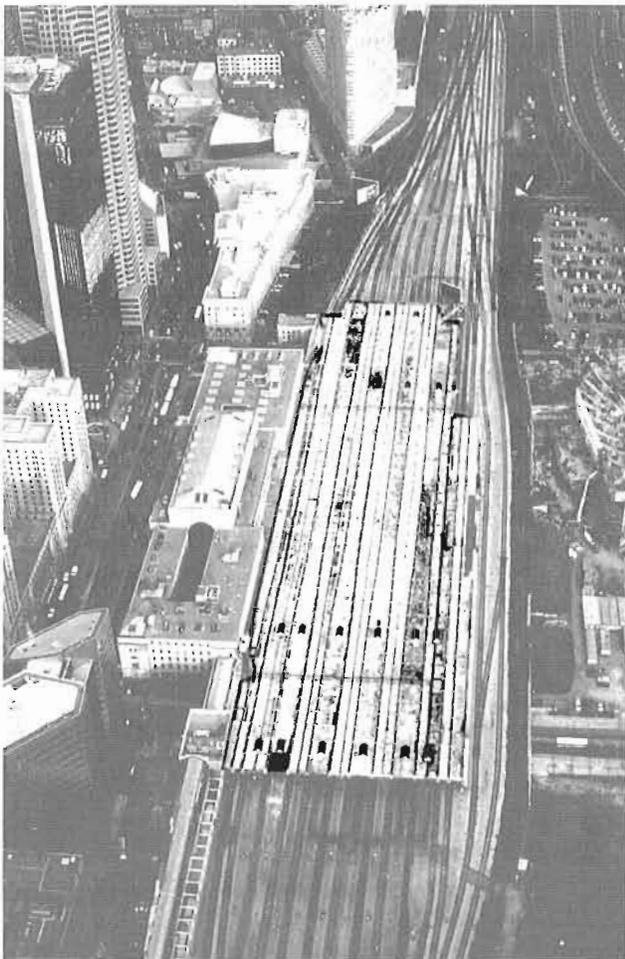
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The Business Car



TORONTO UNION STATION SOLD TO CITY

Upgrading Union Station is key to redeveloping the city's waterfront and capturing the 2008 Summer Olympics, Transport Minister David Collette says. "This is, in effect, the first step to the waterfront rejuvenation, the first step to our Olympic dream being realized," he said on June 7.



*Union Station seen from the CN Tower in October 1996.
Photo by Mark Gustafson*

The federal government will chip in \$25 million toward improving the station building, which the City of Toronto is buying from the railways. As the proud new owner of the station, the city realizes well it has a "fixer-upper" on

its hands. The heritage structure, opened by the Prince of Wales (later Edward VIII and still later the Duke of Windsor) in 1927, has been sadly neglected, and the plumbing and electrical systems are outdated. But that will change, Mayor Mel Lastman vowed at a news conference in the building's Great Hall. "We will restore the glory of this marble palace," Lastman promised. Union Station needs \$14 million in work just to meet building code standards.

The city is buying the property from Canadian Pacific and Canadian National North America for \$80 million. Of that, \$55 million comes from GO Transit in return for a 99-year lease and the city is writing off \$25 million owed by the railways in back rent on the city-owned land beneath the station.

Union Station also will be the starting point for a rail link to Pearson International Airport, said Collette, who is also minister responsible for the Greater Toronto Area. Costing between \$250 million and \$300 million, the link will be built entirely by the private sector and will whisk passengers between the two facilities in 20 minutes, he said.

The city, which estimates development of Union Station will cost \$200 million, plans to find a private developer to bring in new retail, entertainment and office tenants. The goal is to make Union Station not only a transportation hub but a destination in itself, Lastman said. "There will be fun places to be and fun places to enjoy," he said.

Toronto Star, June 8, 2000.

FORMER PLACE VIGER HOTEL TO BE SOLD

The historic Viger building in Montreal, which was Canadian Pacific's first hotel in the city and once served as a passenger station, is being eyed for redevelopment. The 1898 building on Montreal's east side now houses city offices. But officials, who hope to sell the property to the highest bidder this fall, say that in the right hands the landmark structure could help revitalize the neighborhood. Fred F. Angus, editor of Canadian Rail Magazine, published by the Canadian Railroad Historical Association, told the Montreal Gazette that the Viger was CPR's first hotel in Montreal. "It would be nice to have it back as a hotel," Angus said. "It would probably go well with the revitalization of Old Montreal. It's probably a good place for a hotel now." The building's use as a hotel ended with the Depression and the westward shift of Montreal's main business district. It closed in 1935 and was sold to the city in 1950, since which time it has been used for city offices. The station closed in 1951. Internet item courtesy of Mark Paul

