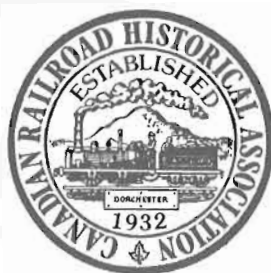


Canadian Rail

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FRONT COVER: Taken exactly fifty years ago, November 1 1950, this photo shows Hamilton Street Railway street car 506 outside the King Street East car house in Hamilton, Ontario. 506 looks in very good condition with its attractive green paint scheme. However its days were numbered for the following year all street car service in Hamilton ceased.

Photo by William Bailey.

BELOW: One hundred years ago one of the great Canadian engineering projects, the construction of the Quebec Bridge, began. This spectacular artist's conception appeared in La Presse in Montreal on August 11, 1900. It shows the bridge as planned and as it was under construction for seven years. The design proved to be faulty for on August 29, 1907 the whole south cantilever collapsed with great loss of life. A completely new, and much heavier, design was prepared and, despite another disaster, the bridge was completed in 1917 and is still in use.

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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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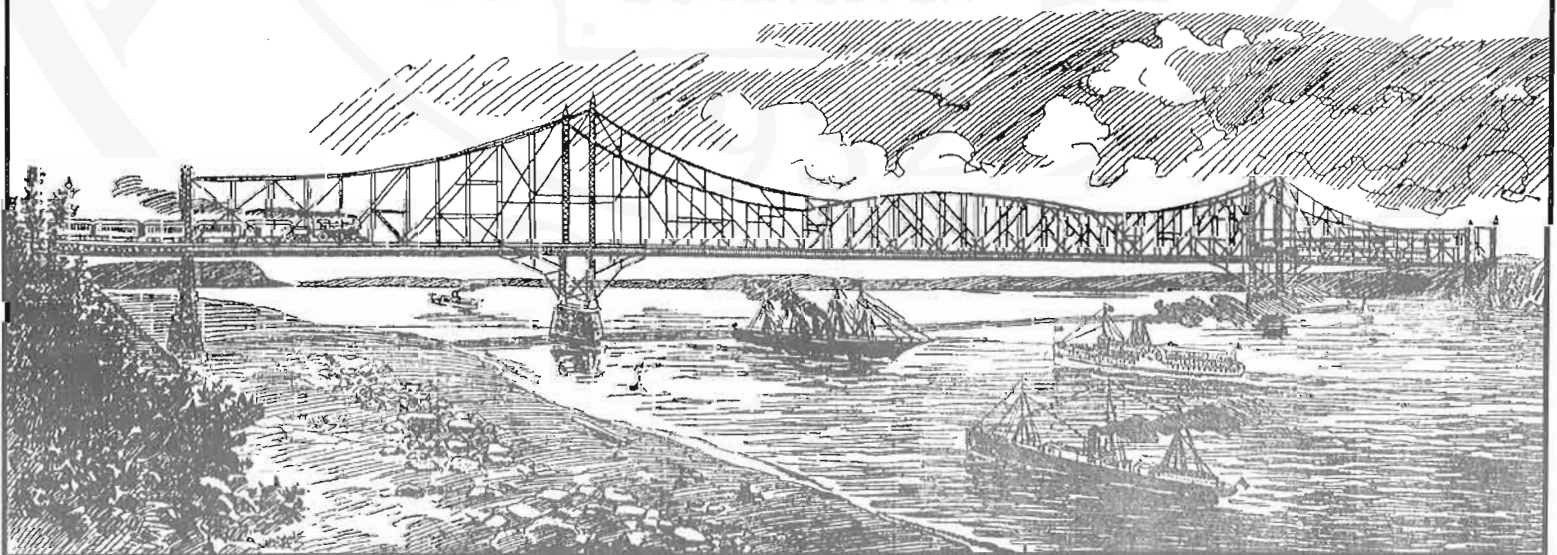
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LE PONT DE QUEBEC SUR LE ST LAURENT



Farewell to the Twentieth Century

by Fred F. Angus

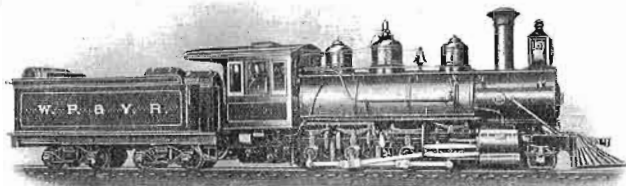
At exactly midnight on December 31 2000 the twentieth century will come to an end and we will enter a new century, and a new millennium. Many people believe that we are already in the twenty-first century (and the third millennium); however a century does not end until the end of its one-hundredth year, which, in the case of the twentieth century, is the year 2000. This mathematical controversy has cropped up every hundred years, and will likely do so in the future as well.

The past hundred years has seen amazing changes to the entire world, not the least of which were the changes to the railways. In 1900 trains were the fastest means of transportation on earth, and almost all passenger trains consisted of wooden cars hauled by steam locomotives. Electric engines existed, but their use was not widespread, except on the rapidly-expanding urban and suburban street car lines. Internal-combustion engines also existed, but it would be almost two decades before motor vehicles on the roads would begin to seriously challenge railways. The combining of internal-combustion and electric traction in the same locomotive was also almost twenty years in the future.

To commemorate the end of this eventful century, we present a chronology of events covering each of the years from 1901 to 2000. (For the benefit of the non-mathematical persons who believe that the century began with 1900 we have included that year as well). This does not pretend in any way to be a history of Canadian railways in the twentieth century. It is merely a collection of facts, arranged year by year. Some are of great importance, some much less so, and others downright trivial. In addition many events of greater importance have been left out. There are only two standards followed: the event must have some connection (however tenuous) with Canadian railways, and we have included at least one illustration (however small) for each year.

Unfortunately, due to lack of space we will have to serialize the story and cover only the years 1900 to 1960 in this issue. This is a logical break point as it marks the end of the steam era. We plan to continue with 1961 to 2000 in the next issue. So without further ado, here is a review of the late lamented twentieth century!

1900



The White Pass and Yukon Route was completed by driving of last spike at Carcross Y.T. on July 29.



The Algoma Central Railway, founded in 1899, began construction. Eventually it would run from Sault Ste. Marie to Hearst, with branch to Michipicoten Harbour.



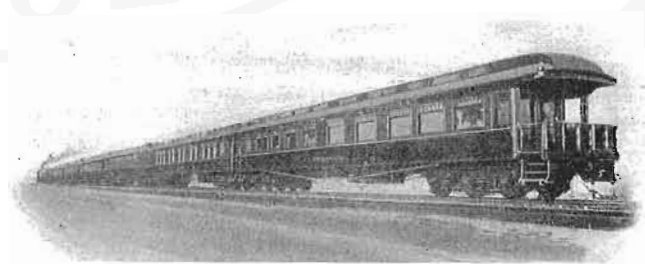
A major extension was built on to the CPR's Windsor Station in Montreal. Named the Maxwell extension, this structure is still standing

Work commenced on Quebec Bridge as the first footings were installed. After two major disasters the work was completed at last in 1917.

1901



The Interprovincial bridge between Ottawa and Hull opened. It is still in use, but no longer by railways.



In September the Duke and Duchess of Cornwall and York (later King George V and Queen Mary) made a cross-country tour in a special train (pictured above), during which time the Duke officially inaugurated the rebuilt Victoria Bridge which his father had originally opened in 1860.

The first timetable of the Canadian Northern Railway was issued on June 5, to take effect June 9.

Canadian railways exhibited at the Pan American Exposition in Buffalo N.Y.

The horse car era in Canada ended as the Sarnia Street Railway converted to electric traction, the last Canadian city to do so.

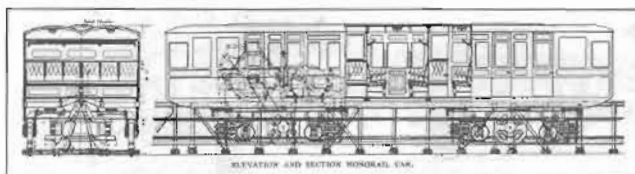
1902



The new headquarters building of the Grand Trunk Railway opened in Montreal in June. This building, which is still standing, served as headquarters for the GTR, and later CNR, until the 1960s.

1903

The Grand Trunk Pacific Railway was incorporated.



A monorail system was proposed for British Columbia. This was never built, but 83 years later the Skytrain system embodied some of the same principles.

Due to the great demand for locomotives, and slow delivery from local builders, the CPR contracted with the Saxon Locomotive Works of Germany to build some engines.

The first street cars equipped with air brakes began operating on the Montreal Street Railway. They were known as the "Windsor Airs" since they had air brakes and ran on the Windsor Street hill.

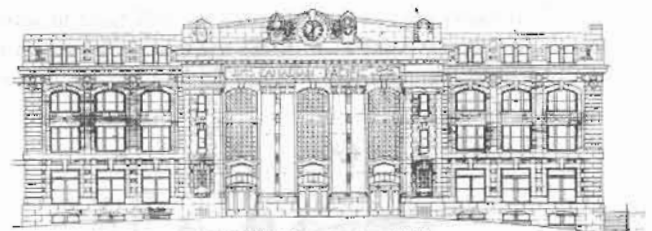
1904

Sir Wilfrid Laurier implied that the twentieth century "belonged to Canada", although he never actually used those exact words. In the same vein, his government authorized two new transcontinental railways (in addition to the already existing CPR) when the country could barely support one. This had disastrous consequences ten years later.



The Locomotive and Machine Company began operations in Montreal. Soon changed to Montreal Locomotive Works, a subsidiary of American Locomotive Company, it was in business until well into the diesel era, and was the ancestor of the present-day Bombardier railway division.

The CPR inaugurated its Angus Shops in Montreal's east end. This facility, the largest on CP's system, was named for Richard B. Angus, one of the original founders of the company. The shops were in use until the 1990s and are now being redeveloped with some original buildings remaining.



CPR Winnipeg station, 1904

The CPR built a new station at Winnipeg, and the GTR built one at Brantford.

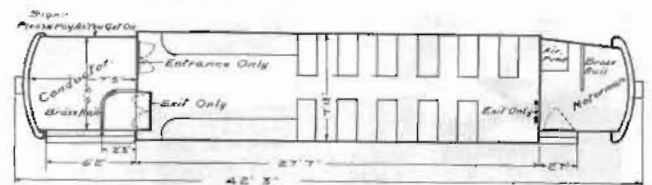
The "Ocean Limited" began operation between Montreal and Halifax. Ninety-six years later this train is still going strong and is Canada's oldest named train (but not the longest time a train carried the same name; see entry under 1958).

Canadian railways exhibited at the Louisiana Purchase Exposition in St. Louis Mo.

1905

The provinces of Saskatchewan and Alberta were created out of the former North West Territories.

The Grand Trunk Railway took over the Canada Atlantic Railway from the Booth family.



Plan of first P.A.Y.E. car, 1905

The first Pay-As-You-Enter street car in the world began operating in Montreal in May.

The first motor bus line in Canada began operating over Victoria Bridge in Montreal.

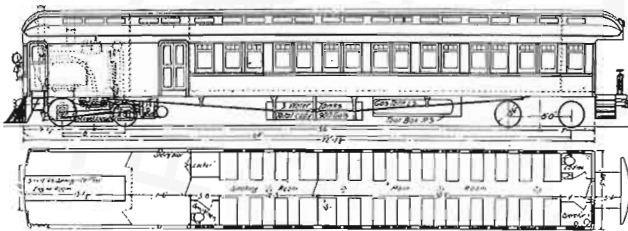
1906

THE SHORT LINE FROM PORT ARTHUR TO EDMONTON AND PRINCE ALBERT



The Canadian Northern Ontario Railway was incorporated on June 25, with the Canadian Northern Quebec following on July 16.

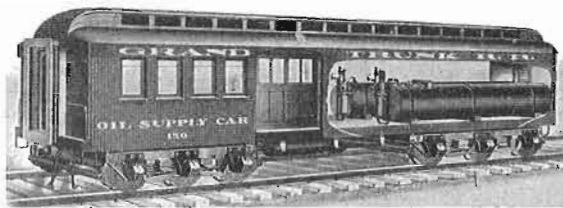
The CPR opened the Royal Alexandra Hotel in Winnipeg. This structure stood until 1971, and the magnificent dining hall is now being re-erected by the Canadian Museum of Rail Travel in Cranbrook B.C.



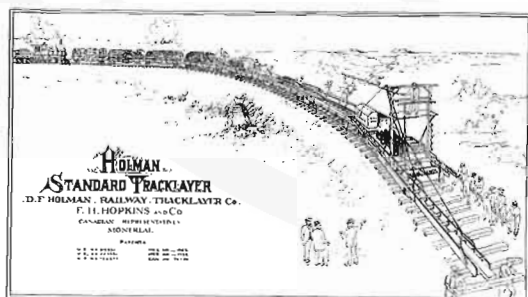
The CPR built steam-powered passenger car number 88, a forerunner of the rail diesel cars it would purchase almost fifty years later.

1907

A proposal was made for a railway tunnel from Nova Scotia to Newfoundland. This tunnel, which was scheduled to take twenty years to construct, would have been almost four times as long as the "Chunnel". It was, of course, never built, and the Newfoundland Railway itself was abandoned in 1988.



The Grand Trunk Railway built an oil-supply car to provide oil for lamps at stations and signals at various stations on its system.



Mechanized tracklayers were in use on the prairies as the Canadian Northern and Grand Trunk Pacific railways crept further and further westward.

There was incredible optimism as railway lines were being built at a faster rate than ever before.



The CPR built the Empress Hotel in Victoria, B.C.

The world's first non-experimental steel street cars were ten cars built in Pittsburgh for the Montreal Street Railway.



On August 29, the entire south cantilever of the Quebec Bridge, then under construction, collapsed with great loss of life. It was found to be greatly under-engineered, and the remaining structure was torn down and a new design made. Thus the whole project, except for the foundations, had to start anew.

A financial panic had a serious effect on the raising of capital for railways, as a result of which construction slowed down for a time.

1908



On May 17 electric operation began through the St. Clair tunnel between Sania and Port Huron. This ended steam operation with its dangerous fumes which had asphyxiated several crew members.

The CPR built the Spiral Tunnels, eliminating the operation of its trains over the 4.4% "big hill" through the Kicking Horse Pass.



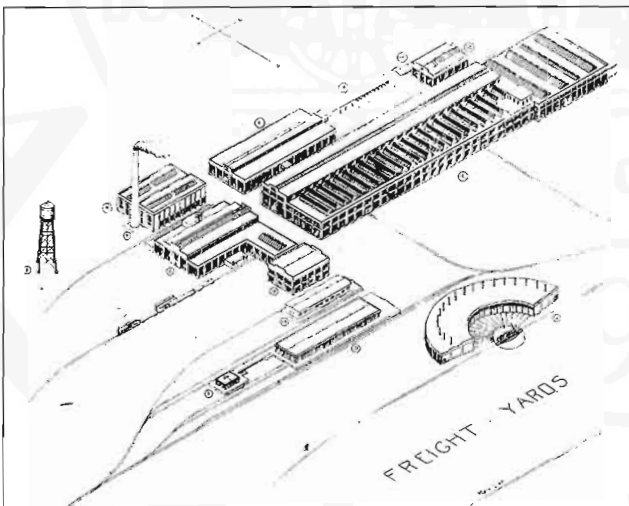
A new union station, to be called the Fort Garry Station, was planned for the joint use of the Canadian Northern and Grand Trunk Pacific in Winnipeg. This is the station presently used by VIA Rail.

Sir Robert Reed, builder and operator of the Newfoundland Railway, died in Montreal.

