

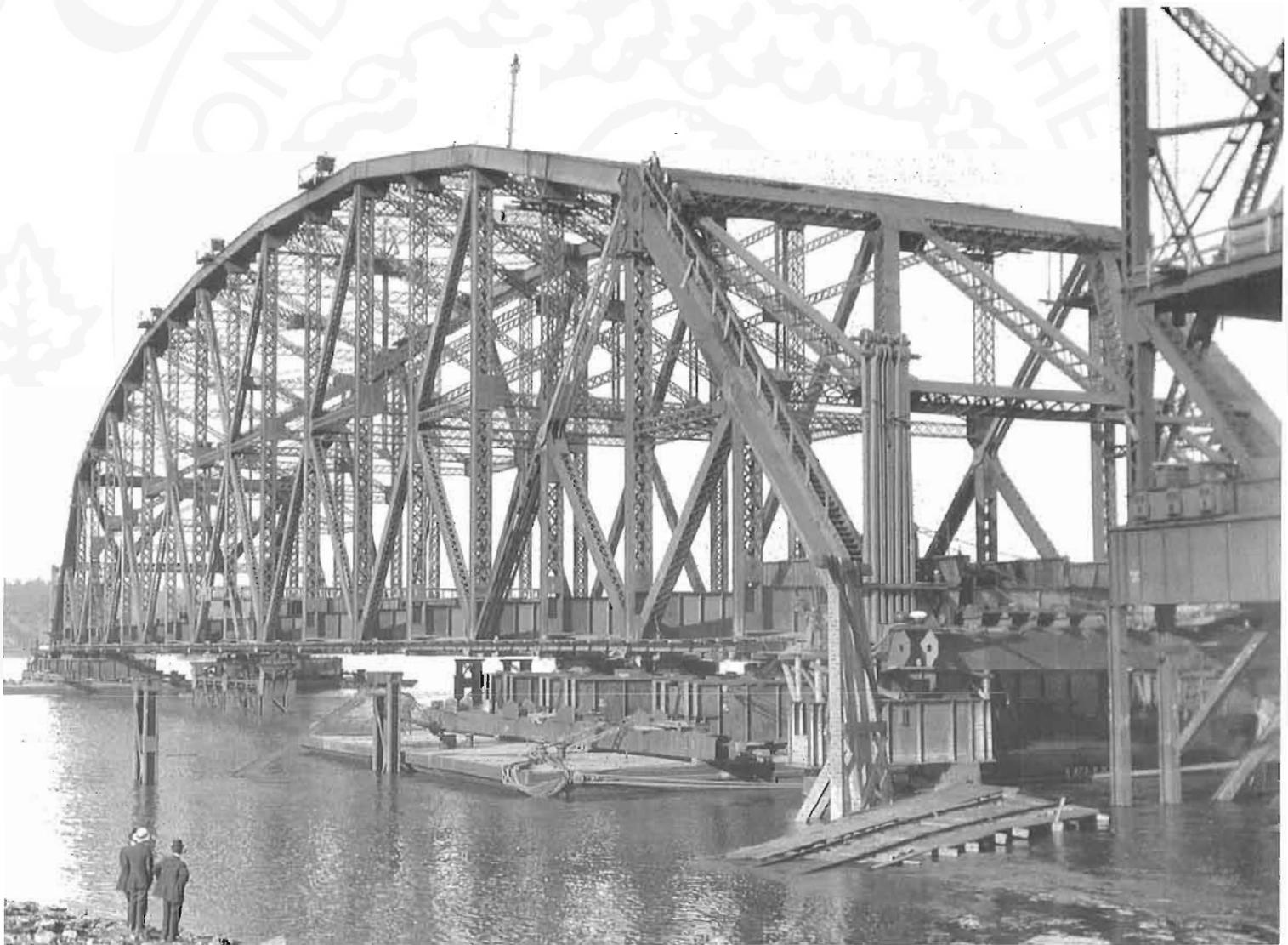
Canadian Rail

THE MAGAZINE OF CANADA'S RAILWAY HISTORY

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QUEBEC BRIDGE CENTRE SPAN SEPTEMBER 10 1916

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FRONT COVER: One day before disaster! The first centre span of the Quebec Bridge on September 10, 1916. The following day it was floated out to the bridge and the difficult job of hoisting it into place began. Unfortunately a casting broke and the span fell into the river and was totally destroyed. A new span was constructed and finally put in place in 1917, completing the bridge.
Photo by Donald F. Angus.

BELOW: The uncompleted Quebec Bridge on September 3, 1916. This was eight days before the attempt was made to hoist the centre span; an attempt that ended in disaster.
Photo by Donald F. Angus.

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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 Avenue, Montreal, P.Q. H3Y 1H3, e-mail angus82@aei.ca. 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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The Quebec Bridge in September 1916

Photos by Donald F. Angus



The entrance to the Quebec Bridge on September 10, 1916. The sign reads "DON'T PASS HERE - NE PASSEZ PAS ICI". Three members of the inspection party have a few words with the guard. Note that the latter has a pistol handy, a reminder that this was wartime. All photos in this article by Donald Angus, and taken on September 10 1916 unless indicated otherwise.

In September 1916 work on the Quebec Bridge was nearing completion, or so it was thought. Work had begun originally in 1900, and by 1907 had progressed to where the steelwork was being erected at a very fast rate. Then, on August 29 the entire south cantilever collapsed in one of Canada's greatest engineering disasters. The remaining steelwork was torn down, new designs prepared and work began again.

Following completion of the new, and much heavier, cantilevers a centre span was built as a separate unit. The plan was to float it out to the site and hoist it into place. Completion of the bridge would then be a matter of only a few minor jobs, and it would be open to traffic by the end of the year. It would not be a moment too soon for this was in the middle of the First World War, and heavy wartime freight traffic would be speeded up once the bridge was completed.

The hoisting of the span began on September 11 and then disaster struck. A vital casting failed, one corner of the span dropped, and within seconds the entire centre span crumpled and fell into the river, a total loss. It took a year, and many tons of steel, scarce in wartime, before a new span was constructed and safely hoisted into place late in 1917.

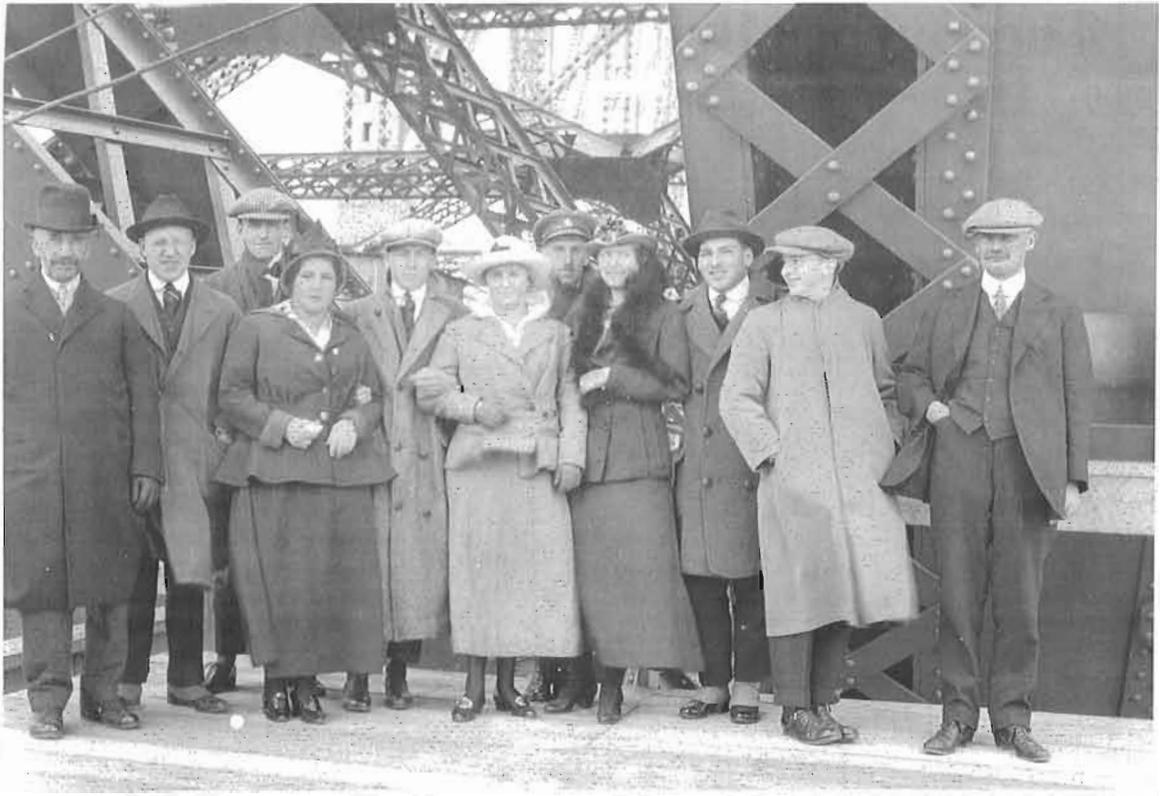
The day before the hoisting (and subsequent loss) of the original span, September 10 1916, an inspection party toured the bridge site. By some means now unknown, Lieut.