VIA TO CONSIDER PURCHASE OF UNUSED CHANNEL TUNNEL PASSENGER EQUIPMENT

VIA Rail Canada is considering buying or leasing some or all of the 192 sleepers, coaches, and food service cars that were built for the Channel Tunnel "Nightstar" service by GEC-Alstom. The service was never started, and



A cartoon which appeared in the *Edmonton Journal* in April 2000, soon after it was announced that VIA would receive a subsidy of \$400 million.

the cars have been stored at a military base at Kinton, England, for several years. In an effort to sell the cars, Alstom has shipped one of each type of cars to Canada for VIA's inspection. The three cars arrived in Halifax, Nova Scotia, by ship early in June and were loaded on flatcars for the move to Montreal. They were to be sent to Quebec City for a first display to the VIA board of directors, at their meeting there on June 19, but plans have changed, and the cars have been forwarded to Montreal and were to be taken off the flatcars on June 14. The cars' lighting and air conditioning systems are supposed to be powered up for display. The equipment doesn't conform to North American regulatory standards and would likely require modification or special waivers to be operated, should VIA decide to buy or lease any of it. Ed Jordan.

NOW THE "SCUNNEL"?

No one's calling it the Scunnel yet, but the new Oresund Bridge-Tunnel between Denmark and Sweden opens July 1 at 11 p.m., easing auto and rail touring in Scandinavia. The \$3 billion link is 16 km long and took seven years to build. On the Danish side, there is a 4 km tunnel, connected to the artificial island of Peberholm and a 7.5 km. double-deck bridge on the Swedish end. One-way toll for a car is the equivalent of about \$45 Canadian.

QUEBEC CENTRAL REVIVED

Dwane Wilken of The Montreal Gazette

The long haul to profit begins this summer for Quebec's newest short-line railway operator, a trucking firm magnate with an ecologist's heart. As a former railway customer, 61-year-old Jean-Marc Giguere said he has long opposed the dismantling of Canada's railways on economic

grounds. These days, it's the threat of global warming caused by greenhouse gas emissions that really stokes his zeal for trains. "Automobiles are responsible for 60 per cent of this problem," said Giguere, president of Express Marco Inc., based in East Broughton. "And when I talk about vehicles, I'm talking about my trucks, too. I think that if we want to leave the planet breathable for future generations, we have to start using methods of transport that are less polluting."

After five years of deal-making to put together the \$16-million project, Giguere plans to revive freight service along the historic Quebec Central Railway, linking Sherbrooke in the Eastern Townships with Quebec City and the Beauce region through more than 70 rural municipalities. The Canadian Pacific Railway Co. sold its stake in Quebec Central Railway for an undisclosed amount on Jan. 6.



Jean-Marc Giguere standing by a QCR locomotive.

Dividends from the railway's operations could be many whistle-stops down the line, however. Under the current business plan, the refurbished QCR will generate just \$3 million in revenues the first year and lose \$500,000. The plan calls for revenues of \$3.8 million in the second year with a net loss of \$250,000. "We wish it could be better," Giguere said. "But in business, you know, you have to evaluate how much you're able to lose before starting. If we weren't able to lose \$500,000, we would not have gone ahead." Only after Quebec Central's tracks are fully repaired and the railway is operating at full capacity three years from now does Giguere expect to turn a profit of \$1 million on total revenues of \$7 million. The math is in his favour when it comes to fuel costs, at least. Whereas 5 litres of fuel will carry a tonne of freight just 114 kilometres by truck, Giguere notes that the same amount of fuel will take a tonne of freight 330 kilometres by train. In any case, he said he can no longer meet the transportation needs of the region with trucks alone: of the 32 trucks in his fleet, four are sitting idle because he can't find enough qualified drivers.

Giguere, who started his own trucking business 28 years ago, is convinced that by pursuing a more aggressive marketing strategy and offering better customer service than his predecessor, he will be able to guide the QCR to profitability once again. "In the past, the railways were known as an iron world. Little discussion, little concern for people. That was the past. Today, I think my recipe is a winning recipe."

The new rail service, employing 45 people, resumes June 24 between Sherbrooke and Vallée Junction, passing through East Angus, Dudswell, Disraeli, Black Lake, Thetford Mines and Tring Junction. A weekly passenger excursion run dubbed the Train Touristique Chaudière-Appalaches, is expected to generate additional seasonal employment in the region. "I would be very optimistic that he is astute enough to make it a success," Robert Ballantyne, president of the Railway Association of Canada, said.