1909



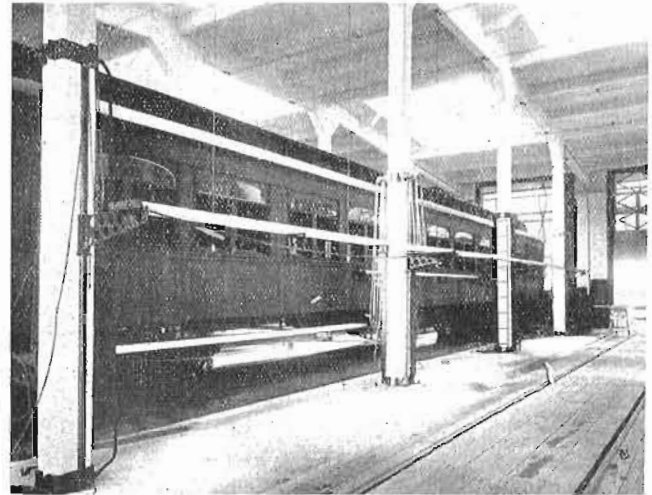
On March 17 the overnight passenger train from Boston to Montreal was descending the grade leading to the CPR's Windsor Station when a fitting broke, allowing live steam into the cab. The engineer and fireman jumped and the engineer was killed. The driverless train crashed into the waiting room at Windsor Station killing several people and causing a great deal of damage.



Drawing of the NTR Winnipeg shops, 1909

The National Transcontinental Railway built new shops at Winnipeg.

On November 1 the Montreal and Southern Counties railway began operating a frequent service of electric interurban cars over Victoria Bridge, replacing the former bus line. The M&SC continued running over the bridge until June of 1955.



The Intercolonial built its new shops at Moncton. The interior of the car shop is seen above.

1910

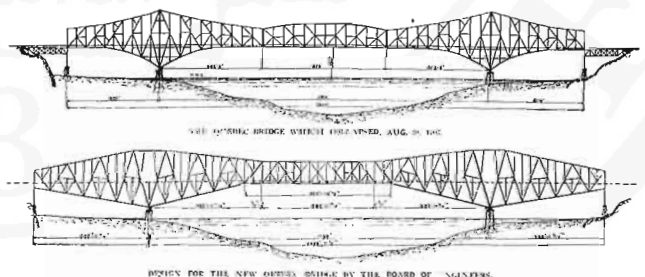
The Canadian Northern Alberta Railway and the Canadian Northern Pacific Railway were incorporated.

A major strike occurred on the Grand Trunk.

A disastrous avalanche swept down on the CPR line through Rogers Pass, causing heavy loss of life. This started serious thought towards building a tunnel to eliminate operation over the pass.



The National Transcontinental Railway built the Cap Rouge viaduct near Quebec City.

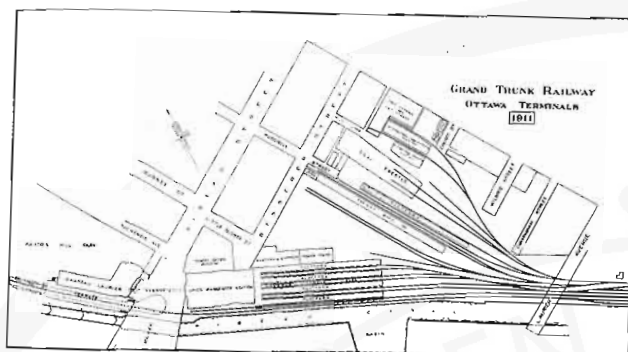


A revised design for the Quebec Bridge was produced to replace the one that collapsed in 1907. This new design, with some changes, was the one that was actually built.



The CPR constructed a Mallet articulated locomotive.

1911



Layout of new Ottawa station, 1911

The Fort Garry station at Winnipeg and the union station and GTR hotel in Ottawa were under construction.

The Montreal Tramways Company was formed by the amalgamation of the Montreal Street Railway with other suburban companies.

The government of Sir Wilfrid Laurier was defeated, ending the era of over-optimistic railway expansion.

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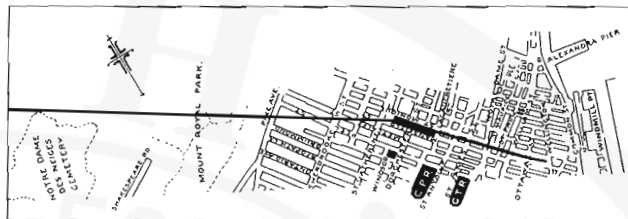
St. John. N.B.

1912



On April 15 Charles Melville Hays, the President of the Grand Trunk Railway and the Grand Trunk Pacific Railway, died in the sinking of the ocean liner "Titanic". Hays was the prime mover in the westward expansion of the Grand Trunk and the founder of the city of Prince Rupert.

The Chateau Laurier hotel, built by the Grand Trunk, opened in Ottawa. The planned elaborate ceremony was curtailed due to the recent death of Mr. Hays. Ironically the hotel is now owned by Canadian Pacific.

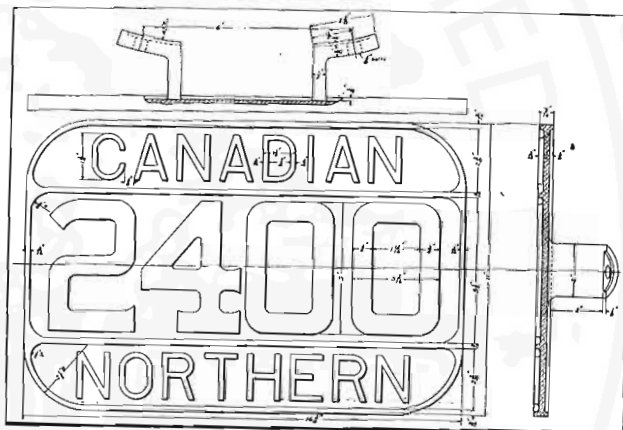


Work began on the Mount Royal Tunnel which would give the Canadian Northern access to the centre of Montreal.

1913

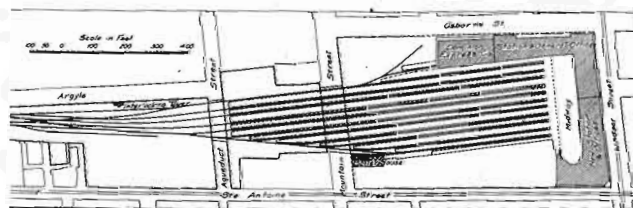
The Canadian Northern Manitoba Railway was incorporated (evidently there never was a Canadian Northern Saskatchewan Ry.).

The Kettle Valley Railway was leased to the CPR for 999 years.



The Canadian Northern adopted a new style of number plate for locomotives. This would become the standard for Canadian National steam engines until the end of the steam era.

The pilot bore of the Mount Royal tunnel was holed through in December, but it would be almost five more years until the tunnel went into service.



The new layout of Windsor station, 1913

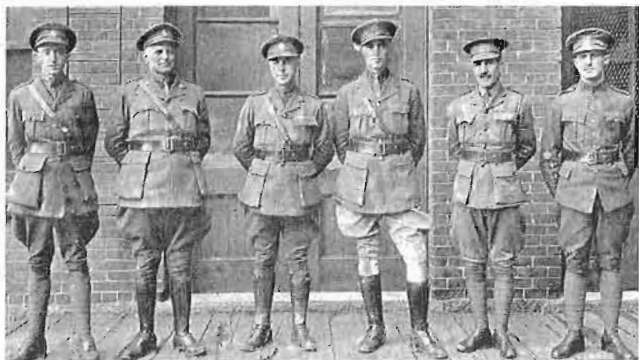
The major extensions to Montreal's Windsor station were completed, giving it much the same configuration it has today.

A depression began which slowed down the rate of railway construction. Due to the outbreak of war the next year, the slowing of immigration, and the development of other means of transportation, railway construction never again resumed at its former pace.



On September 11 the centre span of the Quebec Bridge was being hoisted into place when a casting failed and the span fell into the river and was completely wrecked. This caused considerable loss of life and delayed the completion of the bridge by a full year.

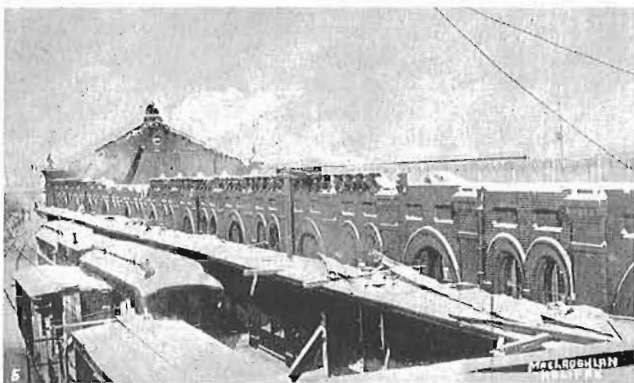
1917



Officers of the second battalion, Skilled Railway Employees, which became the 13th Canadian Light Railway Operating Company of the Canadian Railway Troops in 1917.

On April 9 Canadians captured the strategic position of Vimy Ridge in France. This was one of the few major allied victories of that stage of the war, and was greatly aided by the light railway lines built by the Canadian Railway Troops. Within a few days of its capture the CRT had trains running over the ridge to supply the new front lines.

In September the new centre span of the Quebec Bridge was successfully hoisted into position. This completed construction of the longest single-span cantilever bridge in the world. Work had begun in 1900, but plans for a bridge had been discussed since 1851, and now, after many years and much loss of life, it was completed at last.



Ruins of North Street station, Halifax after the explosion, 1917

On December 7, the Belgian Relief ship "Imo" collided with the munitions ship "Mont Blanc" in Halifax harbour. A fire began on the "Mont Blanc" and at exactly

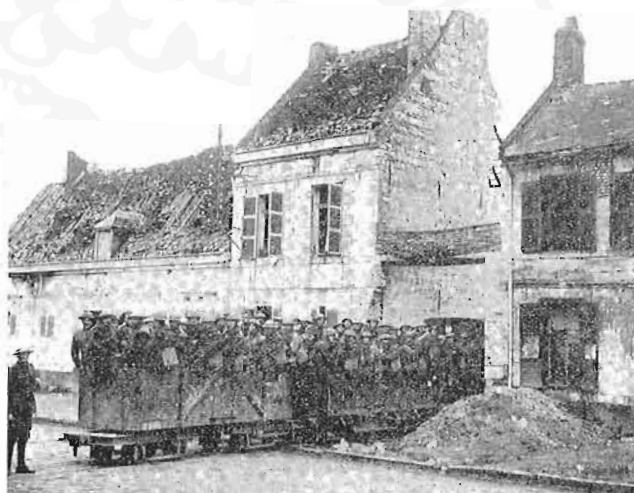
9:06 A.M. it blew up in the largest man-made explosion before the atomic era. The Halifax Explosion was the worst disaster in Canadian history, killed more than 2000 people and destroyed much of the north end of Halifax. The response of the railways was amazing as they carried badly needed supplies and provided transportation and communication to the sufferers and rescuers.

The Canadian Northern Railway went bankrupt and was taken over by the federal government. This ended the ambitious plans of Messrs. McKenzie and Mann.

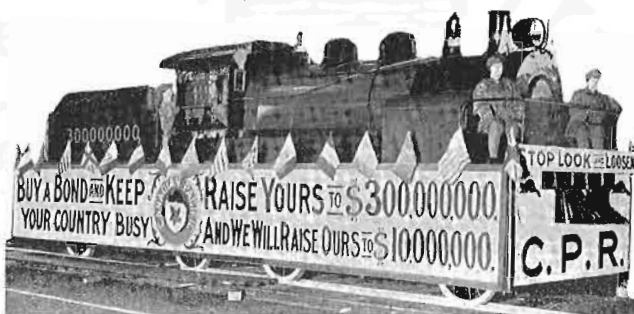
The Allan line was officially taken over by the CPR. Actually it had been owned by CP for several years, but 1917 marked the official consolidation of the companies.

On December 19 Joseph Hobson of the Grand Trunk died. He was responsible for many engineering works on the GTR, notably the St. Clair tunnel and the rebuilding of the bridge at Niagara Falls.

1918



Overseas, the Canadian Railway Troops built lines faster than ever before as the Allied armies continued the push that led to victory. Here we see a narrow-gauge train running through a ruined building "somewhere in France".



Back on the home front, the railway employees were urged to "Stop Look and Loosen" their pockets, and buy large amounts of war bonds to support the war effort.

On October 21 the Mount Royal tunnel, delayed by war and financial troubles, opened for service. The first train was hauled by electric engine 601 (now 6711) which is at the Canadian Railway Museum.

In October the CPR passenger coastal vessel "Princess Sophia" hit a reef and sank in the Lynn Canal in Alaska. This wreck is notable because everyone on board drowned, the only survivor being a dog that somehow managed to swim ashore through the frigid water.

During the autumn an epidemic of influenza caused more deaths worldwide in four months than the Great War caused in four years. Railway and street railway service was greatly affected, and in some cases conductors would not allow passengers to board unless they were wearing face masks. The street railway funeral cars did an unprecedented work carrying victims to the rural cemeteries.

On November 11 came the news that everyone had hoped for but feared might never come. An armistice had been signed and at 11:00 A.M. the war was over. It was hoped that this would be "the war to end all wars" but alas only 21 years later an even bigger war broke out.

1919



Windsor station, 1919. The names of major battles in the Great War are displayed.

The railways performed a major task in running special passenger trains bringing the troops back from the war.

The Canadian National Railway Company was incorporated and later that year issued its first timetable. This closely resembled the last Canadian Northern one which is no surprise since, until 1923 (when the Grand Trunk was absorbed into the CN) many of the CNR executives were from the Canadian Northern. Even the railway initials were the same (modern historians distinguish them by using CNOR for Canadian Northern, but at the time it was CNR).



The Royal Train of 1919

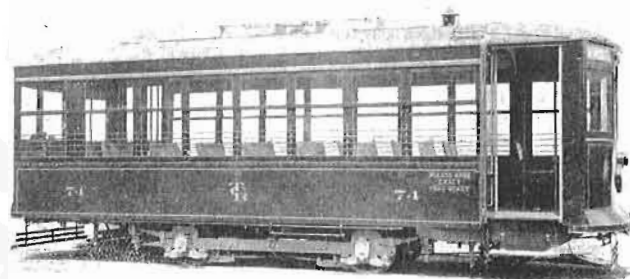
Edward Prince of Wales made a nationwide tour, chiefly by rail. During part of his tour the Royal train was hauled by CPR 2231, now at the Canadian Railway Museum. The prince would become King Edward VIII on the death of George V in 1936, but he abdicated later the same year and become Duke of Windsor.

In Winnipeg a general strike shut down much of the city. Several street cars were damaged during the unrest.

The harbour railway in Montreal was electrified. At first service was provided by locomotives leased from the tunnel line but later new units were bought from English Electric.

1920

An agreement was made by which the CNR would take over the Grand Trunk at a later date.



Many smaller street car systems introduced one-man cars to counter rising costs; Halifax, for example, converted entirely to birneys. However objection from the unions delayed major introduction of one-man cars on the larger systems.

1921

The new CPR bridge at Saint John N.B. replaced the 1884 bridge which spanned the Reversing Falls.

Both the CNR and CPR placed large orders for steel passenger cars to augment their large fleets of wooden equipment. However some wooden cars would remain in use until the 1960s.


Lord Mount Stephen, formerly George Stephen, the first president of the CPR (1881-1888), died in England at the age of 92. He had been the leader of the "syndicate" that built the CP and remained its president until he was succeeded by William (later Sir William) Van Horne.



On September 1 the Toronto Transportation Commission took over the street car system in that city upon the expiration of the 30-year franchise of the old Toronto Railway. During the next two years the TTC placed 575 new steel cars in service replacing an amazing fleet of old wooden cars, some dating back to the horse car era. The first new car, No. 2300, was displayed at the Toronto Exhibition that year; it is now owned by the CRHA.