Donald Angus, the father of your editor, managed to get included in this party. He was then serving as an adjutant in the army, and was stationed in Quebec City. Fortunately he brought along a 3 X 4 inch folding camera taking cut film. That day, and the morning of the next day, he took almost sixty photos of the bridge. It seems that he climbed all over the structure, including the tops of the cantilevers as well as under, and on top of, the centre span. During the morning of September 11 he had to return to duty in Quebec so he did not see the span fall. He did, however, take a photo of the two cantilevers a few hours after the fall.

Most of these negatives of these photos have survived, and recently turned up, in excellent condition, in an old negative file. Unfortunately, nine photos taken on September 11, as the span was being floated out and prepared for hoisting, are missing - it is possible that he gave them away more than seventy years ago.

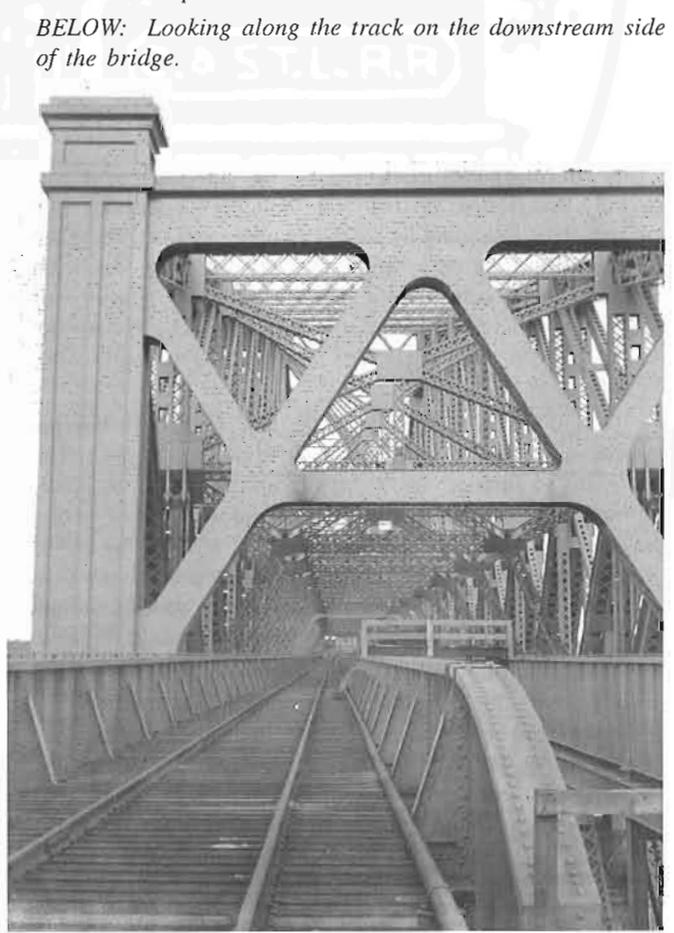
Your editor has printed a selection of the photos from the collection, and we present them to the CRHA members. They are published here for the first time since they were taken 85 years ago. We hope you enjoy them.

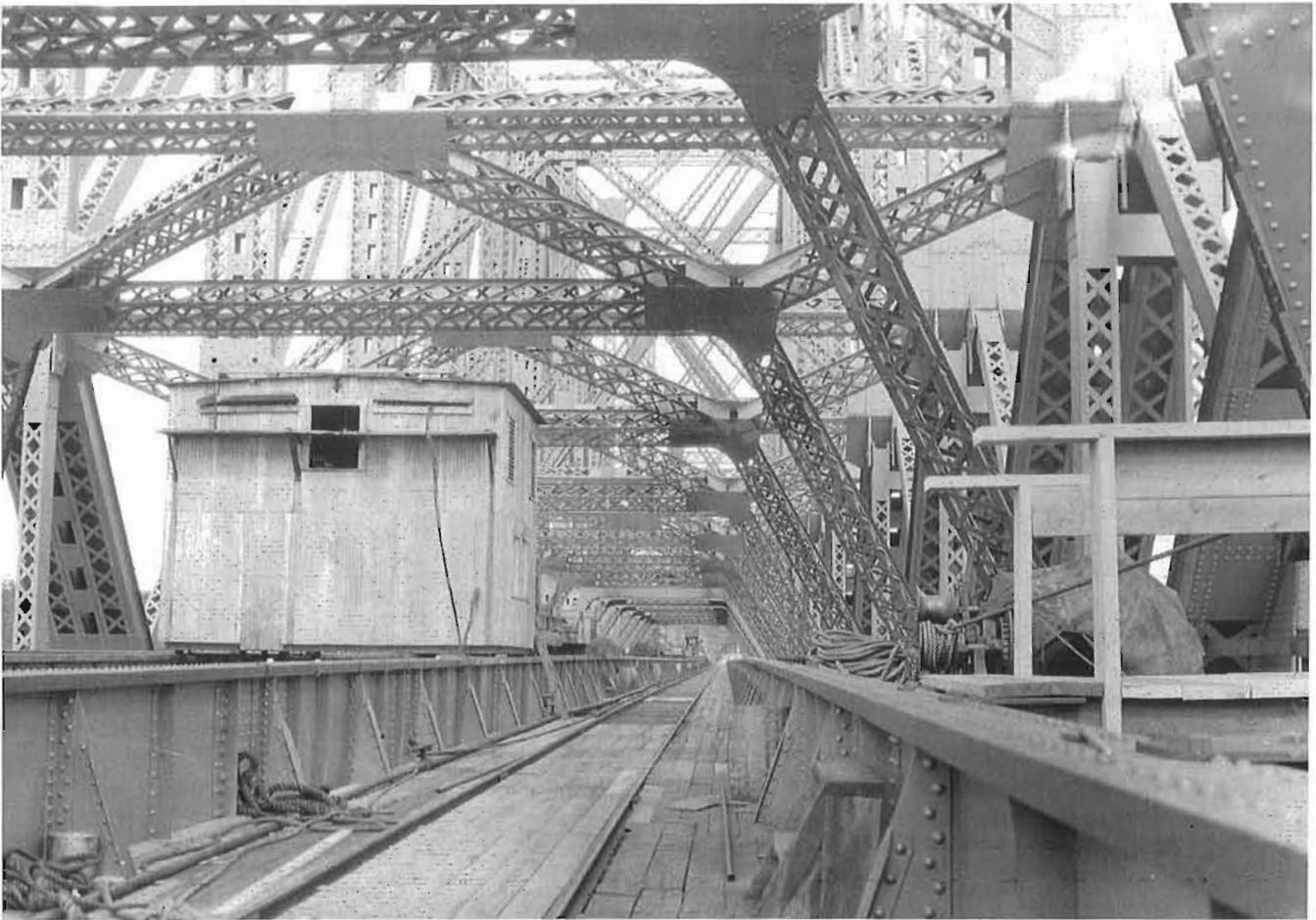
Note: There are still some questions, especially the identity of the people in some of the photos, and the exact location on the bridge of a few of the pictures. Any comments that might identify them will be greatly appreciated.



ABOVE AND LEFT: Members of the inspection party pose to have their pictures taken.