Express Marco Inc. will operate the line under the old Quebec Central name. The locomotives, freight cars and coaches are being painted in Express Marco colours, but will bear the names of two historic railways that merged in the 1870s to form the QCR: the Eastern Townships Railway and the Levis & Kennebec Railway. "This is the history of our ancestors," Giguere said. By bringing back local rail connections in the Townships and the Beauce, Giguere expects to be able to offer, among other things, a cheaper means of transporting wood over long distances to paper mills both in Canada and the U.S. northeast. He plans to offer transportation links with the Bangor & Aroostook System at Sherbrooke, as well as connections to CN and CP lines. "It proves what I started to say five years ago: if the regions are to remain economically connected to real markets, we have to preserve all our major developmental tools, which includes the railways." He has personally committed \$4 million to the project to pay for rolling stock and track repairs, with the rest of the financing coming from loans. Over the course of the summer, repairs on the Levis and Chaudière subdivisions will permit the extension of freight service to Harlaka, near Quebec City and through Saint-Georges-de-Beaucé to Lac Frontière on the Quebec-Maine border. The railway has also received financial support from the Quebec government, including subsidies to repair and upgrade the track, abandoned by CP in 1994.

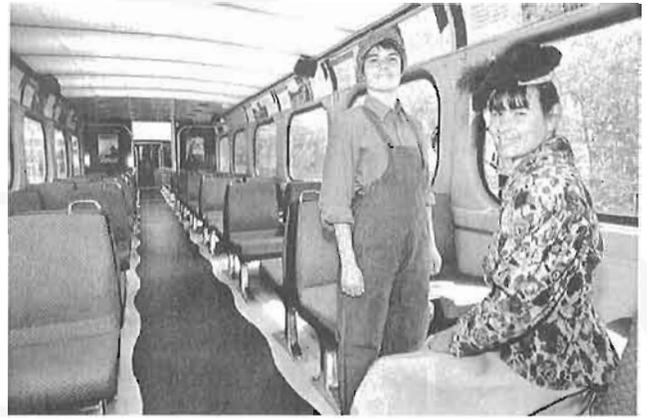
Montreal Gazette, June 5, 2000.

"ADIRONDACK" ONE OF WORLD'S GREAT TRAINS

A recent issue of the National Geographic Traveller lists and describes a number of the great train trips in the world. On this impressive list is Amtrak's "Adirondack" which runs daily between Montreal and New York City. When one considers the scenic and historic Champlain and Hudson valleys by which this international train runs, one can see why it was included in the National Geographic's list.

NEW HISTORIC TRAIN "LE RIVERAIN"

A new excursion train, known as "Le Riverain" made its debut in Montreal on June 23. Consisting of a 1950s diesel locomotive hauling refurbished first-generation GO Transit cars, the train will depart from Windsor station twice daily on weekdays and four times a day on weekends during the summer. Operating between Montreal and Ste. Anne de Bellevue, 20 miles to the west, the train proceeds at a leisurely pace, taking two hours for the round trip. On board are guides dressed in late Victorian (one news release said 1899, the other 1889 - take your pick) costumes who explain the points of interest along the way, and tell a great deal about the rich history of the area through which the train passes.



Also on the train is a display of historic photos which also explain the story. Before boarding, passengers are greeted by an actor playing the part of Sir William Van Horne, the CPR's second president (1888-1899), and this sets the theme for this historical journey. On arrival at Ste. Annes, the passengers have the choice of returning on the same train or taking a tour of this very interesting town and returning on a later train. The fare is \$19 for adults, \$9 for children and \$17 for seniors, but group rates are also available. More information may be had by phoning (514) 287-7866.

CPR INTRODUCES NEW SERVICE FOR TRUCK TRAILERS

In an effort to regain market share lost to trucks over the past decades, Canadian Pacific Railway has launched a new intermodal service that allows truck trailers to ride on flatbed railcars. The new service, called Expressway, will run twice daily between Montreal, Toronto and Detroit. CPR plans to expand the service to Quebec City and Chicago by the end of the year and to New York City in 2001. At an inauguration ceremony on June 7 at CPR's yard in Cote St. Luc, Jacques Coté head of the railway's eastern Canada network, said that rising fuel costs, a shortage of drivers and road congestion mean that many trucking companies are looking for alternatives on long-distance routes. "We are not trying to go head-to-head with trucking companies, but rather give them a complementary service on certain routes," Coté said.