1922

The CNR began experimenting with internal-combustion self-propelled cars and exhibited examples at the Exhibition in Toronto. This was the start of efforts that would result in a full-scale diesel locomotive by 1929.



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Dep. Toronto (Union Station) 10:35 p. m.

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Sir Henry Thornton became president of the CNR and began a vast program of modernization and improvement to make CNR service second to none in America.

On September 17 Richard B. Angus, the last surviving member of the original CPR syndicate of 1881, died in Montreal at the age of 91.

The Newfoundland railway was taken over by the Newfoundland government from the Reid company.



Old Toronto street cars en route to Haileybury, 1922.

A massive forest fire wiped out most of the town of Haileybury in northern Ontario. The TTC, with many retired street cars in its yards, sent many old car bodies to serve as houses during the reconstruction. Some of these cars remained for years, and one has recently been restored and is in the museum at Haileybury.

1923

The TTC completed its rebuilding program and the last of the new cars were delivered.



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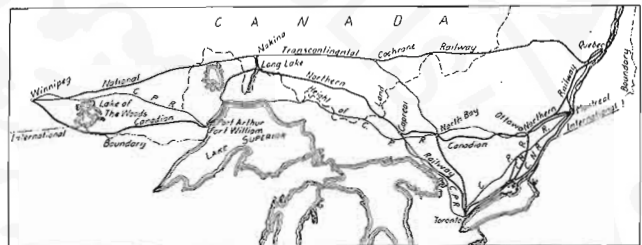
An advertisement showing a CNR self-propelled car, 1923

The CNR formally took over the Grand Trunk in an agreement which amalgamated the two companies. After much discussion it was determined that the common shares of the GTR were worthless, so the shareholders got nothing. However the Grand Trunk name remained for lines in the United States.

Lord Shaughnessy, CPR president from 1899 to 1918, died.

Sir William Mackenzie, promoter of the Canadian Northern and other railways, died.

On September 5 the Hamilton and Dundas Railway, once operated by steam dummies, ceased operation.



On Dec 24 the Longlac - Nakina cutoff was placed in service by the CNR. It connected the former Canadian Northern and National Transcontinental lines. This was CN's first major track construction and it is now part of the CNR main line.

1924

The TTC opened its new Hillcrest shops on Bathurst Street.

The CNR placed in service its 4100 series of locomotives. These, designed for heavy transfer service, were the most powerful locomotives in what was then the British Empire. The first unit, No. 4100, is now at the Canadian Railway Museum.



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Kingston, Ontario, Canada
F. H. Hopkins & Co., Ltd., Montreal, Agents for Industrial Locomotives

No. 6000, CNR's first Mountain type, in an advertisement dated 1924

1925

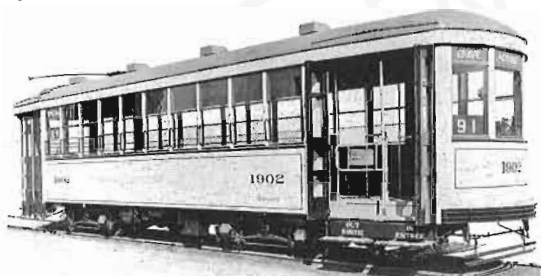


The Montreal Tramways Company built Craig Terminus in downtown Montreal. This served most of the street car lines coming into the heart of the city and made transferring between lines much easier.

In November, CNR self-propelled car 15820 made an historic trip from Montreal to Vancouver in 72 hours (67 hours running time). This proved the practicability of diesel powered locomotion.

1926

The "On to the Bay" association strongly urged the completion of the line to Hudson Bay. This was realized three years later.



The first modern one-man street cars were placed in service by the Montreal Tramways Company. However they were designed so they could be converted to two-man if the one-man scheme did not work. This conversion never took place and the cars always remained one-man.

The CNR equipped some of its premier passenger trains with radio so passengers could listen to programs en route. CNR established its own radio network which eventually became the CBC.

1927



On August 6 the Toronto Union Station was officially opened by the Prince of Wales who was on another cross-country tour in connection with the 60th anniversary of Confederation. Although completed in 1921, Union Station had been unused for six years due to disputes about the rail approaches to the facility. It was first used by passenger trains on August 11 and is still in daily use.

The CNR ordered the first of its famous 6100-series 4-8-4 locomotives. Originally called the "Confederation" type (because of the 60th anniversary of Confederation) they were soon named the "Northern" type, the name by which they are known today.

1928



The Montreal Tramways Company ordered two duplex (articulated) street cars, Nos. 2500 and 2501. There were intended to be 50 of these units but they were too far

ahead of their time and no more were built. Canada did not see any more articulated street cars until the modern version now running in Toronto. However the two Montreal cars were in service until 1953.

The CPR built its first (and only) 4-8-4 locomotives, numbers 3100 and 3101. Both these engines have been preserved.



The Newfoundland Railway built a self-propelled steam passenger car.



The CNR ordered its first large diesel locomotive, a two-unit engine No. 9000. The first unit was in use by the end of the year with the second following early in 1929. During World War II one unit (greatly altered) was used on an armoured train.

1929

CNR started work on the new Central Station in Montreal. However work was later suspended and it was not completed until 1943.



CPR opened the Royal York Hotel in Toronto, then the largest hotel in the British Empire. It was made even larger by an extension built in 1957.

CNR started a service by which passengers could make telephone calls from a moving train; this more than half a century before cellular telephones came into use.

CPR ordered 7500 box cars (the 240000 series) the largest order for freight cars in Canadian history.

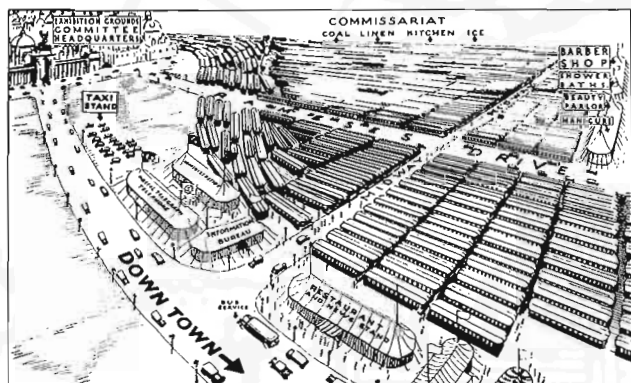
After many years the CNR completed the line to Churchill on Hudson Bay.

The CPR inaugurated a new seasonal first-class train called the Trans Canada Limited. Some of the equipment from this train is restored and on display at the Canadian Museum of Rail Travel in Cranbrook B.C.

In October the stock market crashed, thus starting the Great Depression which lasted through most of the "dirty thirties". The railways were badly hurt, and the depression did not finally end until the outbreak of World War II, ten years later.

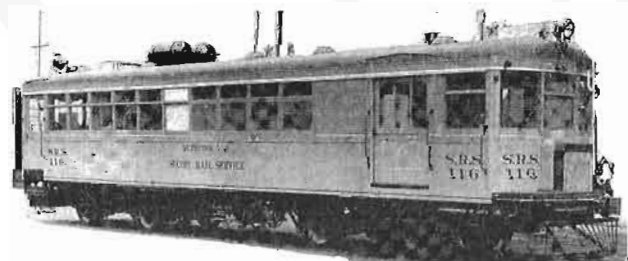
1930

The CNR placed its 5700-series high speed locomotives in service. Two of these have been preserved.



From June 9 to 12 a temporary yard was used in Toronto to accommodate 650 sleeping cars parked as lodging for the members of a Shriners convention. This was the largest concentration of sleeping cars in Canadian history. A CPR tourist car was named "Fez" in honour of the occasion, and it carried that name for the rest of its career.

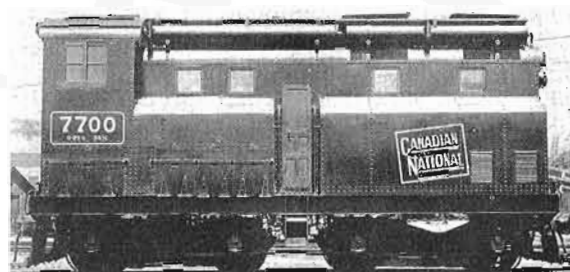
Special trains were run every 15 minutes to carry passengers between Montreal and St. Hubert in connection with the visit of the British airship R-100 in August. This was to have been the start of a regular service but, following the crash of sister ship R-101 in France, the plan was abandoned and the R-100 was scrapped, having made only one trip to Canada.



Sperry Rail Service car 116, photographed in 1930

The first rail testing in Canada by Sperry Rail Service took place. The Sperry service had been started by Elmer Sperry in 1928, in response to a growing number of serious wrecks caused by broken rails. Two years later the first of the familiar yellow cars was used in Canada and were an immediate success. Sperry cars are still in use across Canada,

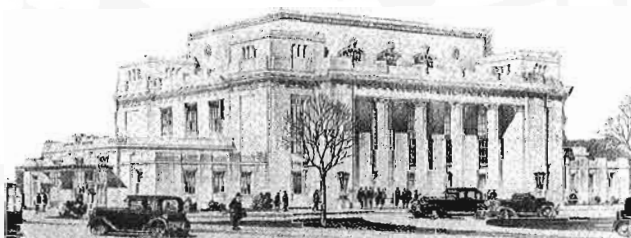
and in other parts of the world, as far away as Estonia, looking for rail defects and making the railways safer for passengers and freight alike.



CNR placed diesel-electric locomotive 7700 in service. Later renumbered 77, this unit was in service for well over thirty years and is now at the Canadian Railway Museum.

1931

Due to the depression the work on Montreal's Central Station was suspended and was not resumed until 1939.



The CPR opened its Park Avenue station in Montreal to serve lines running to the north and east. This station still stands and is used by a book store and supermarket. Recently commuter trains have returned to the site, but the station is often erroneously called "Jean Talon" which is confusing as the Metro station is properly called "Parc", and there is another "Jean Talon" elsewhere. [As this article goes to press, we hear that the name "Parc" will be used as of January 1].

The CNR completed its new station in Hamilton. The building still stands but is no longer a station.

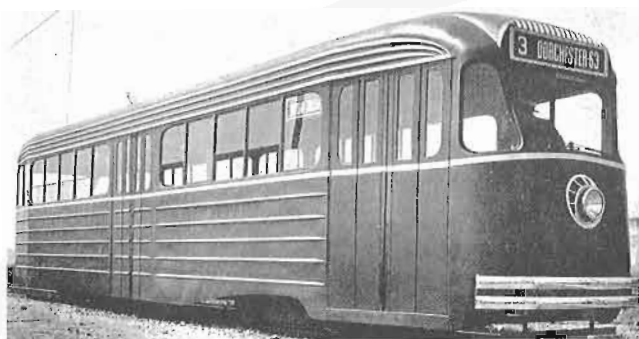
The old Toronto Union Station, unused since 1927, was torn down. The main building was built in 1895, but parts dated back to 1873.

The CPR built its multi-pressure 2-10-4 locomotive No. 8000. This was the largest steam locomotive ever built in Canada, but it was too complicated and had fearsome steam pressures in the high-pressure section. It had very limited use, and it rarely went out without a mechanic aboard in case of trouble. It was scrapped during World War II.



The Newfoundland Railway ordered its 1001-class locomotives, their latest steam engines.

The Hamilton Grimsby & Beamsville interurban line ceased operation.



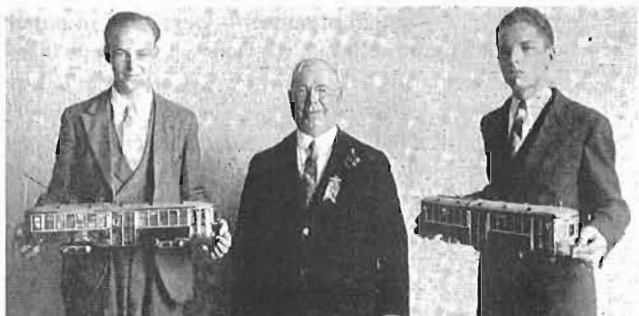
The first prototype PCC, 1934

the PCC Car, was widely used. Many operated in Canada, and at one time Toronto had more than 700 PCCs, the largest fleet of these cars in the world. The TTC still maintains two of these cars in operating condition, and they are available for special trips.

1935



The CNR opened its new station at London, Ontario. This station was torn down in the 1960s, and VIA is presently renovating the 1960s station in that city.



The TTC held a model building contest and, judging by the photo above, the work was of very high quality, especially since all models were completely scratch built. We wonder if any of them still exist.

On September 17 a major landslide closed the famous Niagara Gorge electric line. It never reopened, thus ending the career of one of the world's most scenic electric railways.

1936



The CNR introduced its streamlined 6400 series "Northern type" (4-8-4) locomotives. No. 6400 was later used on the 1939 Royal Train and is preserved at the National Museum of Science and Technology in Ottawa.

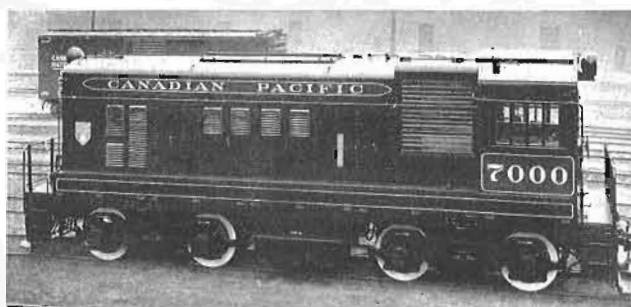


The CPR inaugurated its high-speed 3000-class "Jubilee" (4-4-4) locomotives and lightweight streamlined passenger cars. Unfortunately none of the 3000-class was saved.

On July 21 the 100th anniversary of the Champlain and St. Lawrence Rail Road, Canada's first, was celebrated.

The Department of Transport was formed in Ottawa by the amalgamation of several other departments. The first head of the DOT was C.D. Howe.

1937



The CPR acquired its first diesel locomotive, No. 7000. It was used by CP in transfer service at Outremont Yard until 1943 and was later sold to a paper mill at Marathon, Ontario. It ran there until 1964 and was then acquired by the CRHA. Restored by CP to its 1937 appearance, it is now at the Canadian Railway Museum.



The T&NO introduced the "Northland" running between Toronto and Timmins. This train still runs, now going to Cochrane, but its future is uncertain.



The London and North Eastern Railway in England built its A-4 streamlined 4-6-2 No. 4489 at its shops in Doncaster. Named "Dominion of Canada", it ran for many years and is now numbered 60010 and is at the Canadian Railway Museum. This photo shows sister locomotive "Dominion of New Zealand" hauling one of the new high speed trains between London and Scotland in 1937.

On December 6 the CNR opened its line to Val d'Or in northern Quebec.

1938



The TTC ordered 140 modern PCC street cars, the first of these cars in Canada.

The CPR took delivery of 4-6-4 No. 2850 which was to become famous a year later as the engine of the Royal Train and the original "Royal Hudson". It is now at the Canadian Railway Museum.

1939

Work resumed on Montreal's Central Station after an eight-year hiatus.



God Save The King

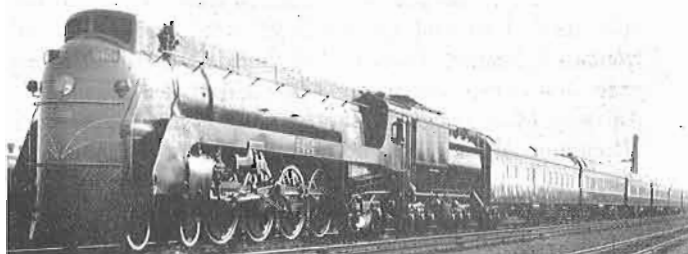
History is being made as Their Majesties, the King and Queen, travel across Canada and receive demonstrations of loyalty and fealty in city, town and village; a new epoch in the affairs of Canada is being ushered in to the accompaniment of the ceremony marking the progress of the Royal tour; the adherence of Canadians to the traditions of the British Empire is being made manifest and emphasized on every hand.