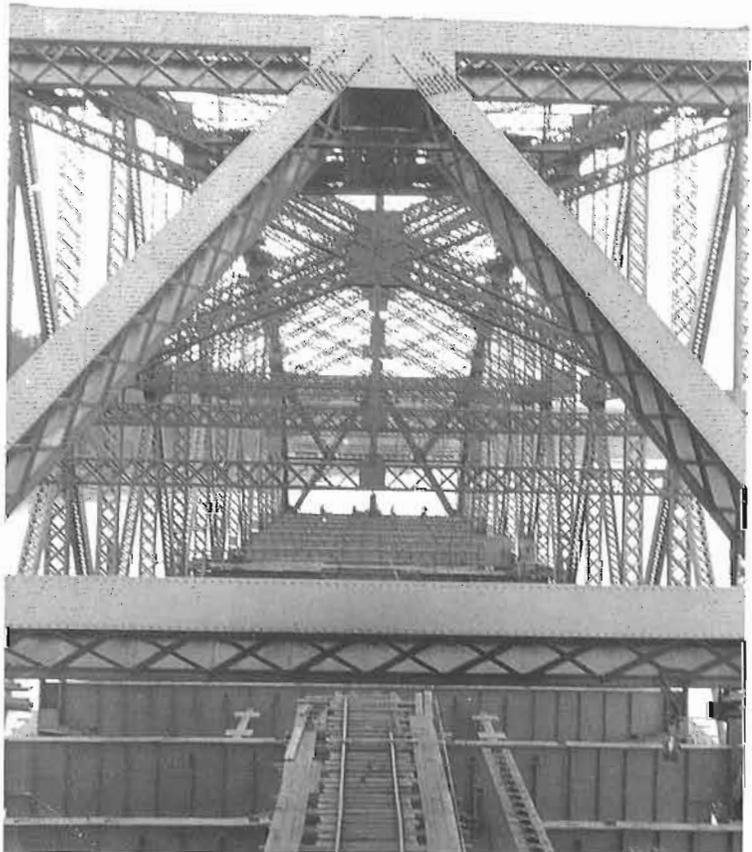
BELOW: Looking along the track on the downstream side of the bridge.





ABOVE: The interior of the bridge superstructure showing a construction shack.

RIGHT: Looking down on the temporary track in the centre span as it is being prepared for the big move.





ABOVE: Dozens of onlookers staring at the huge span the day before it was scheduled to be moved.

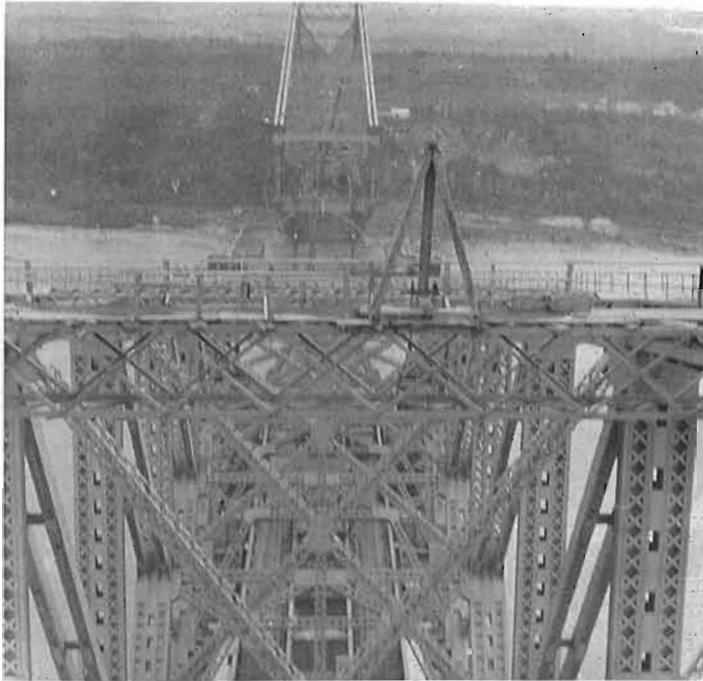
BELOW: A close up view showing the links by which the span was to be lifted.

OPPOSITE: Views showing the interior and underside of the centre span.





LEFT: View from the top of the north cantilever looking south. The opposite one looks a long way off!



BELOW: Two visitors pose at the top of the structure.

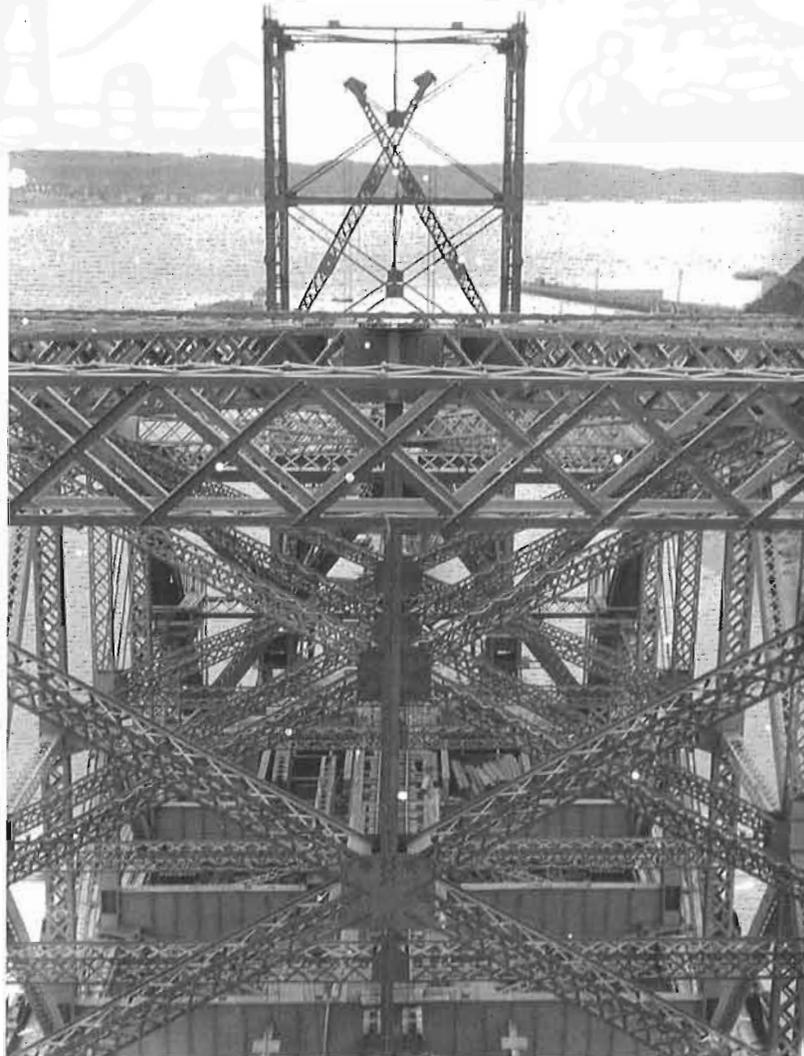


BELOW: Looking down from the top of the centre span. In the distance are the tug boats which are to move it tomorrow morning.



OPPOSITE TOP: Another view from the top of the centre span showing the tug boats which have just arrived from Montreal for the big move. In the background is the Citadel and beyond that is Quebec City.

OPPOSITE BOTTOM: Looking down into the interior of the centre span.

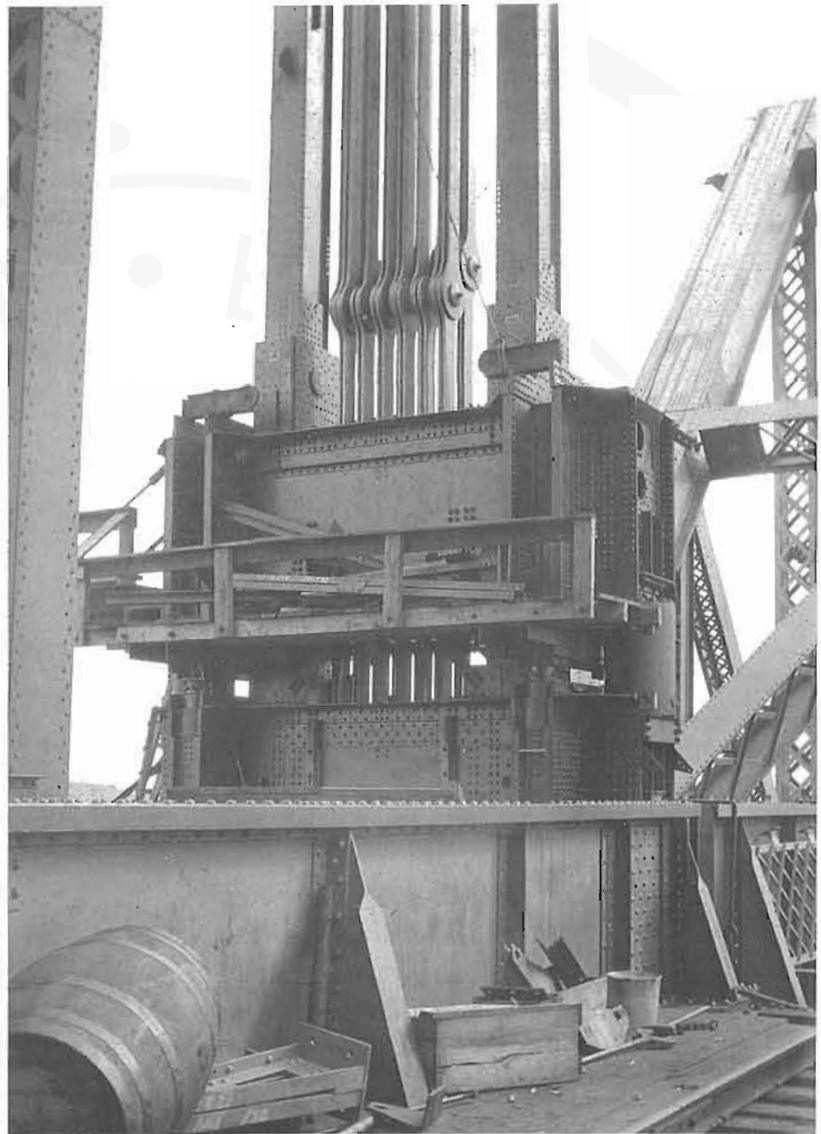


RIGHT: The massive and extremely complex structure of the bridge dwarfs the worker in the lower right corner of the photo. He may have been one of those who died when the centre span fell the following day.