The new service can save wear and tear on trucks, avoid overnight driving and long waits at customs and help companies avoid large investments in adding trucks to their fleets, Coté said. Most railways, including CPR competitor Canadian National, have been trying to perfect different types of intermodal trailers and railcars. The advantage of CPR's system, according to company officials, is that the truck trailers do not have to be specially reinforced and can be driven onto flatbed railcars using ramps. The trailers are then secured to the railcar with a hitch. Each train can carry up to 60 trailers at a time. The specially designed railcars were built by National Steel Car in Hamilton, Ont. Traditional intermodal services often involve lifting truck trailers onto railcars with cranes, hence the need for reinforcement. "Only about 10 per cent of truck trailers in use in North America are reinforced, so they don't have access to a traditional system." Montreal Gazette, June 8, 2000.

NEW COIN SHOWS LOCOMOTIVE "TORONTO"



A new \$20 silver coin, recently released by the Royal Canadian Mint, depicts the first locomotive built in Canada, the "Toronto", built in the factory of James Good, in its namesake city, in 1853. The coin, which is not intended for circulation, is about the size of the old silver dollar, and is made of sterling silver (92.5% pure). The obverse (front) shows the Queen with the usual inscriptions and the date 2000, while the reverse is as shown above. A very unusual feature is the hologram which takes the form of a head-on view of the locomotive and appears just above the side view. In this illustration, made by scanning an actual coin, the hologram appears as a black-and-white view, but in actual fact it is in vivid, variable colour. This is at least the sixth time since 1981 that a locomotive has appeared on a Canadian coin, and the first that was not of CPR ancestry. A maximum of only 25,000 of these coins will be minted, and they may be obtained for about \$60 each from the Mint. It should be noted that the figure of 25,000 is the maximum possible; only enough will be made to fill orders; the \$200 gold piece with the CPR train on the Stoney Creek bridge also had a limit of 25,000, but only about 7,500 were actually made.

NEW SERVICE IN NOVA SCOTIA

VIA's newest train, the Bas d'Or, was set to depart from Halifax on May 9 to start a weekly service between Halifax and Sydney. Every Tuesday until Oct. 17, the train will depart Halifax at 7:30 a.m., pausing for one hour in Port Hawkesbury from 10:40 to 11:40 p.m., and arriving Sydney at 6:15 p.m. Every Wednesday until Oct. 18, the train will leave Sydney at 7:30 a.m., pausing in Port Hawkesbury from 10:40 to 11:40 a.m., and arriving back in Halifax at 6:15 p.m. Equipment from the Ocean, which does not depart from Halifax on Tuesday, will be utilized.

The 470.

ANOTHER RAILWAY STAMP



In our article on stamps depicting railway subjects (January-February 1997 Canadian Rail) the one shown on this page was overlooked, probably because it was not a postage stamp. These stamps were issued by the telegraph department of the CPR and were the means by which authorised persons could send telegrams free over CPR lines. These persons received a booklet, the cover of which was in the form of, and the same size as, a railway pass of the period. In the booklet were several pages each of which contained four of these stamps. When a passholder wished to send a free telegram he presented the pass to the agent who would then detach one of the stamps and stick it on the telegraph form as evidence that the telegram had been sent by someone entitled to send them free.

The CPR issued these stamps from 1887 to 1936, and they are known for every year except 1888. Interestingly, the older ones are easier to find; evidently the company was more free with passes in those days. The 1887-1929 design is as shown above and was printed in black except for 1902 and 1903. In 1930 a new design was adopted showing a shield with a telegraph pole, but it did not have the system map as the earlier design did. The last year was 1936, after which they were discontinued.

Other railways and telegraph companies in Canada issued similar stamps at various times between 1890 and 1935. Among them were the Canadian Northern, Grand Trunk Pacific, Canadian National, and even the (extremely rare) Algoma Central. None of these others has a railway subject for its design. By far the most common, and the most interesting, are the early CPR ones; a nice one can still be obtained for less than \$10.

HERE'S ONE TO DREAM ON!