Of all the industries which combine to support the life and activity of the vast country which Their Gracious Majesties now honor by their presence, that with which they are most intimately coming in contact, is the transportation industry, or, more specifically, the railway industry. When the trip across Canada and return is completed Their Majesties

will realize, we believe, that the railways constitute the backbone of Canada, that the pioneering enterprise of the railways has made possible the development of Canada to the present state, and that the initiative, resourcefulness and efficiency of Canadian railroading have done much to advance the cause of Empire.

This journal, which has faithfully recorded the developments in transportation in Canada since the concluding years of the 19th century, respectfully offers an expression of homage to Their Majesties. To the hope that they may live and reign long in happiness and security, we add the hope that, among the memories of this present tour of Canada, that of the extent, services and loyal goodwill of the railway industry of Canada will not be among the least.

The magazine Canadian Transportation printed this editorial at the time of the Royal visit.



Her Majesty Queen Elizabeth, wife of King George VI, in the cab of CPR locomotive 5919. Elizabeth, now the Queen Mother, celebrated her 100th birthday last August 4.

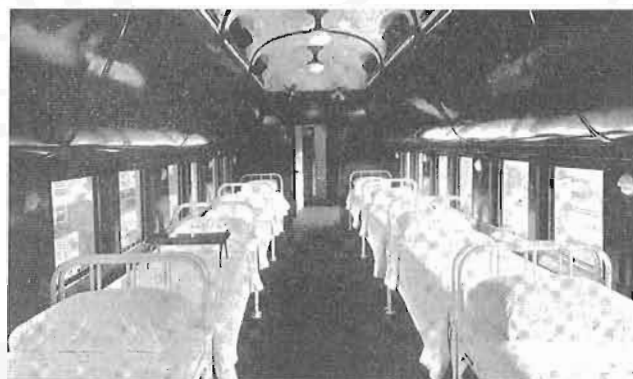
The Royal Tour of Canada was the first time a ruling monarch of Britain had visited the Dominion. The Royal Train has been called "Canada's most popular train", and it was seen by millions of people as it toured Canada, and parts of the United States. CPR 2850 and CNR 6400 were used on their respective systems, although other motive power was used on some lines.

The railways sent exhibits, including the locomotives from the Royal Train, to the New York World's Fair.

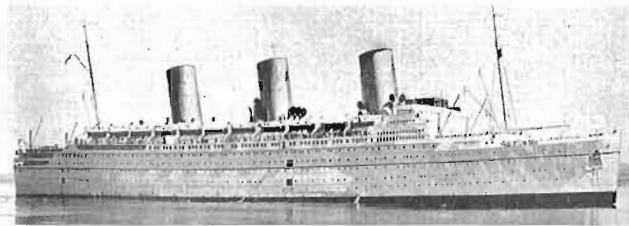
On September 1 Germany invaded Poland resulting in the outbreak of the Second World War, less than 21 years after the end of the first. Canada was soon deeply involved, and for the next six years the railways were strained to capacity handling the men and supplied required in wartime.

1940

As they had done in 1914, the railways of Canada "geared up" to do their utmost for the war effort, a job larger and longer than they had done at that time.



The CNR introduced hospital cars for the use of wounded soldiers. The inside of one of these cars is seen in the above photo.



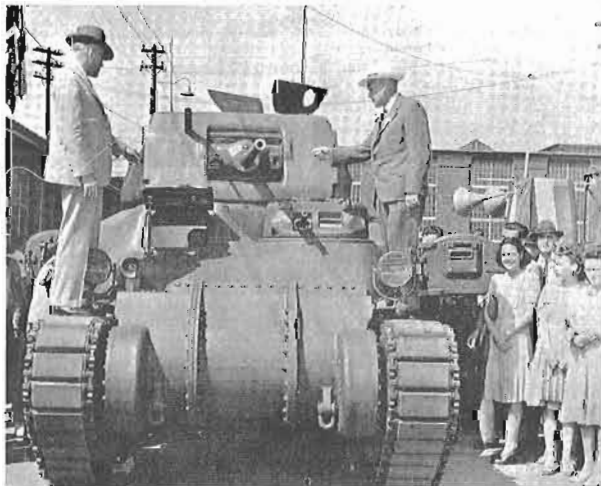
The "Empress of Britain", flagship of the CPR fleet and the vessel on which the King and Queen had come to Canada, was sunk by enemy action.

Passenger service on the main line of the Niagara St. Catharines and Toronto interurban was discontinued, but a year later it was reinstated due to the war emergency.

1941

Several Canadian street car systems purchased second-hand street cars from the United States which had not yet entered the war.

All abandonments of street car lines were deferred "for the duration".



Montreal Locomotive works, and the CPR's Angus Shops, began to produce tanks and munitions for the allied armies. Hundreds of tanks were produced before the war ended. This tank is one of the MLW ones.



The CPR started a "golden bomber" fund to which employees contributed. Here we see the presentation of the contributions at Windsor station.

The Canadian Railroad Historical Association, founded in 1932, was incorporated by Letters Patent issued by the Dominion of Canada. These Letters Patent are still in force.

1942

SHIPPER'S CAN HELP!



Load freight cars to the limit Avoid delay in loading and unloading

FROM COAST TO COAST . . . Canadian National cars are moving steadily . . . carrying supplies to the Services . . . war materials for munition factories, aircraft industries . . . raw materials, steel, and the thousand and one essentials for a 100% war effort. Canadian National Railways are doing their part in a mighty job of transportation.

But those who ship goods by freight can do their part, too . . . shippers can save cars for themselves . . . save both in freightage weight and space . . . by following a few simple rules.

Load your cars to full capacity as stencilled on the car. Load to the limit in cubic space. Save "turn-around" time by loading and unloading the same day that cars are received. Do not order cars before goods are ready to ship . . . and notify "Canadian National" as soon as cars are empty.

Following these rules means greater efficiency in transportation for Canada's war work. Co-operate with Canadian National Railways in helping deliver the goods to Canada's Allies!



Shippers were urged to load box cars more efficiently so as to get the most use from the limited number of cars available.

The railways were "feeling the pinch" carrying more and more with fewer employees, many of whom were off fighting the war. Accordingly they began hiring women who soon proved that they could handle almost any job a man could do, and could often do it better.

"Victory" box cars were introduced by the CPR. These were wood-sheathed, thereby saving strategic metal and making a lighter car, more of which could be hauled in a train.

The 50th anniversary of electric street car service in Montreal was commemorated by a special exhibition at the Chateau de Ramezay, the birthplace of the CRHA ten years before.

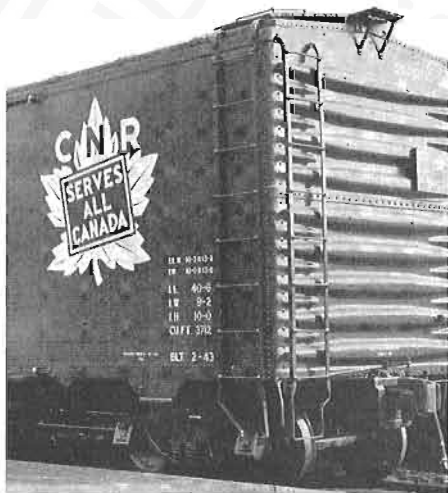
1943

On March 23 Sir Edward Beatty, CPR president from 1918 to 1942, died at Montreal at the age of 66.

Heavy snow in eastern Canada added to the problems of the railways as they struggled to handle unprecedented traffic.



In July the CNR opened Montreal's Central Station, completing a project originally begun in 1929. The old Bonaventure station was also kept open for troop trains and commuter service, and it remained in use until 1948.

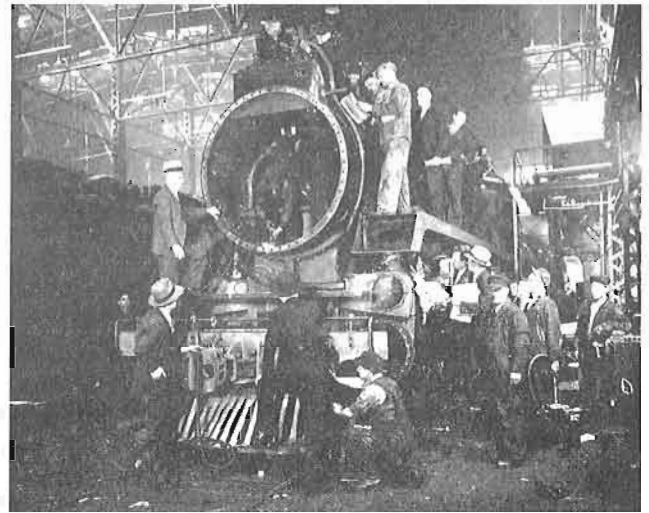


The CNR introduced the maple leaf insignia on which was mounted the tilted wafer first introduced by the Grand Trunk in 1896. In the mid 1950s the wafer was made level, but the maple leaf insignia continued until the present CN symbol was adopted in 1961.

1944



On June 6, D Day, the Allied forces invaded Europe and the Canadian troops were prominent in the action. This view shows Canadian soldiers advancing through a recently captured railway yard.



The CPR introduced its 1200 class light Pacifics. 102 of them were built between 1944 and 1948, the first two by the CPR itself at its Angus Shops. The second of these two, No. 1201, was the last steam locomotive built by the CPR and it is preserved by the National Museum of Science and Technology in Ottawa. Here we see it under construction.

A huge blizzard in Toronto shut down the public transit system and started the TTC thinking about a subway as well as better snow fighting equipment. One of the results of the latter was snow plough TP-10, built in 1945 and now at the Canadian Railway Museum.

Montreal also made plans for a subway, to be started when the war ended, but unlike Toronto, nothing was done until 1961.

An order for 50 PCC cars for Toronto was ordered to be split three ways between Toronto, Vancouver and Montreal. Toronto was allotted 15 of the new cars, Vancouver received 17, and Montreal obtained 18, the last street cars acquired by that city.

1945



The CPR ordered aluminum box cars to save steel and reduce weight.

Although it was now apparent that the allies would win the war, no one knew how long it would take. Meanwhile the effort of moving supplies and personnel continued at an even greater rate. In early 1945 traffic by rail, including city transit, set records that have never been broken.



Toronto, faced with congestion like the scene above, unveiled its plans for a subway system and, unlike Montreal, these plans were carried out and work began in 1949 and the subway opened in 1954.



Early in 1945 the Allies advanced into Germany. Unlike in 1918 much of the transportation was by road rather than by rail. Here we see Canadian railway troops removing the track from a German railway so the roadbed can be used for road vehicles.

On May 7 Germany surrendered and the war in Europe came to an end. The next day celebrations in Halifax turned into a riot with much damage including a street car which was set on fire and destroyed.

On August 15, Japan surrendered and the Second World War ended after six long and extremely trying years.

1946

FIFTY YEARS OF PROGRESS
1896-1946

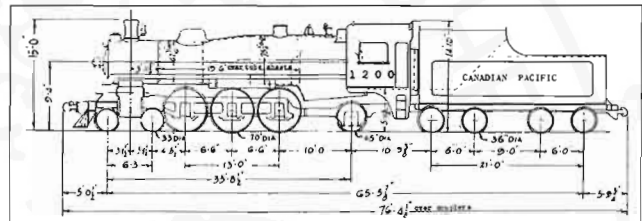
THE Canadian Bronze Company, Limited, has always combined quality and service with an active watch for new and better methods. Today, as for these last fifty years, we stand ready to serve.

CANADIAN BRONZE COMPANY, LIMITED
Wholly Owned Subsidiaries

Montreal Bronze, Limited, Montreal, Que.
Winnipeg Brass Limited, Winnipeg, Man.
Northwestern Brass Limited, Winnipeg, Man.
and Calgary, Alta.
St. Thomas Bronze Company, Limited, St. Thomas, Ont.
Diamond Bronze Company Inc., Lyndenville, Vt.



The CPR introduced a new herald in the form of a shield surmounted by a beaver. This marked the return of the beloved rodent which had graced CP's insignia from the mid 1880s until 1929, in which year it was replaced by a beaver-less shield. The 1946 beaver remained until it was replaced by the multimark in 1968.



The CPR ordered 40 more 1200-class 4-6-2 locomotives, 20 each from MLW and CLC.

Both CN and CP ordered new lightweight passenger cars as they made the transition back to peacetime. In the meantime much of the older equipment continued in use, this time engaged in the happier job of returning the troops back home. Unfortunately many of those who left home would never return; victims of the greatest war in the history of the world.

The Temiskaming and Northern Ontario Railway changed its name to Ontario Northland. This was partly because the initials T&NO were sometimes confused with those of the Texas & New Orleans in the United States.

1947



General Motors "Train of Tomorrow" made a tour showing such features as streamlining and domes that passengers might expect in the future. Most of these features were later adopted, but the future of the passenger train proved to be less secure.

City transit systems began seriously to consider retiring their street cars. It was the continuation of the trend that had begun in the 1930s but had been interrupted during the war. In 1947 trolley busses were the preferred replacement, but later diesel busses took over, and eventually most of the trolley bus lines succumbed, except in Vancouver and a few in Edmonton.



The CPR started yet a new symbol, painted on the sides of its newly built box cars. It featured a stylized globe with the motto "Spans The World". This paint scheme was quite short lived and was only applied to a relatively few cars.

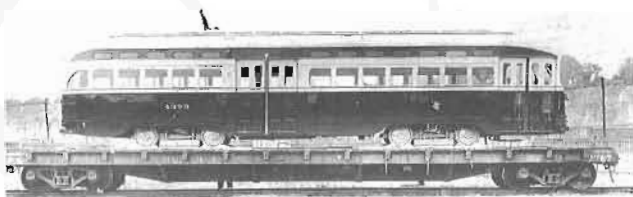
1948

The first production diesel locomotive built in Canada, CPR 7077, was outshopped by Montreal Locomotive Works in May.



About the same time, CNR took delivery of the first of its 9000 series streamlined "A" and "B" units.

Street car service was abandoned in Quebec City, Saint John N.B., Victoria B.C. and St. John's Newfoundland. All were replaced by diesel busses. Thus the St. John's system did not survive until Newfoundland joined Canada the following spring.



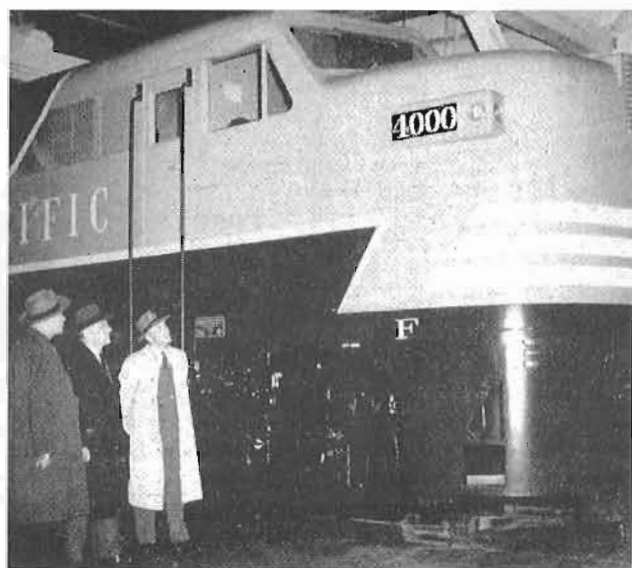
Despite abandonments elsewhere, Toronto showed its faith in the street car by taking delivery of 100 new PCC cars, with another hundred the next year and fifty more two years after that.