LEFT: Looking down from the cantilever to the river far below. Note the walkways by which one could reach the top of the structure.

RIGHT: One of the huge linkage assemblies which were to lift the centre span. It was the failure of a casting associated with one of these linkages that caused the disaster.



LEFT: The base of the north cantilever where it rests on the supporting pier. The cantilevers were not damaged when the centre span fell, and are still in use today, holding up the new span built in 1917.

The Station Typewriter - A Railway Icon

by Fred Angus



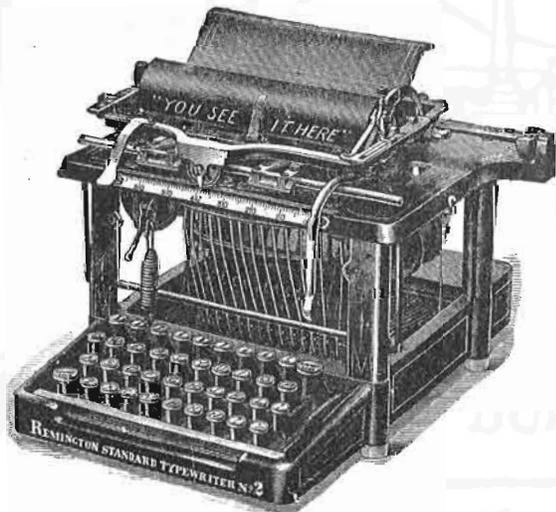
This extremely detailed photo shows a telegraph office, possibly Canadian Northwest Telegraph Co. (later CNR Telegraphs) in Winnipeg in January, 1911. This office has two typewriters which were very important pieces of equipment for writing telegrams and other messages. In front of the agent is an Empire typewriter, manufactured in Montreal. Beside the typewriter is a telephone, and above is a bare carbon light bulb of the old fashioned design. Behind the agent is the cover for the Empire, and under it is another case, this one containing an Oliver, a design invented by a Canadian. The calendar on the wall clearly dates the photo, while the rates posted on the wall behind the agent show the location. He is reading a telegram he had just typed while another is in the machine.

Collection of Martin Howard

There were several pieces of equipment that were considered essential to railway stations both large and small. There was always a clock, usually bearing the certificate of the railway's time service. There was the ticket case and the dater used to stamp the tickets. There was the telegraph key and sounder, and very often a telephone as well. And then, there was the station typewriter, usually in a prominent place on the agent's desk. This was a machine of many uses; writing correspondence, preparing train orders, copying telegrams for delivery to the recipients, preparation of reports for head office, and various other writing tasks performed by the station agent. Yes, the station typewriter was always there, but how many of us really noticed it, and how many missed it when it disappeared; replaced by a computer terminal or other piece of "high tech" equipment, or perhaps when the station itself was closed. There was once a time when the station typewriter itself was "high tech", replacing the task of hand writing all documents. It is to that time that we go to consider the history of something that used to be seen throughout almost all railway systems.

In the earliest days of railways there was no such thing as a typewriter, and all correspondence was done by handwriting, either by steel pen or pencil. In fact very early in the railway era the primitive quill pen, made from a goose feather, was still in use. Major announcements, notices or bulletins would be printed for distribution along the line, but train orders, telegrams and letters were all hand written. This was slow and, depending on the agent's handwriting, often difficult to read. More than one train wreck was caused by misreading handwritten train orders. For many years before 1870 numerous inventors had been trying to produce a "writing machine" but for various reasons none had been very successful. Most were one-of-a-kind prototypes which never went into production. The closest anyone came to a practical typewriter was Malling Hansen who produced a "writing ball" in Denmark starting about 1867. This was a beautifully made precision machine, but it was slow, expensive and made in small quantities. Few were sold in Europe, it had no influence in America, and there is no record of any railway purchasing one.

All this was soon to change. About 1870 a man named Christopher Latham Sholes, who lived in Milwaukee, joined forces with some associates and invented a writing machine. It was an amazing and very complicated collection of keys, levers, wires, springs and type bars, but it gave some promise that it might be practical. The partners interested the Remington company of gunmakers in producing the machine. The market for Remington's guns had decreased following the end of the Civil War and they were looking for something else to manufacture. A deal was made and the first of the new machines appeared in 1873 and went on sale in 1874. At first it had no name, but the partners observed that it wrote by means of type, so they christened it the Type Writer (two words). The keyboard, as invented in 1873, is supposed to have been designed to minimize the striking of two adjacent keys in succession, in order to prevent jamming the early mechanism. This keyboard, the first line of which is "QWERTYUIOP" is still with us after more than 125 years, even on the most modern computers, although it is recognized as being much less efficient than other configurations. Sales of the new machines were very slow at first, partly because they cost \$125 (equal to almost \$4000 today; more than a computer) while a pen cost only 10 cents. Like most new technologies, they had many problems and malfunctions. Furthermore they wrote only in upper case letters, there being no shift or lower case keyboard.



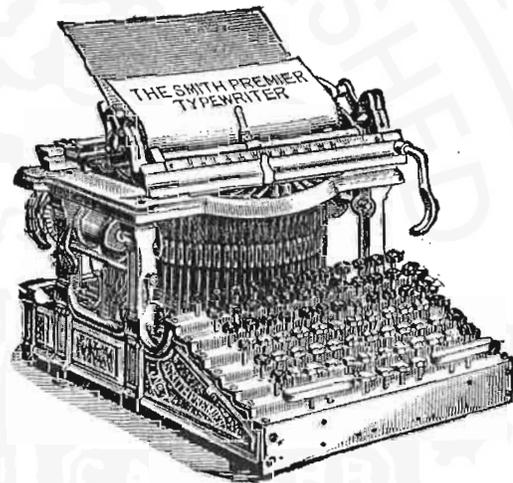
The Remington No. 2, introduced in 1879 and produced until 1894, was the first to gain wide acceptance. Railways were among the first purchasers, mainly for offices but also some larger stations. Each machine bore an inscription which proudly proclaimed "To save time is to lengthen Life".

In 1879 a new model, called the Remington No. 2, came on the market. This machine was more compact and had a shift key so both upper and lower case letters could be written. From then on, more and more people began to take the new invention seriously. By 1880 the name typewriter (spelled as one word) had become a generic term, and they were in numerous offices. About this time several railways began to purchase them for use in major stations.

During the 1880s the use of the typewriter spread as it was realized that not only was its output far more legible

than handwriting, but with a little training a person could type much faster than he (or she) could write. Gradually the clatter of the typewriter replaced the scratching of the pen among the sounds of railway stations across North America, and eventually around the world. The company offices also purchased many typewriters and it soon became an indispensable piece of railway equipment.