Randy Parten of Houston, Texas, who operates a small railroad in Mexico's Copper Canyon and in the Province of British Columbia, wants to put back a little history on the former CP main line to Montreal from Saint John, NB. The

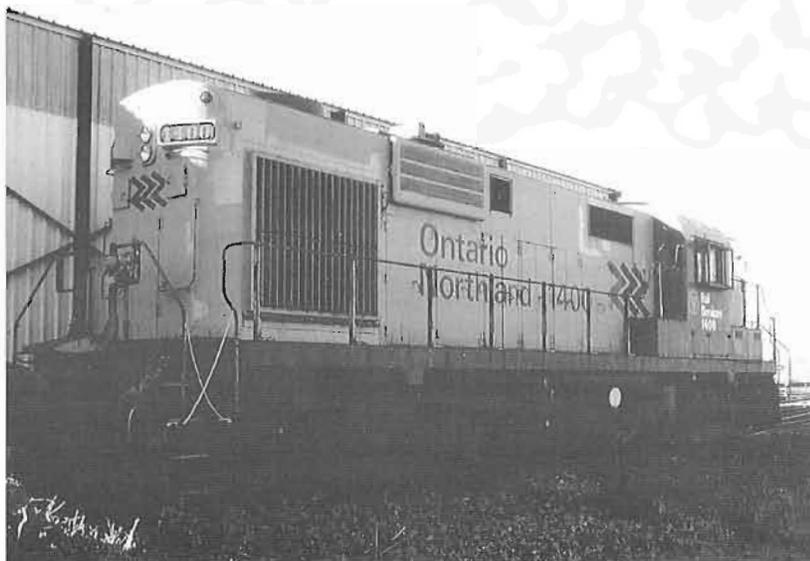
new name will be Acadian Railway and will first see passengers arriving by cruise ships in May of 2002. The new train service will cost up to \$300 for a one way ticket to Montreal, making a night stop in Greenville, Maine. Parten would build a large motel in Greenville to meet the demands of his passengers. Parten says he's not into transportation as much as he's into entertainment. The 13 car train would include a formal dining car, a lounge car, a bar car, an activity car with dance floor and TV and a dome car.

The 470.



ABOVE: On a dull and snowy late afternoon on February 5 2000, Sperry Rail Service car 119 was seen resting for the weekend at Smith's Falls, Ontario. Car 119 is one of the oldest in Sperry's fleet, and is frequently seen on CPR lines in eastern Canada.

Photos by Fred Angus unless indicated.



BOTTOM: On May 8 2000, VIA's "Chaleur", eastbound to Gaspé, stopped at New Carlisle, on time. Motive power was 6406, one of six VIA locomotives specially painted to advertise "Kool Aid".

OPPOSITE TOP: Amtrak 319 and VIA 6458, both leased to the Montreal commuter service, are seen side by side at Windsor station on the morning of March 9, 2000.



OPPOSITE MIDDLE AND BOTTOM: In the early morning hours of May 23 2000, David Morris took these two time exposures of VIA train 51, the Montreal-Toronto overnight train "Enterprise", at Kingston, Ontario. Overnight service between these two cities resumed in January after a ten-year hiatus.

NEW ACQUISITIONS FOR THE CANADIAN RAILWAY MUSEUM

During 1999, the Canadian Railway Museum acquired Ontario Northland locomotive 1400 as well as CP Rail No. 4744. These two photos show them after their arrival at the Museum.

MISCELLANEOUS PHOTOS

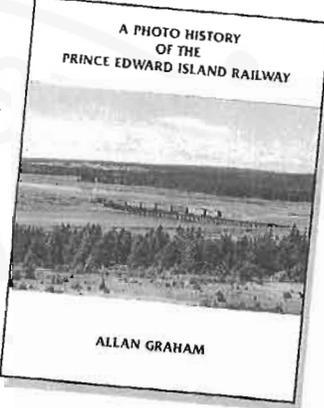
Following are a few interesting photos taken in the first six months of 2000. They are printed here in no special order, either by date or location.





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ABOVE: An exciting new book, soon to be published, is Allan Graham's photo history of the Prince Edward Island Railway. It can be obtained for \$29.95 plus postage from the author; Allan Graham, P.O. Box 335, Alberton, P.E.I., COB 1B0

BELOW: Five Amtrak sleeping cars undergoing refurbishment at Canadian Allied Diesel in Lachine Que. on May 21 2000. They have been leased to VIA for use on the trains between Winnipeg and Churchill, Manitoba.



BACK COVER: Electric interurban car 401 of the Quebec Railway Light and Power Co. stops at Montmorency Falls on September 12 1951. This car was, following the retirement of the last of the 300-series earlier that year, the oldest interurban car in service in Canada. Less than two months after this photo was taken, November 1 1951, the QRL&P was sold to the CNR. However electric passenger service would continue more than seven years more, until March 15 1959, and 401 would be in service till the end. Today it is at the Canadian Railway Museum and is 98 years old!

Photo by William Bailey

Canadian Rail

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