In the summer a serious fire at the Bonaventure freight sheds so damaged the signals and other facilities that the passenger station was closed after almost 101 years at that location. The station, built in 1887, had been on borrowed time since Central station opened in 1943, and by 1948 traffic had decreased since the war and the new station could now handle it all.

1949



In March CPR 5935, was delivered. This was the last steam locomotive built for any major Canadian railway. It served only seven years and is now at the Canadian Railway Museum.



During the same year the CP also received the first of the new era, the sleek new 4000-series "A" units from Alco in the United States.



Work began on the construction of the Toronto subway. It would open in March 1954.

On April 1 Newfoundland joined Confederation and became Canada's tenth province. As part of the agreement the CNR took over the Newfoundland Railway which was integrated into the CN system.

Canadian railways sent exhibits to the Railroad Fair held in Chicago.

Two streetcar systems, at opposite ends of the country, made their final runs. Halifax's famous fleet of Birneys were replaced by trolley busses, and Canada's smallest system, in Nelson B.C., made its last run after fifty years of operation. However a new line has recently been built in Nelson, and car 23 once again provides rides over more than a mile of track.

1950

New Type Road Diesel Hauls Passenger Train Through Local Depot

Fast Flyer

Mainline HEADLINER!

Already making headlines with its introductory test run over Canadian lines, the famous Consolidation Opposed-Piston Diesel locomotive is the transportation news of the year!

Underlying the efficiency of this new product of the Canadian Locomotive Company's shops is an advanced concept of diesel locomotive design, incorporating the renowned Fairbanks-Morse Opposed-Piston Diesel Engine, the world's most compact power plant.

Consolidation Locomotives have already advanced the standards for all phases of diesel locomotive performance on U.S. railroads. They will add to this brilliant record in Canadian service.

More power is packed into smaller space . . . ease of maintenance is assured by "unitized" construction and the fact that Opposed-Piston Diesels have 40% fewer moving parts . . . superlative engineering results in smoother operation, amazing versatility.

CLC **Canadian Locomotive Company Limited**

41 RICHMOND ST. W. TORONTO

180 ST. ANTOINE STREET MONTREAL

KINGSTON, ONTARIO

4802

1950

In a half century of producing the motive power for Canada's railways, the Canadian Locomotive Company has never built a locomotive as versatile as this.

The Canadian Locomotive Company in Kingston made arrangements with Fairbanks Morse to build FM units at its plant.

The TTC bought 52 second-hand PCCs from Cincinnati, 25 of which were only two years old. A few years later they also bought cars from Cleveland, Birmingham and Kansas City.

In the spring the Red River overflowed and flooded much of Winnipeg. This disrupted all means of transportation and led to the construction of the floodway which protected Winnipeg from the even higher flood in 1997.

The last street car ran in Calgary; however a modern light rail system was built about 1980 so the Stampede City is now one of those cities with electric traction.



As we celebrate our first Christmas at our new London plant, we look back on many pleasant associations made during the year. And we look ahead to 1951 as another year of opportunity for making new friends and rendering new services to old friends. We share with you a confident faith in the future of this country. The record of Canada and her industries, planning together, working together, promises bright years ahead for our nation. In that progress, we at General Motors Diesel will be proud to play our part.

GENERAL MOTORS DIESEL LIMITED
LONDON, ONTARIO

The Diesel Division of General Motors opened its plant in London Ontario, a plant which is still very much in business and this year celebrates fifty years of operation.

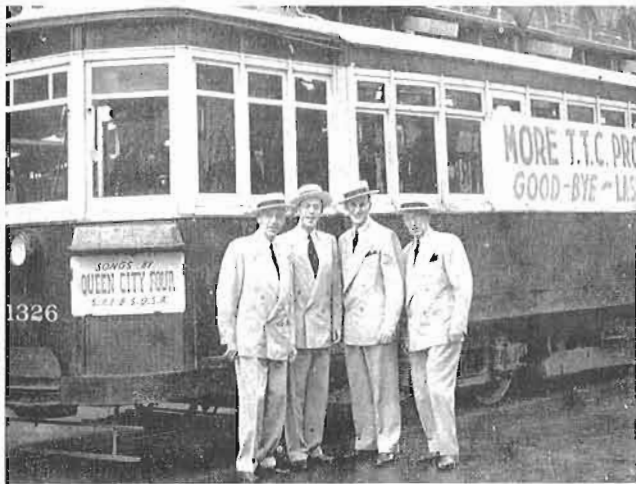
On June 25 the army of North Korea invaded South Korea bringing on a United Nations "police action" that became the Korean War. This lasted more than three years and threatened to become a world war, but the effect on the railways was nowhere as much as in World War II. There was a ban on taking photographs of railways, but this was seldom enforced and was very short lived.

On August 22 a nationwide strike shut down most of Canada's railways, the first time in history. After the country had suffered for nine days a government decree brought an end to the strike on August 31.

1951



The CNR tested a Budd rail diesel car and later bought a number of them.

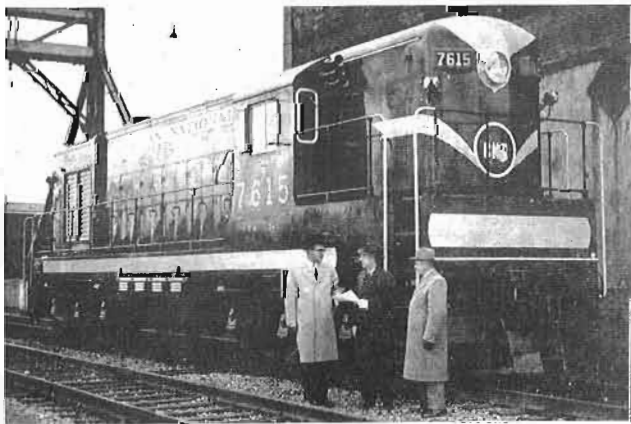


On March 22 the last wooden street car was retired by the Toronto Transportation Commission. Car 1326 has been preserved and is at the Halton County Radial Railway.

Former Montreal Street Railway car 274, built in 1892, was presented to the CRHA and became the first piece of equipment in the collection of the Canadian Railway Museum.

In June the Montreal Tramways Company was taken over by the city and became the Montreal Transportation Commission.

In October Princess Elizabeth (now Her Majesty Queen Elizabeth II) and her husband Prince Philip Duke of Edinburgh arrived in Canada for an extensive tour. Once again a Royal Train was the preferred means of travel as the Royal couple traveled across the Dominion.



In November the Montreal and Southern Counties dieselized between Marieville and Granby using CNR Fairbanks Morse diesels. Electric operation continued between Montreal and Marieville plus the run to Montreal South and the once a day train to Ste. Angele.

1952

In January a strike shut down the entire Toronto transit system for several days.

In March the Montreal Transportation Commission announced that all street cars in Montreal would be retired within nine years. As it turned out it was 7 1/2 years until the last tram ran on August 30 1959.

The Pacific Great Eastern (now B.C. Rail) finally reached Prince George after forty years. For years the joke had been that the initials PGE stood for "Prince George Eventually", but now it was finally there.



The demise of the tunnel terminal in Montreal

Two historic CNR Montreal stations were demolished in 1952. First to go was the former Canadian Northern tunnel terminal, and later in the year the venerable Bonaventure Station was torn down. The latter was built in 1887 (and lost its top floor to a fire in 1916) but the site had been used as a passenger terminal since the Montreal & Lachine Railway opened in 1847.



CPR MLW units along the north shore of Lake Superior, 1950

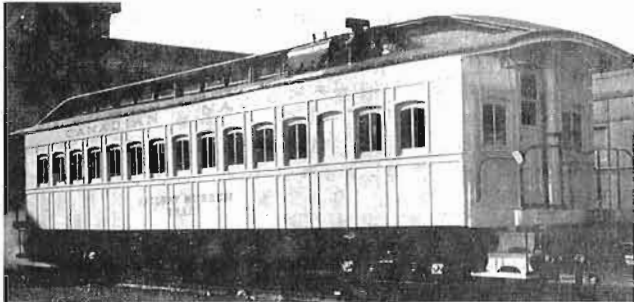


During this year the CPR reported the complete dieselization of its lines through the Rockies, the first part of the system where steam was retired.

1953

Early in the year the CPR put demonstrator RDC No. 2960 into passenger service between Montreal and Mont Laurier.

CPR ordered 173 stainless steel passenger cars from the Budd Company, and CNR ordered 359 lightweight cars from Can Car and Pullman. Both were for new improved transcontinental service planned to be introduced in about two years.



CNR created a museum train using restored early equipment from its lines (the oldest of which was a coach built in 1859, see photo above), hauled by former Grand Trunk Mogul No. 674, built in 1899, later replaced by 713 built in 1900. 713 and some of the cars from the museum train are now at the Canadian Railway Museum.



CPR put 40 new 800-series commuter cars in service on its lines out of Montreal, replacing ancient wooden cars. These cars were very successful, and all 40 still exist after 47 years. During their career with CP they sometimes were used in extra service much farther afield than Montreal, even to Saint John or occasionally farther. All but 4 of the 800s are still in Montreal commuter service, and those 4 are in use on the Timber Train out of Mattawa.



The first train to Lynn Lake

On November 9 the CNR line to Lynn Lake Manitoba was opened. VIA still runs a mixed train service on that line.

1954



On Canada's first subway

GLOUCESTER CARRIES THE LOAD



It's the pride of the people of Toronto that theirs is the first underground system in Canada. And they're going to be equally proud of the superbly equipped cars which in peak periods, and by means of 4-car trains, can carry up to 90,000 passengers per hour.

All the rolling stock for this new project comprising 704 cars has been designed and built by Gloucester Railway Carriage & Wagon Company, specialists in rolling stock for the world's railways since 1860.



GLOUCESTER RAILWAY CARRIAGE & WAGON CO. LTD.
GLOUCESTER - ENGLAND
LONDON OFFICE: 1 ALBEMARLE STREET, PICCADILLY, W.1. Phone: GLOUCESTER 8256

In March the Toronto subway opened, the first in Canada. The original Gloucester cars served for many years, but all have now been retired.



**opens a new era
of train travel in Canada**

To keep abreast of Canada's growing transportation needs and in keeping with our policy of service, Canadian National is now well advanced on a huge expansion program.

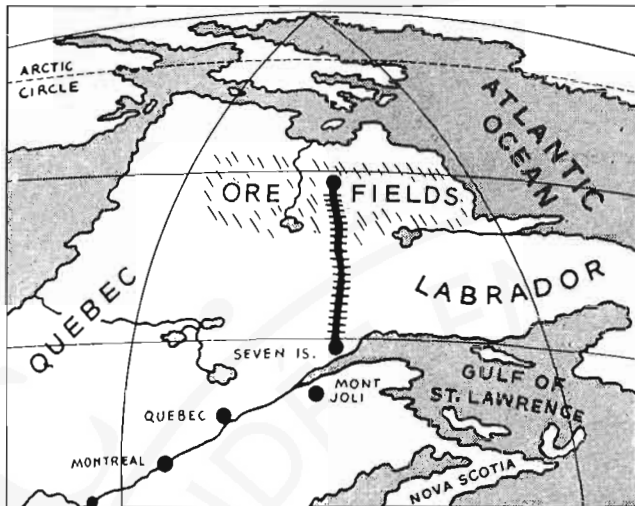
From the Canadian Car & Foundry Company Ltd. it is taking delivery of 210 coast-to-coast coaches from Pullman-Standard Car Manufacturing Company. Canadian National has ordered 141 sleeping, parlor, dining and baggage cars. Most of this new equipment will be in operation this summer on Canadian National routes.



throughout Canada. With new purchases, Canadian National is increasing its fleet of diesel locomotives to 541 and freight cars to 100,000. Lengthening of signal systems, enlargement of yards, building of new lines, are all part of this modernization program. If you are interested in enlarging your present Canadian plant or establishing a new one, Canadian National's Dept. of Research and Development, staffed by experts, will gladly make personal, confidential study for you, without obligation. Head Office, 360 Melville Street, Montreal, Que.



Both CPR and CNR took delivery of the first of their new cars and placed them in service immediately.



The Quebec North Shore and Labrador Railway was completed from the St. Lawrence river to the rich iron deposits of Labrador and northern Quebec. This fulfilled the promise made at the start of construction: "Iron ore by fifty-four".

1955



On April 24 the CPR inaugurated its stainless steel train "The Canadian" while on the same day the CNR began operating the "Super Continental". Both made the Montreal to Vancouver trip in about three days, and both provided excellent service, although CP had the advantage of a shorter line, more scenery and dome cars.



In Nova Scotia the Canso Causeway was opened, connecting Cape Breton with the mainland and eliminating the time-consuming ferry crossing.

The last street cars ran in Winnipeg, being replaced by trolley busses.

On June 19 the Montreal and Southern Counties made its final run over Victoria Bridge after more than 45 years (it's now been gone for that long!). M&SC service continued from St. Lambert until October 1956.

The CNR branch from Terrace to Kitamat in British Columbia opened.

In October the CPR introduced the diesel hauled "Atlantic Limited" between Montreal and Saint John N.B., replacing the two previous steam hauled trains and greatly reducing the time for the trip.

On December 9 a protest about increased fares (from 10 cents to 12 1/2 cents) in Montreal resulted in a riot in which 169 street cars were damaged, one so seriously that it was scrapped.

1956

CNR announced that the Newfoundland Railway was completely dieselized.

In Montreal the CPR opened its diesel shop at St. Luc yard.



The first train from North Vancouver to Squamish

On June 11 the Pacific Great Eastern completed its line from North Vancouver to Squamish. This went across lawns of inhabitants who never believed that the railway would ever be built.



In September the abandonment of the street car line on Montreal's St. Catherine Street was the occasion for a great parade of historic trams, witnessed by more than 100,000 people.

In October the familiar green wooden cars of the Montreal and Southern Counties ceased to run. CNR trains to Waterloo still ran over most of the M&SC main line and even today Amtrak's "Adirondack" still runs over part of the old M&SC.

1957

Early in the year CPR employees went on strike over the question of eliminating firemen on diesel locomotives.



CPR announced that all steam in British Columbia was retired, and Budd RDCs were introduced on the Kettle Valley line.

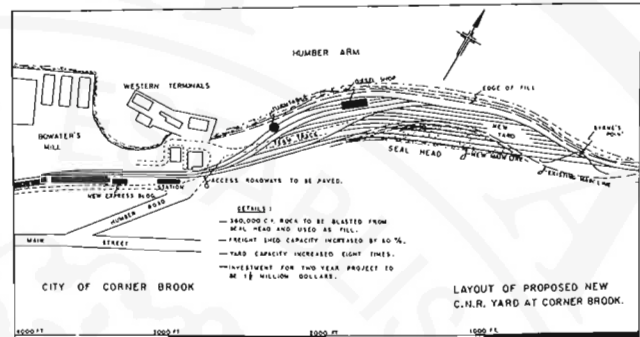


CNR crews laying the new track between Cornwall and Brockville, 1957

The CNR relocated a large part of its Montreal - Toronto main line between Cornwall and Brockville to avoid the flooding of the old line by the lake created for the St. Lawrence Seaway.

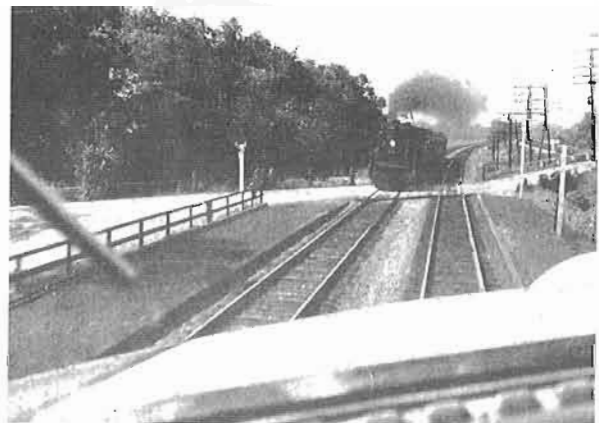
As a reorganization procedure the CPR amalgamated many of its wholly owned subsidiaries, so the old companies ceased to exist.