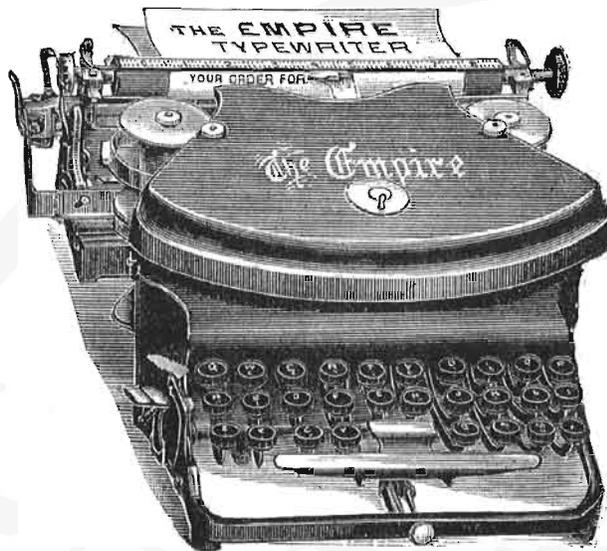
For several years the Remington was the only serious contender in the typewriter market. Then in 1880 a rival machine called the Caligraph began to be produced, and within a few years there were dozens of styles of typewriters of all shapes and descriptions, each claiming that its special features were superior to all others. There were certainly some true odd-balls, but some were well made and very successful machines. Besides the Remington and the Caligraph, there



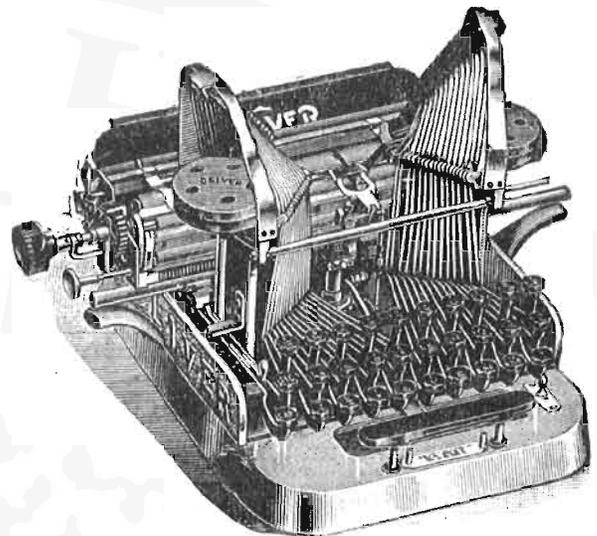
Before touch typing became widespread the double keyboard machine was popular. This had "a key for every character" and, unlike the Remington, no carriage shift. One of the best of these was the Smith Premier, introduced in 1889. It gave Remington a good run for its money but, like the latter, and most other machines, did not have visible writing.

was the Yost (introduced in 1887), the Smith Premier (a large double-keyboard machine first made in 1889), the Empire (made in Canada starting in 1892), and the Oliver (invented by a Canadian and introduced about 1895). There was also a smaller machine called the Blickensderfer (often abbreviated to "Blick") which was introduced in 1893 and was the first practical portable machine. Its principle anticipated the IBM "golfball" machine introduced 70 years later. All these types (no pun intended) were purchased by railways and were found in stations from the 1880s up until at least 1920 in some smaller locations. The Blickensderfer was especially useful aboard trains where its portability was a great asset; it was the laptop of its day. However most stations of any size used the large office variety of typewriter like the Remington (in several models), the Caligraph, the Empire and the Smith Premier.

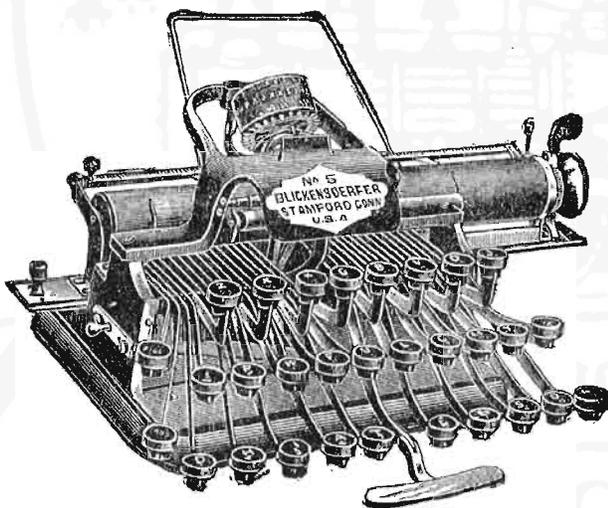
Most of these large machines (and many of the smaller ones) had one serious defect which was not considered serious at first but became more apparent as the novelty of mechanical writing wore off. They were what were called "upstrike" machines. The type bars were arranged in a circle



Canada's contribution to typewriter development was the Empire, introduced in 1892 and made into the 1920s. It had a double shift, thrust-action (low noise) type bars and, above all, visible writing. The railways loved them and used them in considerable numbers. The Empire was made by the Williams Manufacturing Company in Montreal, in a building at the corner of St. James and Rose de Lima streets. This building, recently renovated, still stands.

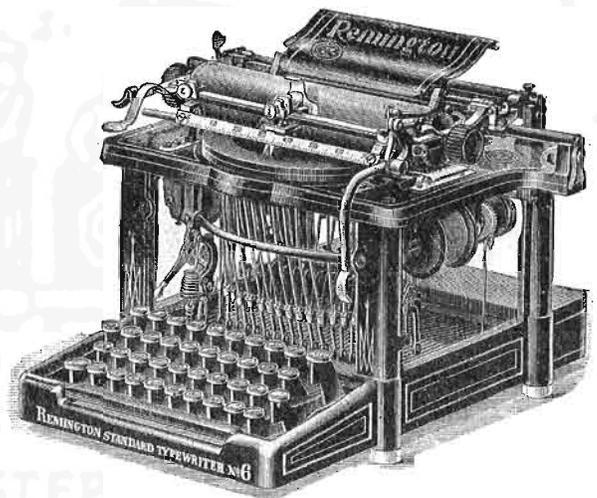


The Oliver was invented by a Canadian and was used all over (also no pun intended) the world. Railway stations from Gaspé to Patagonia, and from London to Vladivostok used Oliver's, the latter being specially equipped to write Cyrillic characters. Some of these are still in service.



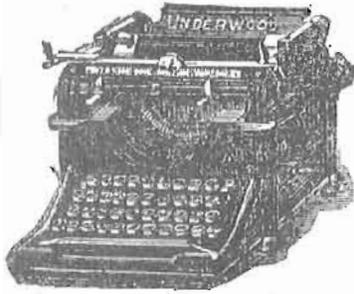
The Blickensderfer, manufactured from 1893 to 1917, was one of the first successful portables. In one respect it was far ahead of its time. Its type elements were arranged around a cylinder which rotated and descended to type the required character. The cylinders could be changed to give different type faces. This was about 70 years before IBM reintroduced this "new" principle on its Selectric, commonly called the "golfball" typewriter.

below the platen and struck upwards to print on its underside. Thus the typist could not read the writing until it had advanced several lines, or the platen was lifted. During the 1890s there was more demand for "visible writing", but the large manufacturers tried to discourage this as they had a



In 1894 Remington introduced its model No. 6, superseding the No. 2, and kept it in production until 1914. Outwardly the No. 6 closely resembled the earlier machine, but it had many internal improvements. In fact it represented the final development of the "blind writers". These became the true favourites of the railways and, until they gave way to the visible writing machines, chiefly the Underwood, they were in use everywhere. Some lasted a surprisingly long time. Barrington station, now at the Canadian Railway Museum, used a Remington No. 6 until it closed in the 1950s!

large investment in tools and designs used to produce what came to be called "blind writers". Some of the typewriters like the Empire, the Oliver, the Daugherty and the Blickensderfer did have visible writing, but they were not made in sufficient numbers to challenge seriously the large companies. However it was obvious that visible writing was on the way and in the second half of the 1890s it arrived.



The immense value and necessity of having your work in plain sight from start to finish is self-evident.

Visible Writing

has never been accomplished on a standard high grade machine until the advent of the

UNDERWOOD TYPEWRITER.

On this machine it is accomplished **Absolutely** and **Practically**, without the sacrifice of a single existing advantage, but with the addition of many others never before obtainable.

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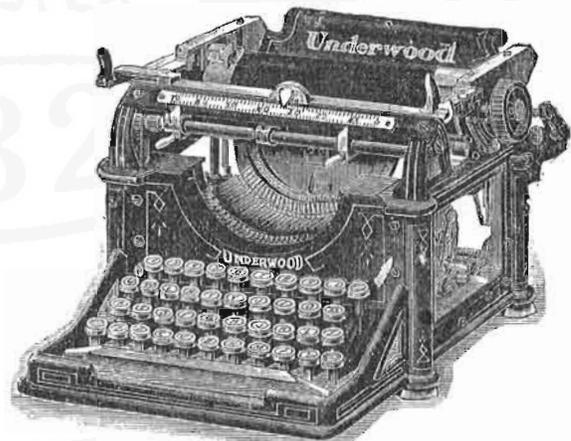
15 Adelaide Street East, Toronto

The first advertisement for the Underwood in a Canadian railway publication appeared in the "Railway and Shipping World" in May 1899, and is reproduced above. This ad emphasized the visible writing, but others soon followed extolling speed of operation as well as smoothness and easy touch. In 1901 the Underwood No. 1, shown above, was superseded by the outwardly similar, but considerably improved, No. 5. It was the No. 5 that confirmed the "visible revolution" and became the most used typewriter in the world during the 32 years it was in production. Many thousands of these fine machines are still in regular use.