1958



The CNR built a new freight yard at Corner Brook, Newfoundland.

The British Columbia Electric Railway ended all interurban passenger service, but some electric freight operation continued. City street car service in Vancouver had ended a few years before.



The last run of the "Moccasin" as seen from a passing train

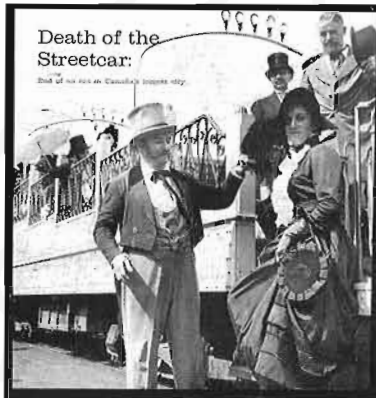
Canada's longest running named train, the "Moccasin" between Montreal and Brockville, ceased running on August 9. Although the name was, strictly speaking, unofficial, it had been used almost since the train went into service on November 19 1855, a period of more than 102 years. Today Canada's longest-operating named train is the "Ocean" (née "Ocean Limited") which has been running since 1904, and so has to run another 6 1/2 years to beat the record of the "Moccasin".



CNR introduced steam generator cars to provide steam heat for its diesel hauled passenger trains. Some of these cars remained in service on VIA until head-end-power took over in the 1990s.

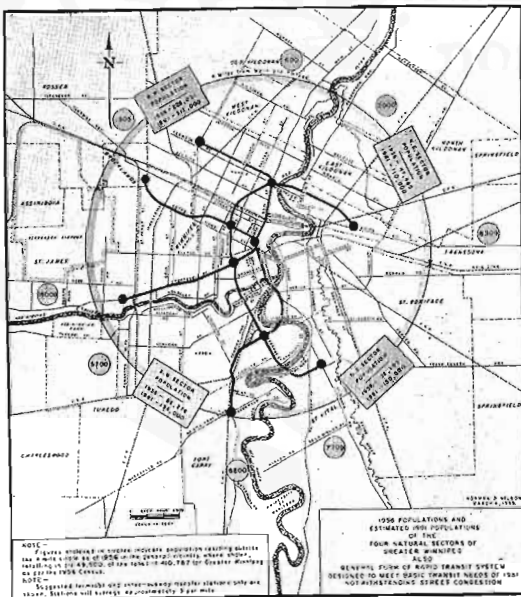
1959

On March 15 (the Ides of March) the former Quebec Railway Light and Power interurban (owned by CNR since 1951) discontinued all passenger and electric operation. Interestingly some of the original 1889 coaches, from when it was a steam railway, were in service until the end. One week later, on March 22, the Niagara St. Catharines & Toronto (also owned by CNR) also abandoned passenger and electric service. This was the end of the interurban era in Canada, an era that extended back more than sixty years.



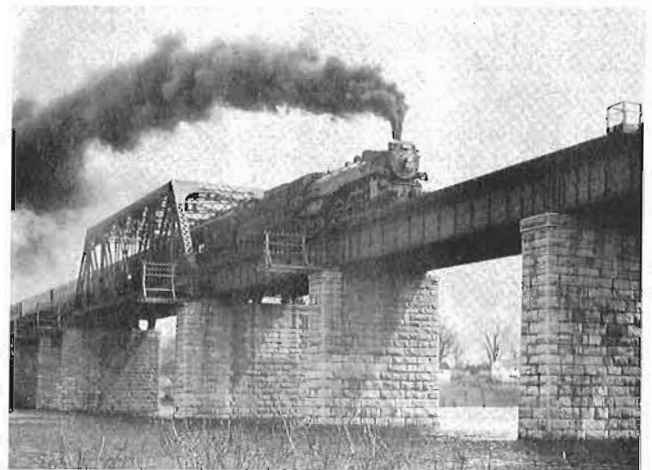
On May 2 the last street cars ran in Ottawa, and on August 30 Montreal bid adieu to its trams. That left only Toronto with street cars and its future did not look bright. Miraculously, however, Toronto kept most of its tram lines, and later equipped them with new cars, so the beloved "red rockets" continue in service. Calgary and Edmonton now have electric surface lines, Vancouver and Nelson have tourist lines, and other cities are considering electrification as a counter to strangulating automobile traffic. So the future of the street car looks brighter in 2000 than it did in 1959.

In June the St. Lawrence Seaway opened, and another Royal Tour took place. Not as much of this tour was by train as in 1939 and 1951.



A plan was announced for an extensive subway system for Winnipeg; however this was never built.

1960



A CRHA steam trip crossing the Rideau near Merrickville in the spring of 1960. The end of steam was near.

This year was notable as it was the last year of regular steam operation on both the CNR and CPR. During the spring and summer of that year a larger-than-usual number of excursions were run, mainly operating out of Montreal and Toronto. It was the last chance (or so everyone thought) to ride behind steam before it vanished forever.

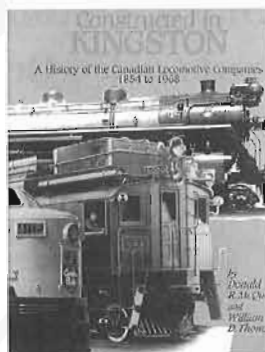


Farewell to steam. Turcot, 1960.

CN had an official end of an era ceremony at Montreal's Turcot Yard after a trip to Ottawa with locomotive 6153. CP's last steam trip was a CRHA special to St. Lin on November 6 to mark the 75th anniversary of the Last Spike. But main line steam was not entirely dead for CN operated many more steam excursions, using 6153, 5107 and 6167 and, later, 6218 and finally 6060. CP did not run steam except for very special occasions when 1201 was used. Of course a number of private steam operations have run, and continue to be run. Recently CP re-acquired 2816 from Steamtown U.S.A., so it may well be that we will once again see steam running on the CPR. On that note of optimism we take a break and suspend this chronology of the twentieth century at the year 1960. Next issue we hope to cover the modern era, from 1961 to 2000, so for now we say

TO BE CONTINUED

Book Reviews



Constructed in Kingston, a History of the Canadian Locomotive Companies 1854-1968

by Donald R. McQueen and William D. Thomson

Published by Canadian Railroad Historical Association
Kingston Division

P.O. Box 1714, Kingston, Ontario...
K7L 5V6

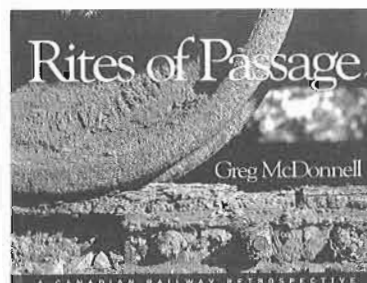
Price: \$76.00 postpaid.

This book has already been mentioned in our columns, but as the previous mention was a pre-publication announcement, a further look is called for. It is the story of Canada's longest surviving railway locomotive builder, which produced more than 3,000 steam, electric and diesel locomotives for well over 100 years. From the 1850s to the 1960s, its name, its successes, and its products became pre-eminent in the engineering evolution of Canadian railways. Not only did every province in this nation have 'Canadian' locomotives operating within its boundaries, 'Canadians' could be found on the European, African, Asian and American continents, including a group sent to Russia just before the revolution of 1917.

In order to tell this fascinating story, the book, like *Gaul*, is divided into three major parts. Part One is devoted to the history of the six companies that built railway locomotives in Kingston between 1854 and 1968. It not only traces the origins, growth and economic challenges of each of those companies, it also records notable production achievements and profiles the people behind the successes and innovations. Part Two is a customer and owner index, designed to aid the reader find specific locomotives or locomotive groups in the production history. Each original customer and subsequent owner has a historical introduction as well as a roster of their locomotives built in Kingston. Part Three is the production history of the Canadian Locomotive companies, arranged in numerical order by builder number, beginning with serial number 1 and ending with 3,064. These serial numbers are part of the index found in Part Two, and cross-referenced in the history in Part One. Additional details of the story are found in the eight appendices. In them, the authors have provided an explanation of model designations, summaries of locomotive production totals, both by type and by year, and a checklist of those Kingston-built locomotives that have been

preserved. The appendices also contains the story behind the companies' builders photographs, as well as a record of employees for the years 1939 to 1968.

For the student of Canadian railway history, or that of many countries to which Kingston locomotives were exported, this book should be required reading. It would also be a fine gift (including to yourself) to celebrate the new millennium.



Rites of Passage, A Canadian Railway Retrospective

by Greg McDonnell

11 x 8.5 Hardcover 120 pages (with 140 colour photos)

Published by: The Boston Mills Press

34 Lesmill Road, Toronto, Ontario M3B 2T6

Phone: (416) 445-3333

Price: \$49.95 CDN, \$37.50 U.S.

Each new railway book by writer-photographer Greg McDonnell is cause for celebration in the North American railfan community. *Rites of Passage: A Canadian Railway Retrospective*, a look at over three decades of transition and changes along Canada's rail lines, is his most personal book to date. "For what it's worth," McDonnell writes in his introductory essay, "what follows on these pages is personal, a collection of images and essays drawn from a 35-year effort to capture and chronicle the magic of Canadian railroading, an effort that began with a young boy pointing a borrowed Brownie at a pair of olive-green GMDs looming out of the early morning fog in Kitchener and quickly grew to be a lifetime avocation, if not a vocation. As Canadians, railroading is our birthright and it is in our blood. This land was built by the railway and is bound together by the steel rails of not one, but two transcontinental railways."

Capturing the imagination of railfans, not only in Canada, but throughout the United States as well, *Rites of Passage* does the nation proud. In the eloquent words of Kevin P. Keefe, associate publisher of U.S. based *Trains Magazine*, Greg McDonnell has captured in these remarkable pages "a vision of Canadian railroading as an extension of the Canadian character itself - strong, thoroughgoing, undaunted by natural hardship, mindful of its glorious past. More than perhaps any nation on earth, Canada owes its heritage as a nation to the ceaseless determination of the people who built and consolidated its railroad empire. Whatever mystery there was about the Canadian railway was long ago solved for me, thanks in large measure to its master storyteller, Greg McDonnell."

The Exporail Project

Speech by the CRHA President, James Bouchard, October 6, 2000

Discours du président de l'ACHF, monsieur James Bouchard le 6 Octobre, 2000.



Locomotive "John Molson" by Barrington Station, October 6, 2000.

Dear Guests,

The honourable Minister Martin Cauchon, MNA Serge Geoffrion, Member of Parliament Maurice Godin and Member of Parliament Jacques Saada, Mayor of Delson Georges Gagné, Mayor of Saint-Constant Daniel Ashby, Chairman of the Museum Daniel Laurendeau, the Mayors of the MRC de Roussillon, ladies and gentlemen, and members of the press, I am very happy to share with you this great announcement regarding the implementation of our EXPORAIL project, a new direction for the Museum.

Some of you are probably wondering what an organisation like the Canadian Railroad Historical Association is doing with a major collection of full size locomotives. Actually so did some of the members, when in 1950 they hotly debated the acquisition of our first piece of rolling stock. Some even threatened to resign if the Association went ahead. Well we went ahead and acquired #274, an 1890's streetcar that had been relegated to service as a salt car, from the Montréal Tramways Company.

We need to rewind just a little bit to get to the beginning of the story. In 1932 about three weeks after the 100th anniversary of the incorporation of the Champlain and St. Lawrence railway fourteen people, mostly members of the Antiquarian and Numismatic Society, met at the Chateau de Ramezay to form the Canadian Railroad Historical Association. By the end of the year the Association had 26 members and meetings continued on a more or less regular basis over the years with the idea of preparing a big celebration of the 100th anniversary of the opening of the Champlain and St. Lawrence in 1936. The association with the Chateau de Ramezay went on for several decades and it was the early repository of many of our small artifacts and documents.

Chers invités,

Monsieur l'honorable ministre Martin Cauchon, monsieur le député Serge Geoffrion, monsieur le député Maurice Godin et monsieur le député Jacques Saada, monsieur le maire de Delson, Georges Gagné, monsieur le maire de Saint-Constant, Daniel Ashby, monsieur le président du Comité de gestion du Musée, monsieur Daniel Laurendeau, mesdames les mairesses et messieurs les maires de la MRC de Roussillon, chers invités et gens de la presse, je suis très heureux de l'important projet que nous annonçons aujourd'hui pour l'avenir du Musée.

Certains d'entre vous se demandent probablement comment un organisme comme l'Association canadienne d'histoire ferroviaire a pu se retrouver avec une collection aussi importante de locomotives grande nature. La même question a été posée par certains membres de l'Association en 1950, au moment où l'on débattait vivement l'acquisition de notre premier élément de matériel roulant. Certains ont même menacé de démissionner si l'Association s'engageait dans cette voie. Nous avons quand même effectué l'acquisition du numéro 274, un tramway des années 1890 que la Montréal Tramways Company avait relégué à la fonction de voiture de sel.

Retournons en arrière, au début de l'histoire de notre Association. En 1932, trois semaines après les célébrations du 100e anniversaire de l'incorporation du chemin de fer Champlain & St. Lawrence, quatorze personnes, surtout des membres de l'Antiquarian and Numismatic Society de Montréal, se sont réunies au Château de Ramzay pour fonder la Canadian Railroad Historical Association. En peu de temps, l'Association comptait 26 membres et les rencontres se succédèrent sur une base plus ou moins régulière au cours de l'année avec l'idée de préparer de grandes célébrations pour le 100e anniversaire de l'ouverture du Champlain & St. Lawrence en 1936. Cette association avec le Château de Ramzay durera plusieurs années et c'est à cet endroit que débuta l'entreposage de petits objets et documents d'archives.

Une fois les premiers objets obtenus, il devient difficile de s'arrêter, spécialement si l'objectif est de représenter, par cette collection, l'important patrimoine ferroviaire de notre pays. L'année 1957 voit se concrétiser la préservation de la première locomotive à vapeur de notre collection, E. B. Eddy no.2. Puisque la conversion



Some of the officials of the governments and the CRHA at the ceremony. Left to right James Bouchard, MNA Serge Geoffrion, Daniel Laurendeau, The honourable Minister Martin Cauchon.

Once you start collecting rolling stock you just can't stop especially if you want to present the significant railway heritage of the country. In 1957 the first steam locomotive the E. B. Eddy #2 was added to the collection. Since the conversion from steam to diesel had started in the early 50's there were many types of locomotives to collect and preserve. There was one difficulty. Where do you put a 250 ton 100-foot locomotive or two or three? Some were stored at the Youville shops, some at CN or CP yards. It was quite a bit of work finding storage place and getting equipment to the right place. The Association did not have much money so we had to rely on the good graces of many organisations. We are eternally grateful for their help in those years as it allowed us to build the collection you see around us today.

To avoid problems with storing equipment on other people's property and to allow the public to admire our collection, the search for a museum site began. There are three criteria for a good railroad museum site: it has to be close to a large enough population centre to generate sufficient visitors to keep it going; lots of inexpensive land that can support heavy equipment; and finally and the most difficult an assured connection to a major railroad line that will never ever be abandoned. A number of sites were investigated but finally on July 21st 1961 Domtar leased this site to the Association. What anniversary was it? The 125th anniversary of the opening of the Champlain and St Lawrence of course!