About the year 1893 a man named F.X. Wagner invented a radically different typewriter. Instead of swinging up from underneath, the type bars came up from the front, and struck the front of the platen, making the writing completely visible. Not only that, but the linkage was designed to produce an easy touch, reducing fatigue and making clear uniform impressions. The entire machine was rugged, durable and could work for years without major repairs. Although he may not have realized it, F.X. Wagner had invented the modern typewriter. As always, there was one trouble - Mr. Wagner did not have the capital to produce his invention.

Then occurred one of those legendary stories with which history abounds. A certain John T. Underwood was a manufacturer of typewriter ribbons which he supplied to Remington. One day about 1895, Remington told Underwood that they no longer needed his ribbons as they were going to make their own. Underwood is supposed to have replied "Well, if you can make your own ribbons I can make my own typewriters". He thereupon joined forces with Wagner, supplied the capital and together they founded the Wagner Typewriter Company in New York (later renamed the Underwood Typewriter Company in Hartford). The new machine was known as the Underwood No. 1, and production started in 1896. Only fifty machines were produced the first year, but, following moves to larger quarters, production greatly increased, and well over 10,000 had been made before the end of 1899. The Underwood fully lived up to expectations and the railways began to take notice. The

Railway and Shipping World (later Canadian Railway and Marine World) began to advertise the Underwood to Canadian railway executives in its issue of May 1899, and from then on there was no looking back. Visible writing was here to stay. For years other makers like Remington said that their "blind writers" were just as good, but gradually they converted to the new technology, and by 1914 the upstrike machines were a thing of the past. To put it simply, the Underwood had conquered the understrike!



The first truly successful visible writing machine and the one that revolutionized typing; the Underwood. It was such a good design that those made in 1932 looked little different from the ones of 1896, and even in the 1950s they still used the same principle, albeit in a more streamlined exterior.

The Underwood number 1 was discontinued in 1900, after more than 15,000 had been made, and was replaced by the improved No. 5 which first went on sale early in 1901, exactly 100 years ago. Some say, with a certain amount of good reason, that this famous machine was the finest typewriter ever made. One thing sure is that it remained in production until 1932, and well over three million were made. The number 5, and its wider-carriage sibling the number 3, were used throughout the world and are indeed THE station typewriter. Although other makes like L.C. Smith, Royal, Smith-Corona and, of course, the Remington (by now a visible writer) were frequently used, the Underwood was the king. In the 1920s more than half of the typewriters in the world were Underwoods. Many of these old machines are still in use, and some of them are approaching a century of service (your editor still regularly uses a No. 5 made in 1910). However

not all the old "blind writers" were junked. Railways are notoriously frugal and did not like throwing out perfectly operable machines simply because they were out of date! Accordingly some were sent to smaller stations where the demand for speed was not as great, and there they had still more years of service. For example the one at Barrington station, now at the Canadian Railway Museum, was an old Remington No. 6 upstrike machine of about 1900 vintage; this served until the station was closed in the late 1950s.

By the time the Underwood number 5 was discontinued in 1932 there were many other makes on the market, and Underwood's share became less and less. However this was in the depths of the Depression and the railways could not afford to buy new equipment if the old was still serviceable. This applied to typewriters as well as everything else. During World War II typewriters were needed in great quantities by the military and there were few if any for the civilian market. So older machines, some dating back as far as the 1890s, continued in use in stations across the country, still clattering away, doing their work as they had done for two or more generations. It seemed as if they might go on for decades more.

The next big changes began in the 1950s. The railways were changing, as diesel replaced steam. Freight trains became larger and less-than-carload service gradually disappeared. Passenger trains also disappeared as more and more lines became freight only or were abandoned. The result was the closure of many small stations and the dispersal or destruction of their equipment including typewriters. The larger stations that remained could afford to upgrade their equipment and there was plenty to choose from. Many improvements had been made in typewriter technology including streamlining, lighter weight and, above all, the



The station at Burlington, Ontario in the 1960s had a more modern typewriter than many stations of the time, but the principle was the same.

Photo by Bryce Lee.

introduction of electric machines. Then in 1963 IBM introduced what became the known as the "golf ball" typewriter, an electric machine which replaced the type bars by a spherical type unit which could be easily changed to type different styles of print. Although this was a revolutionary design it had been partially anticipated by the little Blickensderfer away back in 1893. These new machines were too large and expensive for most stations but they did displace other machines from offices and made them available for use in the stations instead of the older machines.

Then in the 1970s came the word processor and a decade later the computer terminal which, however, still used the old "QWERTY" keyboard invented in 1873. These new devices could do jobs impossible on the typewriter, but could also do the routine typing as well. So after more than 100 years an era ended and the typewriter disappeared from railway stations throughout much of the world.

Although many people claim that the typewriter is dead, this is far from so and it will probably be around for a long time to come. Many still exist in closets, attics and, yes, still in use. One only has to recall the ice storm of 1998, and its resultant power failures, to realize that the old mechanical typewriter still has its place in the 21st century. Certainly stations at most tourist and museum railway operations still have a typewriter or two on exhibition, or in service, and even on the main line railways it is very likely that an old machine still lurks somewhere ready for use in emergency. Next time you look at the modern station with its computer terminals, fax machines, laser printers and fiberoptic transmission lines, listen very carefully and you might just feel you hear, faintly in the distance, the sound of the old Underwood number 5 as the agent types out the orders for the next train.

15820's Record Run Revisited

The article about the 75th anniversary of the record-breaking run of CNR oil-electric car 15820 has generated a great deal of interest from the members. Mr. Ray Corley has sent an article which was published in the Canadian National Railways Magazine for December 1925, immediately after the run was made. It makes very interesting reading and also poses some questions, for certain items differ from those in Mr. Collinson's report referred to above. One example is the location of the accident with the track speeder; one account puts it at Dalehurst Alberta while the other says it happened several hundred miles further west, in the Fraser canyon! There are also some slight differences in times which are not so significant.

In view of the importance of this event, effectively the start of the diesel era, we are reprinting the entire article, as well as some comments appearing in newspapers in 1925, and also a humorous story of an incredulous Saskatchewan farmer. As for the differences in the two accounts, we will leave it to the reader to decide which is the most accurate; after 75 years it is unlikely that we will ever know precisely.

Across the Continent in 67 Hours New Oil Electric Car Makes Three World Records in Run to Pacific Coast Unique Chapter in Railway History Written

In the month of May, 1862, a group of three score young men from The Canadas left on a perilous overland journey to seek their fortunes in the far-off gold fields of Cariboo, that El Dorado of six decades ago which drew with magnetic force all manner of men to its hidden wealth just west of the mighty bulwarks of the Rocky Mountains. Their adventures and misadventures, their sufferings and the toll taken of them by the hardships of the way are recorded in history. For four months they toiled and plodded across a continent and by their pluck and perseverance contributed a colourful episode to the annals of their country. The "Overlanders of '62" historians have named them.

Sixty-two (sic. should be sixty-three) years later, on the first day of November, the pages of history again opened to chronicle yet another chapter in transcontinental travel. No lure of gold sparkled in its lines, the picturesque ox-carts and the travois of the Indian, which the "Overlanders of '62" knew so well were lacking; the background of the pages was commercial. In the intervening scores of years the old west had passed into the realm of things that were; where the prairies had rolled into uncharted distance, orderly fields of grain had taken their place; where fur-trading posts stood amid scanty settlements prosperous cities reared their buildings. But romance was not lacking in the story; it was the romance of transportation, of speed overcoming time and distance and bringing community nearer to community, the West nearer to the East. The demands of the Giant Commerce are insistent and they must be met. A rapid and efficient system of transportation is among the most insistent of all the demands made and this is emphasized in the operation of suburban and branch-line service; and to meet this the Motive Power Department of the Canadian National Railways bent all its energies. The result was the invention of the oil electric car.

The creation of this type of motive power was largely a personal triumph of Mr. C.E. Brooks, Chief of the Motive

Power Department, who was ably assisted by Mr. G.E. Smart, Chief of Car Equipment, Mr. R.G. Gage, System Electrical Engineer, and Mr. R.J. Needham, Electrical Engineer of the Central Region and thus, out of the womb of necessity was born a new type of motive power which they believed would satisfy the exacting requirements of the day.

Types of this car had been operated in experimental runs and on branch lines for a few brief weeks; but their staying powers, running speed, had never been put to the acid test of a transcontinental trip. Cars of this type were required for service in Western Canada and when No. 15820 was completed it was assigned for service on the Pacific Coast. Here was the opportunity to make the supreme test, to operate the car under its own power to Vancouver. A schedule was drawn up for the trip; seventy-two hours was the running time to Vancouver.

Three days between Montreal and Vancouver! Three days to cross a territory some hundreds of miles longer than that which the "Overlanders of '62" had taken more than four months to tramp! All speed records for transcontinental travel would be thrown into the discard if such a trip were made. Who can say that the days of high adventure are passed, that industrialism and commercialism has robbed romance of her sway? When the "Overlanders of '25" gathered at Bonaventure station on that first Sunday in November, there was just as much suppressed excitement and expectation as there was in the hearts of the "Overlanders of '62" when they started on their long hike to seek the pot of gold at the rainbow's end.

The epoch-making dash of No. 15820 across the continent is now a matter of railway history. Not only did the new motive power respond nobly to the most grueling all tests - the endurance test; but three world records were also broken. Vancouver moved nearer to Montreal by a matter of hours, for the schedule of seventy-two hours was not only held but beaten by five minutes. Then there were the delays on the road - five hours of them, less five minutes - and this reduced the actual running time of the car to exactly 67 hours. And lastly, there was the unequalled feat performed by the engine: it made a non-stop run throughout the entire 2,937 miles, save for less than 18 minutes when the oil supply was cut off while the atomizers which fed the fuel into the cylinder were changed three times.

Indeed, railroad history was made as never it had been made before and the run was equally unique in transportation annals. But let the log of the trip tell its own story:

Sunday, November 1. - Promptly at 2.30 p.m., Oil Electric Car No. 15820 started on its transcontinental run for Vancouver. The car had been specially equipped to make the 2,937-mile trip. The backs of four of the passenger seats were removed and berths temporarily spread across them to the two other adjoining seats; this gave sleeping accommodation to ten people. The seating accommodation was limited to the two end seats on either side of the coach. In the baggage compartment were four drums of crude oil for engine fuel purposes and a temporary table, set on wooden supports, to feed the crew. A supply of cold provisions was in a box in a corner which acted at once as a pantry and larder.

There were eleven of us in the party who were to make the actual trip. This number included three shifts of enginemen, as the motive power was of a new type and engineers were not familiar with its operation. The personnel of the party were: D. Crombie, Chief of Transportation, who was in charge of the movement; G.E. Smart, Chief of Car Equipment; A.Coleman, Car Supervisor; H. F. Finnemore, Electrical Engineer; A. N. Boyd, Road Foreman of Locomotives, of Montreal; T. Snitch, Diesel Engine Supervisor; F.E.D. McDowell, Publicity Representative, of Toronto; E. Schrantz, Electrical Engineer; F. E. Collinson, Mechanical Engineer; I. Sylvester, Assistant Mechanical Engineer; and A. Courtney, Chef, of Winnipeg. There was also an engineer to act as pilot and a conductor of the St. Lawrence Division who would travel with us as far as Ottawa.

At a signal from Mr. Crombie the powerful motors commenced to hum, came a blast from the horn and we slowly moved away from the platform where a group of officials stood to see us on our way. At the end of the train shed the car slowed down slightly so that a photographer might take a pictorial record of our departure; and then we were fairly away on our transcontinental trip.

Our first stop was that of Coteau junction, a distance of 37.8 miles, which we were scheduled to make in 49 minutes. The engine was running perfectly and as we sped down the track the green lights of the block system winked at us, one after another, signaling a clear line ahead. Unfortunately, before we reached Coteau sediment from the fuel tank blocked the microscopic holes of the atomizer which sprays the crude oil into the cylinder, where it

compresses and fires, and this automatically cut off the fuel supply. The engine quickly responded to the cessation of the flow and within a few minutes our speed slackened from 53 miles per hour to less than 10. There was but one thing to do, replace the atomizer. Snitch was in charge of the engine and he lost no time obtaining a new one; and even while the car was coasting on its own momentum, the old atomizer was taken out and a new one put in. The change took exactly 4 1/2 minutes to make and then the engine was running as if nothing had marred its continuous operation. A rough estimate was made by the mechanical men as to the actual time lost by this mishap and it was placed at eight minutes; this figure was computed upon time actually dissipated by making the change of atomizers and that wasted in the reduction and acceleration of speed varying between 53 miles per hour, the zero mark and that of regaining the former high speed.

Coteau Junction was reached but a few minutes behind schedule, despite the delay. We were welcomed by a large crowd but the car remained only a few minutes for inspection purposes. Engineman Boyd, who was driving, was sanguine that we would make up our lost time between Coteau and Casselman but again accident intervened.

About 500 yards out of Alexandria four cows were seen feeding on the right of

way. Boyd put the engine into emergency but before we could slow down to 20 miles per hour we were upon them. One cow turned and moved directly in front of the pilot; she was struck sidewise and thrown fully 10 feet into clear; death came to her almost instantaneously but her head struck the air pipes and these were snapped off. The rush of air clamped down the brakes and before we could proceed this damage had to be repaired.

No log of this trip would be complete without paying tribute to the efficiency and skill shown by Boyd, Collinson and Sylvester in making the necessary repairs. They worked with masterly precision. A wooden pole provided the material for a plug to stop the leak of air through the pipe, fencing along the right of way the wiring to hold it in place. Within 30 minutes all damage done by the unfortunate cow was repaired and we were again on our way. The mishap, however, had cost us a loss of many more precious minutes and as we drew away from a large crowd of spectators, which first had intended to welcome us at Alexandria Station but which subsequently remained to watch us make temporary repairs to the car, we were more than 45 minutes behind our schedule.

Was It an Aeroplane or Railway Car?

No matter what time of the night or day, whenever the Oil Electric Car passed a station on its continental trip people were out to greet it; and the larger the station, the greater the number of spectators. When the car arrived at Biggar, in Saskatchewan, a stop was made for brake repairs and the crowd revelled in this unique opportunity to see the car to best advantage.

"When did you leave Montreal?" one interested farmer, completely enveloped in a huge buffalo coat, asked.

"Sunday afternoon" a member of the crew replied.

"And this is Tuesday afternoon", the farmer remarked; then he cocked a wrathful eye at the railroad man. "Say, young feller", he continued, "do you mean to tell me that that there thing's an airplane?"

It took the station agent exactly five minutes to convince the agriculturist that he was not being "spoofed" but simply was told the plain truth.

We did not run into Ottawa Station, but as we sped through the yards, the lights of the Capital gleamed dully in the fading twilight; and then we were at Rideau Junction, fully 40 minutes late but with the engine running with a smoothness that brought joy to the heart of Boyd. We now had a new pilot and conductor who were to accompany us through to Brent.

From Rideau to Pembroke junctions the run was made easily and without trouble; but new hazards were soon to present themselves. Within a short time we entered the northern boundaries of the Algonquin Park Game Preserve; it was now quite dark

and the glare of the headlight cut through the black mantle of night with a keenness of a shining scimitar; its glare drew irresistibly the wild life into our path and several times nimble footed does narrowly escaped being struck as they flashed in front of us; once a stately buck, his fine range of antlers spreading black above him, made a wild leap over the track and but for Engineman Boyd throwing the car into emergency there would have been another casualty added to our undesirable list. A family of bob-cats, four in all, can be cited as other unusual spectators of our passage; they sat at a point of vantage by the rim of the headlight gleam and spat noiselessly at us as we rushed past.

Brent was reached behind schedule but with many minutes made up during the rush through Algonquin Park; and here again we took on a new pilot and conductor; they were to ride with us to Capreol. The run to this Northern Ontario divisional point was made without incident and with time being steadily gained each mile. North Bay was passed shortly before eleven o'clock and, as were other stations, the platform was crowded by interested spectators; the Toronto train, about to pull out on its southward run, likewise contributed its quota of watchers, the vestibules and steps of the coaches being filled with curious passengers. We flashed through North Bay in a matter of minutes and so successful was our run that Capreol was reached two minutes ahead of time.

Monday, November 2nd.- It was at 12.23 Monday morning, when we drew to a stop at Capreol station and it is worthy to log that although the hour was early and the population little more than 1,200 people, it was estimated that approximately 400 were on the platform to give us a parting cheer when we pulled out on the run to Winnipeg. As at other terminal points we again changed pilots and conductors.

Perhaps the most significant phase of the transcontinental run made by the new oil electric car is the progressive spirit of the Canadian National Railways which it reveals. Officials of that line are evidently doing their utmost to give improved service to their transcontinental passengers. The oil burning, electrically-generating engine is the answer of a progressive railroad management to the demands of passengers for faster trains.

Los Angeles Examiner.

If the functions of the railways include helping to develop the country and binding its far-flung provinces together, then mechanical improvements and consequent improvements in operation are to be welcomed as serving that purpose. Hence the apparent importance of the oil electric locomotive which has been produced in Canada and which may do much to improve not only the branch line service but also the transcontinental service. Every improvement in transportation service helps to knit the country together and is to be regarded as a national benefit.