In October 1961 Maître Steven Cheasley cut the first tree to start clearing the site. Then the other volunteers got to work and in 1962 the front half of building 1 beside us became our first storage building and the equipment started arriving on our doorstep. Buildings and track have been added continuously over the years. Most of the track laying was done by volunteers by hand - none of this fancy equipment was available then. Grants, donations and gifts were used to erect many of the buildings and facilities you see today. Without our volunteers it would not have been possible. They made contacts, scrounged materials, watched contractors like hawks to be sure we got our every cent's worth.

de la vapeur au diesel avait débuté dans les années 50, il y avait donc plusieurs types de locomotives à préserver. Mais il y avait une difficulté majeure : où loger une, ou des locomotives de 250 tonnes et mesurant 100 pieds de long? Certains véhicules ont résidé aux ateliers Youville, d'autres dans les cours de triage du CN et du CP. Il devint vite laborieux de trouver de l'espace et de faire déplacer les véhicules aux bons endroits. L'Association n'ayant que très peu de moyens financiers, nous devions nous en remettre aux bonnes grâces de plusieurs compagnies. Nous leurs en sommes aujourd'hui très reconnaissants car leur ouverture envers notre projet nous a permis d'assembler la collection que vous voyez autour de vous aujourd'hui.

Au mois d'octobre 1961, maître Steven Cheasley a marqué le début des travaux de défrichage par la coupe du premier arbre. Puis d'autres bénévoles se sont mis au travail et en 1962, la partie avant de l'édifice 1, à côté de nous, est devenue notre premier entrepôt. À partir de ce moment, nous avons commencé à recevoir du matériel, et au fil des ans, on a continué d'augmenter les édifices et les voies ferrées. Les voies, en règle générale, ont été posées à la main par les bénévoles : on n'avait pas alors le matériel perfectionné dont on dispose aujourd'hui ! Les subventions et les dons nous ont permis de construire une bonne partie des édifices et des installations que vous voyez aujourd'hui. Sans nos bénévoles, rien de tout cela n'aurait été possible. Ils ont cultivé des relations, obtenu des dons de matériel, surveillé les entrepreneurs d'un œil de lynx pour contrôler les dépenses jusqu'au dernier sou.

Vous savez, une fois qu'on a déplacé des locomotives de 100 et de 200 tonnes, on commence à croire qu'on peut déplacer n'importe quoi. C'est en 1965 que Walter Bedbrook a entrepris de déménager la gare de Barrington - qui est maintenant juste derrière nous - sur une distance de 35 km, pour l'amener de Barrington près de Sherrington, où elle se trouvait, jusqu'au musée. Il a fallu deux jours et plusieurs équipes d'Hydro-Québec et de Bell Canada pour soulever les fils, mais Walter a fini par réaliser le projet. Nous avons une jolie copie vidéo du film qu'il a tourné pendant le déménagement. Je n'ose même pas penser aux moyens qu'il faudrait mettre en œuvre pour réaliser ce déménagement aujourd'hui.

Puisque nous avons déjà des tramways, des locomotives à vapeur et une gare, la prochaine étape était donc l'acquisition de locomotives diesel. Notre première locomotive diesel, CPR 7000, construite en 1937, est arrivée en 1964. La série RS-18 qui remplaça plusieurs locomotives à vapeur, est maintenant représentée dans notre collection par la CN 3684. Et nous en sommes aujourd'hui à concrétiser l'acquisition de locomotive diesel de seconde génération.



Former CPR sleeping car "Neville" by the Hays Building, October 6, 2000.

You know once you have moved 100 and 200 ton locomotives you get to think you can move anything. So in 1965 Walter Bedbrook undertook the task to move Barrington Station now just behind us the 35 kilometres from Barrington near Sherrington to the museum. It took two days and several crews of Hydro and Bell employees to raise wires but Walter finally got it done. We have a nice video copy of the movie he took during the move. I would hate to think what it would take to do such a move today.

Since we already had streetcars, steam engines and a station the next logical acquisition area was diesels. Our first diesel CPR 7000 built in 1937 was acquired in 1964. The RS-18's, which replaced many steam engines, are now represented in our collection by CN 3684 and we have started on the second generation diesels.

One of the strengths of the Association is its membership. In addition to the 100 volunteers that keep the museum moving and growing there are another 600 members across Canada a hundred in the USA and 20 overseas. Since many are rail fans they keep a close watch on what is going on where. When interesting pieces of equipment become surplus we usually hear about it. This gives us a chance to ask for it before it goes to the scrapper. Many times we are successful. The only problem is everybody has his or her favourite piece or type of equipment and wants it preserved. If we acted on all their wishes we would have a thousand pieces of rolling stock instead of a hundred. A limited space to keep things in makes you more selective. The collections committee regularly updates its want list to include representative pieces from those that are still in service but likely to be replaced or retired in the next ten years. This allows us to advise the owners of the historical interest of their equipment and build a good case for a donation to the Museum. We also receive frequent donations from members of items of historical interest, uniforms, documents, photographs, small artefacts and so on. Some were used by the members or their parents and they want them to find a good home at the museum instead of being sold at auction to collectors or to decorate a restaurant.

When we started the most recent museum project we had inside space for all the pieces in our collection and a bit more. In the intervening time we have acquired 15 more large pieces for the collection, so we will have some pieces outside. And I hope we acquire more in the future. Technology is always changing older models are being replaced with newer ones so we need to preserve the key items before they are lost.

The collection you see around you is not the entire collection. The Association has divisions across Canada and 12 pieces from our collection are on long-term loan to these museums. By sharing selected pieces we strengthen the bonds between the divisions and members

L'une des forces de notre Association est son membership. En plus des 100 bénévoles qui participent au fonctionnement du Musée, nous comptons 600 membres au Canada, une centaine aux États-Unis et 20 outre-mer. Plusieurs sont des ferrophiles qui gardent l'oeil ouvert sur tout ce qui se passe dans le monde du ferroviaire. Lorsque des véhicules significatifs pour notre collection deviennent disponibles, on nous le fait généralement savoir. Ceci nous donne la chance de préparer une approche en vue d'une acquisition avant que la pièce ne se retrouve chez le ferrailleur. Et à plusieurs occasions, cette démarche nous a été profitable. Le seul problème est que tous et chacun a sa pièce favorite qu'il voudrait la voir préservée.

En s'en tenant à ces suggestions, nous nous retrouverions rapidement avec 1000 pièces d'équipement au lieu d'une centaine. Un espace restreint mène donc à une sélectivité plus grande dans nos objectifs d'acquisition. Le comité des collections met régulièrement à jour la liste des acquisitions possible de véhicules significatifs encore en opération mais qui seront mis à la retraite d'ici une dizaine d'années. Ceci nous permet d'aviser les propriétaires de l'intérêt historique de la pièce et de monter un dossier étoffé en vue d'une donation possible. Nous recevons également des donations d'uniformes, de documents d'archives, photographies, petits objets et autres. Certains ont été utilisés par nos membres ou un parent, et tous souhaitent que ces objets trouvent une place de choix au Musée au lieu d'être vendu à l'encan ou de se retrouver à décorer un restaurant.

Au terme de la réalisation du présent projet d'agrandissement du Musée, nous avons prévu que tous les véhicules de la collection se retrouveraient sous couvert. Mais depuis, nous avons fait l'acquisition de 15 pièces additionnelles : nous nous retrouverons donc avec quelques véhicules à l'extérieur. Et nous espérons toujours pouvoir en acquérir plus. La technologie étant toujours en cours d'évolution, d'anciens modèles sont remplacés par de plus récents et nous nous devons de préserver les plus importants avant qu'ils ne soient perdus.

Et notre collection ne se limite pas à celle que vous voyez autour de vous. L'Association a créé des divisions partout au Canada et 12 véhicules de notre collection sont sous bail à long terme dans divers musées. En partageant certains véhicules, nous renforçons les liens avec nos membres et divisions et permettons à plus de personnes d'apprécier ce patrimoine.

J'ai beaucoup parlé jusqu'ici de la collection, qui représente la technologie sur le plan matériel. Je veux maintenant parler de l'élément humain. Ces machines ont été conçues, construites, utilisées, entretenues et gérées par des êtres humains. Sans l'humain il n'y a pas de technologie. Une partie importante de l'expérience du Musée est faite des récits, des souvenirs et des expériences que nous apportent les gens du rail. Nous avons la chance de compter parmi nos membres et amis des gens qui ont fait fonctionner certains de ces équipements, et qui peuvent faire revivre, pour les visiteurs, ces morceaux de bois et de fer. Certains nous rendent visite une ou deux fois par année, d'autres viennent plus souvent. Tous ajoutent à l'ambiance et à l'expérience du Musée qui, sans eux, serait beaucoup moins riche.

Tout au long de l'histoire du Musée depuis 39 ans, nous avons eu la vision d'un musée plus beau, plus grand, plus intéressant

across Canada and allow more people to enjoy this heritage.

I have talked quite a bit about the collection, the physical representation of technology, now I want to mention the human part of it. These machines were designed, built, operated, maintained and managed by people. Without people there is no technology. An important part of our museum experience is the stories, reminiscences, experiences of all the railroad people. We are fortunate to have among our members and friends people who actually operated some of these pieces of equipment, who can tell visitors what it was like. Who can make these pieces of wood and iron come alive. Some come out only once or twice a year others get here more frequently but they all add to the atmosphere and experience and without it we would be poorer.

All through the development of the Museum over the last 39 years there was a vision of something better, bigger, easier to work in, easier for the public to visit, more interesting for the visitors. As you can see many of the pieces have been put in place always with a long-term view of a Museum that could be open year round, rain or shine with proper facilities for everything. Preliminary plans, funded by Heritage Canada, were made, the cities were involved then finally the Ministère de la Culture et des Communications du Québec became a major participant. Now Canada Economic Development has joined the cause with a significant financial contribution. Today we have everything in place to go forward.



The tent where the news conference was held, October 6, 2000.

pour les visiteurs, mieux adapté aux besoins du personnel et plus accessible au public. Comme vous pouvez le constater, beaucoup d'éléments ont été mis en place en fonction du projet à long terme d'un musée qui serait ouvert toute l'année, beau temps mauvais temps, et doté des installations adéquates pour préserver la collection. Nous avons élaboré des plans préliminaires qui furent financés par le ministère de Patrimoine canadien, puis obtenu la participation des municipalités et enfin celle du ministère de la Culture et des Communications du Québec pour un montant très important. Maintenant Développement économique Canada se joint à nous avec une participation financière significative. Aujourd'hui, nous avons tout ce qu'il faut pour aller de l'avant.

ExpoRail Project Report, December 13, 2000

by Charles De Jean

Editors note: Charles de Jean was named Project Manager of the ExpoRail Project on October 6, 2000. In order to keep our members informed we have asked Charles to report monthly on the project's progress, this report will hopefully appear alternately in Canadian Rail and CRHA Communications.

I was designated the project manager on behalf of the Canadian Railway Museum to act on their behalf to manage and coordinate the day to day activities amongst the various parties involved with the construction of our new display building. This project has been named ExpoRail and in future all references to our site improvement over the next two years will be part of this project.

The ExpoRail project involves not only the construction of a huge new display building consisting of 12 tracks 210 feet long but also new administrative offices, interpretation centers, archival storage & cataloguing rooms, new archive library, meeting room, cafeteria, store, shipping & receiving area, railway yard. Infrastructure consisting of water, sewage, hydro electricity, gas lines etc. and others services will be required required to improve on our museological presentation.

Considerable progress has been made to date with final plans and drawings completed for the site preparation.

Six contractors have submitted bids for this part of the project. The low bid contractor L.A. Hébert has been selected to prepare the site for the construction (phase 1) of the new building. This contract is valued at \$740,000, which seems considerable. However there is a need to relocate a creek that involved the provincial ministry of the environment, regional municipal council and the town of St. Constant. All of their requirements have been met. The Construction is scheduled to commence December 15, with completion expected by January 15, 2001.

A bid for the construction of the main display complex (phase 2) will be published by December 20, with submissions required no later than January 15, 2001. Construction of the building should commence by February 1, 2001.

The project has begun and I plan to keep you advised on the progress to date with monthly updates.

Happy Holidays. Charles De Jean, Project Manager

The Business Car



VIA TO ACQUIRE 139 "NEW" CARS

Sarah Dougherty, The Gazette

In one of its largest fleet-renewal investments ever, Via Rail Canada is spending \$125 million on 139 new passenger cars. Set to go into service by next fall, the cars will expand Via's fleet by one third. The investment is part of a \$400-million capital program announced last April.

Federal Transport Minister David Collenette unveiled three of the spiffy new cars parked for the occasion at Central Station on December 15, 2000. Via got a "bargain-basement" deal on the cars, Collenette said, scooping them up from a European consortium that had ordered them, but never put them into service. The cars were originally commissioned from Alstom U.K. Ltd. by European Nightstock Services, a consortium of national railways. But changing circumstances, including the privatization of Brit Rail and airline deregulation which made short-haul flights cheaper, led to cancellation of work on the cars several years ago. The cars had been mothballed in England since then.

Via said that brand-new, the cars were worth \$400 million to \$500 million. The \$125 million Via paid includes shipment to Canada and some finishing and modification work that will be done over the next six months. The cars will be deployed in the Quebec City - Windsor corridor, as well as on Montreal-Halifax and Montreal-Gaspé runs. "More cars means more trains and more frequency on key routes" said Collenette. The minister and Via officials also promised that the new cars, along with infrastructure improvements on tracks in the Quebec City - Windsor corridor, would mean faster trip times.

The cars can run at speeds of up to 200 kilometres per hour. Transport Canada currently sets maximum passenger train speeds at 161 km/h or 100 miles per hour. Collenette also went out on a limb in response to a reporter's question, saying that even higher speed trains - along the lines of France's TGV - would become a necessity in Canada in the next 10 or 20 years, at least on the Montreal-Toronto route. The enormous cost of a TGV has kept the idea on the back burner for years. Some estimate that a Montreal-Toronto TGV would cost at least \$1 billion.

As for whether the new cars can weather Canadian conditions, Via and Alstom U.K. officials said the equipment has been subjected to cold-weather testing at research facilities in Austria for temperatures as low as -40 Celsius [40 below F.]. Test cars have also been run in Canada, but not in winter. Via would not reveal how much it will have to pay to complete some of the cars, 75 of which are still just shells, and modify others. The modifications will address safety and customer comfort issues, as well as making the cars compatible with existing Via equipment.

Via employees on hand for the inauguration showed off some of the features of the new cars. Sleeping cabins boast in-room coffee makers, room-service call phones, clothes valets and private showers. The amenities make trips more comfortable for passengers and reduce irritants for staff, said customer agent Sylvain Lavallée. He also appreciated the new colour scheme in the coach car, a sky blue with dark checks. "The colour we had before, we used to call it hospital blue", Lavallée said.

Canadian National Railway Co. track workers will also be happy with some of the new features. CN owns most of the track Via runs on. Toilets in the old cars used to empty straight onto the tracks. The new cars have retention toilets. Source: The Gazette, December 16, 2000.

CN AND BNSF STRENGTHENING TIES

Sarah Dougherty

Canadian National Railway Co. plans to cement further its ties with Texas-based Burlington Northern Santa Fe with reciprocal marketing agreements and other arrangements to haul each other's traffic, company officials say. The agreements could well give the two partners a head start on reviving their \$6 billion (U.S.) merger plan, scuttled last summer. The companies called off the merger in July after U.S. regulators imposed a moratorium on all railway mergers so they could draft new rules governing the industry.

The most recent agreement between CN and BNSF, announced this week, allows the two railroads to market and price future traffic originating on one carrier and terminating on the other.

The so-called interline arrangement links markets in Western Canada with the western and south-central US. It applies to railroad-car business only and not intermodal traffic. Previous agreements, unveiled last month, let the two companies carry each other's intermodal trailers between Canada and the U.S., share a terminal in Chicago and haul each other's carloads of agricultural products. Based in Fort Worth, BNSF operates west of the Mississippi. CN's network extends across Canada and south from Chicago to New Orleans via the Illinois Central, now owned by CN.

Railroad-industry analyst Winnie Siu of Salmon Partners in Vancouver said savings were no doubt a motive for the agreements. But showing regulators and skeptics who opposed the merger that the companies could pull off the proposed union was also key. "This will give them proof

that they can deliver service" Siu said. Growing the revenue line after several years of focusing on reducing costs is also driving CN to conclude the agreements, Siu said. CN officials are still refusing to say if the companies will resurrect merger plans once U.S. regulators finalize new rules.

Source: Montreal Gazette, November 21, 2000.

ROYAL HUDSON 2860 MAY BE RETIRED

The grand old Royal Hudson steam engine, similar to the one behind which a king once traveled across Canada, faces a less-than-regal future. Out of service indefinitely, the old lady sits in a North Vancouver yard buttered against the weather by tarps. The bottom line might prove to be the end of the line for the famous locomotive. "B.C. Rail is looking at costs and benefits" said spokesman Alan Dever. "The Royal Hudson is a low-end service which doesn't make money." The 60-year-old patient needs a new boiler and fire box at a cost estimated at \$1 million. Even though the engine has been out of service for one year, people think it is still making runs to Squamish. But these are being made by a much less famous steam engine.

The big bucks these days, Dever said, are in the high-end tourist trade. B.C. Rail is entering that market next year. The Whistler Northwind passenger train, with startup costs of \$12 million, will offer a five-day round trip to Prince George for about \$1,000.

But train buffs agree there is nothing quite like the sight of a steam engine huffing and puffing its way up the tracks - a scene marked by clouds of steam and smoke and engineers fiddling with knobs as gaping tourists look on. "This is a living, breathing thing," said Don Evans, president of the West Coast Railway Museum in Squamish. "It's magic".

Tourism B.C. says the Hudson is a big part of its marketing campaign. "The train goes out on all our brochures," official Ray LeBlond said. The Hudson is the last main-line, regularly scheduled steam passenger service in North America. It has appeared in movies and remains an advertising icon, even though it hasn't made a trip this year. Summertime excursions to Squamish were billed as featuring the Royal Hudson. But they were pulled by the less glamorous steam locomotive No. 3716. Known as the Port Coquitlam, it was built in 1912. It is now pulling the Jingle Bell Express trains. "The difference between the two is like the difference between a Model T and a Cadillac," said former Hudson engineer Stewart McLeod. He blames B.C. Rail for not having a financial plan in place. "You know it will need heavy-duty maintenance over a 25-year period," he said. "You would have thought they would have a contingency fund. They bled it and took all the money. It's a disgrace".

The Royal Hudson is similar to the engine for King George VI's train on his cross-country trip in 1939. The king was so impressed he allowed the whole class of engines to be designated "Royal". The actual Royal engine, number 2850, is now at the Canadian Railway Museum. The Hudson in Vancouver, No. 2860, now is in surroundings decidedly unfit for a king. Beneath the tarps, its sheet-metal jacket stripped away, the bolts on the boiler are rusting away. The shed that has been its home has been taken over for the winter by another steam engine.

The Canadian Pacific Railway is rebuilding another 70 year-old steam locomotive, Hudson number 2816, which will appear at special events as a kind of step-back-in-time attraction. "The engine is a piece of art history, CP spokesman Darcie Park said. "People will be able to see, hear, smell and touch it. We will get our money back from the \$1-million rebuild."

Dever said the decision on whether to refit the B.C. Rail Royal Hudson will be made by the province. "In the meantime, the steam service will continue with the No. 3716" and a non-steam engine [i.e. diesel] as a backup, Dever said. B.C. Rail wasn't keen on publicity about the engine's plight, refusing to allow staff to pose with the old workhorse. "This engine is not in a state to be put on public display" Dever said.

Based on an article in the Vancouver Province, December 2000.

AMTRAK'S ACELA MAKES ITS FIRST RUN

Francois Shalom

ABOARD THE ACELA - The inaugural trip of Amtrak's Acela high-speed train linking Washington, New York and Boston went off without a hitch on November 16.

Now comes the hard part: selling the high-speed trains, developed by Montreal's Bombardier Inc. and its French partner, Alstom SA, to the rest of the U.S.

After problems with the equipment that delayed the project for a full year, including wheels that wore out prematurely fast on curves, and bolts that were too short, the first passenger Acela Express pulled away from the platform at Washington's Union Station at 9:55 a.m., with the six-car and two-locomotive trainset covering the 350 kilometres to New York's Penn Station in 2 hours and 25 minutes. The second 350-kilometre leg, to Boston, took three hours and nine minutes.

The champagne broke out when the train hit its maximum speed of 150 mph (230 kilometres per hour) at 4:16 p.m. in Rhode Island - briefly, and on a straightaway. Not exactly Mach 1 on the Concorde, but still the fastest passenger-train speed recorded in North America.

On board was a cross-section of former and current top-drawer U.S. political figures, including Amtrak vice-chairman Michael Dukakis, a former governor of Massachusetts and the 1988 Democratic Party presidential candidate, Amtrak chairman and Wisconsin governor Tommy Thompson, U.S. Transportation Secretary Rodney Slater and retiring U.S. Senator Frank Lautenberg of New Jersey. In New York City's Penn Station, they were joined by Governor George Pataki - and the Fonz, also known as Happy Days TV star Henry Winkler, as well as former Mets great Keith Hernandez.

The theme of the day was the absolute, imperative need for America to hop aboard the transportation mode of the 21st century and to renew its long abandoned affinity with rail travel. "I believe this is a historic milestone in American transportation history, one of those really defining moments" Thompson said at a reception before boarding. The Acela is "the response to the distress call of ... people all

over our country wing-locked at airports and grid-locked on our highways". He deplored the gap in funding for rail in the U.S. compared with roads and the skies. "The highway system gets \$33 billion (U.S.) a year and the airports another \$18 billion", Thompson said in an interview. "Mass transit gets \$6 billion, and the rail system barely gets \$500 million a year in federal investments. We truly are the poor stepchild, the Cinderella of transportation. If they can do it in Europe, why can't we do it here in North America?"

There are various hurdles facing high-speed trains in the U.S. including the ingrained reliance and dependence on cars, the lack of funding and the competition from low air fares. Not to mention political opposition, which killed two major high-speed train projects.

But Thompson and Dukakis said the Acela, while only a beginning, will turn the tide and make Americans realize the benefits of high-speed trains, as they long have in Europe and Japan. George Warrington, Amtrak's president, said: "We're sick and tired of Americans coming back from Europe and asking why we can't have that here".

As impressive and smooth as the Acela's maiden voyage was, there are some provisos. For one thing, most Acela trains, when Bombardier finishes delivering the 20 trainsets next summer, will be regional trains, stopping at stations along the way, rather than the non-stop express trip, cleared of traffic, that the inaugural run was. It's also a far cry from the true TGVs which have been in operation in France for 20 years and have become standard in the rest of Europe, or from the magnetic-levitation bullet trains of Japan. The distance between Paris and Brussels, for example, is roughly the same as between New York and Boston or Washington, but the maroon Thalys TGV covers the trip several times daily in exactly one hour and 20 minutes, less than half the Acela's best time between New York and Boston. And to put things further in perspective, the average speed of the Acela Express of about 80 miles per hour, or 128 kilometres per hour, was the normal speed of passenger trains introduced in France in 1937, sixty-three years ago.

All this lends weight to the efforts of the impressively bi-partisan rail-travel proponents to persuade the U.S. Congress that it must pass the High-speed Rail Investment Act, a 1990 bipartisan proposal authored by Democratic Senator Lautenberg and supported, he said, by 56 other members of Congress. The deal, he said, would allow Amtrak to sell \$10 billion U.S. in high-speed rail bonds to finance other high-speed corridors in the U.S. At the arrival ceremonies in New York where Winkler was the host, Lautenberg was praised by political friend and foe alike as the "father of high-speed rail in this country".

Whether the public flocks to the train is one thing, but the Acela did pique interest along the way. As the train eased its way out, and then quickly sped away from Washington, a news helicopter hovered above, following the snub-nosed blue and metallic gray train for several minutes. Another helicopter followed the train for a spell in Stamford, Conn. And at the final destination in Boston's South Station, a large crowd gawked as a fireworks display lit up the night.

Source: The Montreal Gazette, November 17, 2000.

As a follow up to the above, the first revenue run of the Acela was made on Monday, December 11. Initially there is one round trip per day, but additional trains will be put on as the equipment becomes available.

NEW STATION NAMES

Two commuter train stations on the Montreal-Blainville line will have their names changed as of January 1. The Henri Bourassa and Jean Talon stations will change their names to Bois-de-Boulogne and Parc, respectively. The change was made to avoid confusion with the metro stations of the same name.

Source: The Montreal Gazette, December 13, 2000.

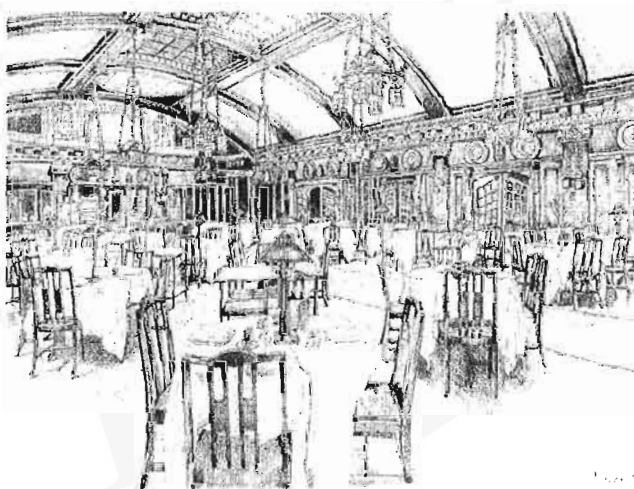
[Editor's note: This name change removes a source of some confusion, and also restores the name given to the station by the CPR in 1931.]

"ROYAL CANADIAN PACIFIC" VISITS THE EAST



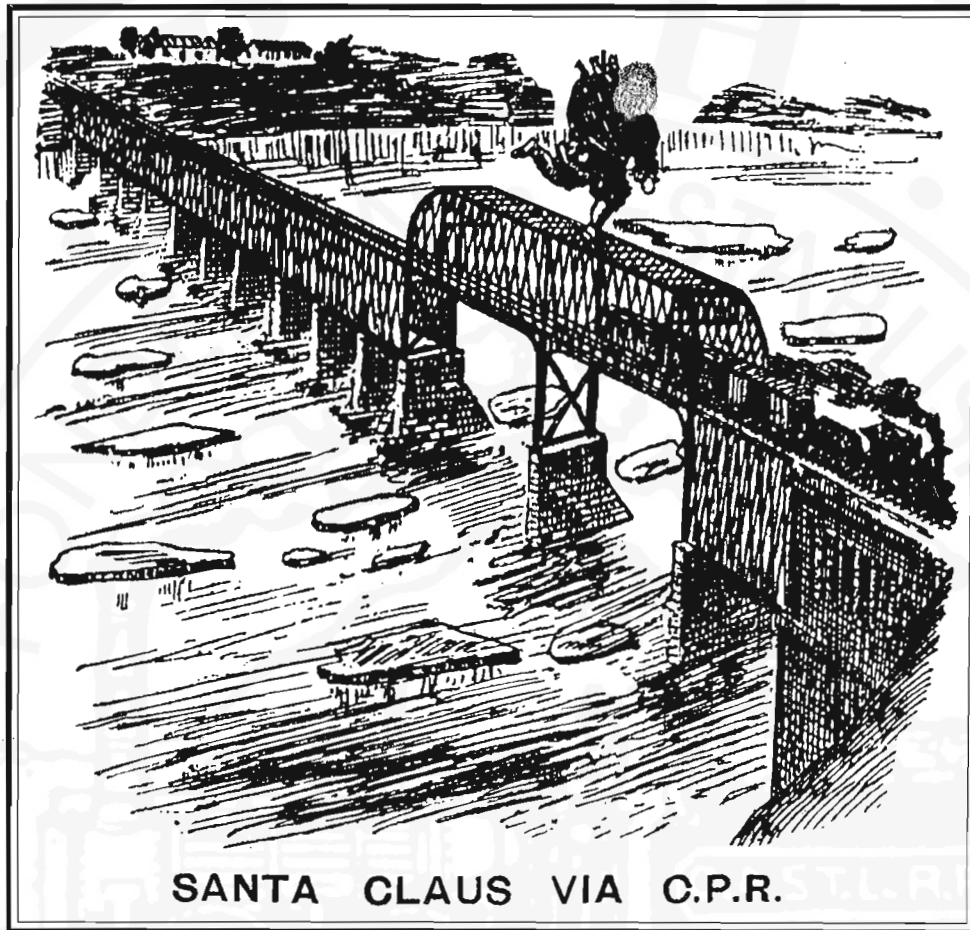
The CPR's luxury excursion train "The Royal Canadian Pacific" visited eastern Canada this autumn. Here we see it at Montreal's Windsor Station on November 24. The bell of No. 1400 is being adjusted.

ROYAL ALEXANDRA HALL NEARS COMPLETION



The Canadian Museum of Rail Travel in Cranbrook B.C. is moving rapidly ahead with its Millennium project, the rebuilding of the great dining room of the former Royal Alexandra Hotel in Winnipeg. When the hotel was torn down in 1971 the interior of the hall was saved, and in Cranbrook it will be restored to its Edwardian elegance as seen above.

Our Christmas Greeting



As the Christmas season approaches, children of all ages anxiously await the coming of Santa Claus. Traditionally he comes on Christmas Eve in a sleigh hauled by reindeer. But not always; this rare view shows him coming quite a different way!

It's early December 1890, and Santa is making a quick preliminary trip to Montreal with an advance load of goodies. The artist for the *Montreal Daily Witness* preserved this rare sight for posterity by making this drawing and publishing it in its issue of December 6 of that year. Although the first big snowstorm was two days ago, Santa has left his sleigh at the North Pole and chosen to come in on the CPR. Not on the passenger train, mind you, but running along the top of the three-year-old bridge near Lachine. Of course when he comes for his main visit, eighteen days later he will be in his usual sleigh.

If Santa would look to the left he might catch a glimpse of considerable activity at the Lachine wharf where

crews of the Grand Trunk Railway, the arch-rival of the CPR, are trying to raise the locomotive that ran off the end of the wharf just two days before, drowning its engineer, Joe Birse. A full account of this unfortunate event was in the May-June 2000 Canadian Rail.

Several questions are unanswered. What is Santa planning to do when he reaches the end of the high span? Perhaps he intends to jump on to the top of the freight train that is conveniently passing underneath. Also why is he coming in from the south shore when he started from the North Pole? Maybe he also left some goodies in New York state and is returning via Montreal. Finally we wonder if he has a pass from President Van Horne for his travels on the CPR.

This year, when Santa comes for the 2000th time, the message will be the same as it was in 1890 or any other year throughout history: **A very merry Christmas to all.** Here, at Canadian Rail, we extend the same wish to all our readers.

BACK COVER: A CPR freight train, hauled by steam locomotive 2606, passes two old open street cars at Braeside, Ontario on September 9, 1951. 2606 was built by the CPR in March 1912 as number 1206, was renumbered 2606 in 1913, and was scrapped in July 1956. The open cars date from the 1890s, and were used to transport workers on the private logging railway of Gillies Brothers lumber company. One of them was acquired by the CRHA and restored to operating condition. Bearing number 8, it is now at the Canadian railway Museum.

Photo by William Bailey

Canadian Rail

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