Manitoba Free Press.

It will be noted here that the usual run of train No. 1, The Continental Limited, from Montreal to Vancouver, was not followed. The test trip of the oil-electric car was made entirely over Canadian National lines and therefore the 253-mile stretch of track of the Temiskaming and Northern Ontario

road, connecting North Bay to Cochrane, was eliminated, the car operating instead over the southern transcontinental road between North Bay and Capreol.

Foleyet was reached approximately at 4.10 o'clock in the morning. The run was made without incident the engine continuing its perfect performance;

and at 7.30, just five minutes behind schedule, the station at Hornepayne came into view. Again the greatest of interest was shown in our arrival, this time the spectators containing a large sprinkling of women and children.

Between Hornepayne and Long Lac first evidence of brake trouble developed and, as subsequent events showed, this was the specter which was to haunt us right across the prairies. During the run over the famous cut-off, from Long Lac to Nakina, several minutes were lost by a dragging brake shoe. At Nakina an additional stop of five or six minutes was made to adjust the trouble and here again, a fine example of efficiency and high-pressure, mechanical workmanship was given. After a delay of about 15 minutes the run was resumed.

At 1.25 p.m., approximately 10 minutes late, we arrived at Armstrong. We bade farewell to the Central Region and crossed that invisible boundary of the

Western Lines. We were now operating on Central time and on the 24 o'clock system of railroad time. It was here also that Engineman Boyd relinquished his post for the first time since we left Montreal, making a record of almost 18 hours on duty without relief. Sioux Lookout was made in a splendid run and practically all loss of time was made up in this stretch of territory. But one untoward incident occurred, that of running down a hound belonging to a party of hunters. The dog was surprised on a sharp curve, and, while the two hunters were at no time in danger, the animal turned and dashed down the track. Before Coleman, who was driving, could slacken the speed of the car, it was overtaken and instantly killed.

Sioux Lookout presented an animated scene as we arrived. Stopping just long enough to take on a new pilot and conductor and to discard an empty oil drum, we set forth for the next division point of Redditt. Near the station of

Richan atomizer trouble once more developed and again five or six minutes were lost in putting in a new atomizer. This time the atomizer was clogged by particles of dirt in the fuel tank.

It was here that Snitch drew attention to the fact that to date the engine had made a remarkable performance under the most trying conditions. He pointed out that the fuel, carried in the baggage compartment, was, in continuous motion owing to the action of the car and therefore the ordinary sediment in the oil had no opportunity to congeal and settle; consequently, the engine was forced to absorb the impurities as it was pumped into the cylinder.

Redditt was reached at 18.30 o'clock but despite the throng on the platform we remained but a couple of brief minutes. At White, the last station in Ontario was passed and a few minutes later we flashed by Ophir, the frontier point in Manitoba. Although brake trouble again developed a few miles further on, Winnipeg was reached at 21.25 o'clock, on time to a second.

Platform No. 4 was a dense mass of people as we drew to a stop and they welcomed us enthusiastically. Here Messrs. Smart, Coleman and Finnemore left the car to return east again.

It was with great interest that we noted The Continental Limited, which left Montreal on the Saturday night previous, standing at platform No. 1. Although the Continental Limited had steamed out of Bonaventure Station more than eight hours ahead of us she was not due to leave Winnipeg until 10 o'clock, some minutes after our departure.

While new drums of oil were being loaded into the baggage compartment a thorough examination of the brakes was made and it was decided to replace the shoe which had caused the previous trouble. Thirty minutes were lost in effecting this change.

Tuesday, November 3rd. - Tuesday opened unpropitiously; it may be logged as a day of difficulties and delays. The hour of midnight found us between Rivers and Melville, again repairing a refractory brake. Fully ten minutes passed before we were able to proceed once more. Thus Melville was reached almost 30 minutes behind schedule and between that point and Watrous there was another delay of fully an hour. This occurred at Touchwood, 345.1 miles from Winnipeg, where a box car had jumped a switch and blocked the westbound track. It was more than 60 minutes before the line was clear and we could proceed.

At Watrous we changed from Central to Mountain time, running more than two hours late. Brake trouble again developed and another 42 minutes were lost before Biggar was reached. Here a stop was made so that the brakes could be given a thorough overhauling. At the same time the electrical wiring of the car was examined and a grounded wire discovered. We were approximately three hours and forty-five minutes behind schedule when we pulled out of the station.

The run to Wainwright was a most successful one and it was on this division that 22 miles were covered in less than that number of minutes. During this speed test a coyote was surprised on the track and in his fright he

attempted to outrun the car. Although one of the fleetest animals on the plains the race lasted less than one minute.

At Edmonton City the arrival of the car created quite a sensation. While we were more than three hours late a great crowd awaited us on the platform and the car was thoroughly inspected during the five minutes' stop that was made. Then the run to Edson commenced.

No further brake trouble marred the day and from then on it was a stirring battle to win back the lost time. More than 28 minutes were gained between Edmonton and Edson. The casualty list was also increased by the total of three jack-rabbits and two prairie chickens, the latter being flushed from the track and in their confusion flying straight against the car. A further gain of 12 minutes was made between Edson and Jasper.

We were now running in the heart of the mountain country and about us the Rockies pyramided in solemn grandeur, their lofty peaks fading and merging into the night. The scene was a beautiful and impressive one, and as we ran around their mighty base many deer and, once, a mountain goat flashed across the broad glare of our headlight. Despite the fact that we were in the land of curves and trestles and making a gradual climb to the Divide, the performance of the engine was remarkable, and more than once it was necessary to drop a wire at a passing station to the Chief Dispatcher at Edmonton to break our running time so that we could regain yet more minutes that were lost during the troublesome morning.

Jasper saw our last change of time made, when the hands of the clock were set back one hour from Mountain to Pacific. Somewhat to the disappointment of three-score people who awaited our arrival at Jasper Station, we remained but one minute and thereby gave an undesired trip to Blue River to an attendant who was icing and watering the car.

Canada appears to be on the eve of a railway revolution. Recent experiments by the Canadian National Railways with oil electric cars have convinced officials that here is the greatest advance in railroading in twenty-five years. The significance of this development at this time is far-reaching. It provides transportation at a greatly reduced cost just when the railways are feeling most keenly the competition of motor buses and private motor cars.
The Toronto Globe.

At this time when economy is demanded in Canadian railway service, the new car is calculated to benefit the railway workers as well as the general public. By making it possible to meet highway competition, more workers can be retained in employment on the railways. The co-operation of all railroad men is confidently looked for in helping to establish the oil electric car. The good will of the travelling public is also desired.
The Ottawa Citizen.

Fortunately, he was able to meet No. 2, at the next division point and so his inadvertent ride only caused him a delay of some four hours.

Wednesday, November 4th. - Blue River was reached in the early hours of Wednesday morning, the run being an excellent one and considerable time being made up. Then came Kamloops. Here Mr. Crombie left the car to return east, accompanied by M.S. Blaiklock, Assistant Chief Engineer, who had joined the party at Winnipeg. It was at Kamloops that we were dispatched for the first time since leaving Winnipeg as running on time. It was the consensus of opinion that the car had received the supreme endurance test during the night, for more than two hours and thirty minutes of time had been made up while running through the mountains.

Boston Bar was the next stop on our schedule and it was during the run to this station, nestling in the heart of the mountains, that tragedy drew near but fortunately receded again. Came a sharp curve in the road and then a long trestle. It was with a catch of the breath that we saw a section man on a speeder a short distance in front of us. The emergency was jammed down but a car traveling fully 60 miles per hour cannot be brought to a stop in a moment. For a few breathless seconds it was a rush against death and then the section man won out by a matter of a split second. He reached the end of the trestle and jumped just as we were upon him. The pilot of the car cut through the speeder as if it were shorn by a giant knife. The section man leaped to safety just as one half of his car was thrown over his head. There was a rush to the end of the car to see if he were injured but he was standing by the track waving us on our way.

Boston Bar was passed 10 minutes behind schedule and the last three hours of our long trip lay before us. We were now running on the banks of the turbulent Fraser River; across the foaming waters stretched the famous Cariboo Road, which in the early days of the Cariboo gold strike made history. The scenery here was fully as impressive as that of the mountain range itself but of a different type. We were still skirting the base of lofty peaks, flashing through tunnels bored through the rocky base of the towering, tree covered mountains above us. On the other side the smoke of a locomotive hung in vague tracteries but we soon passed it and saw no more of its clouds. We were running on a schedule of 60 miles per hour.

The last three hours of our run were at once the longest and the shortest of the entire trip; longest because the race

against time virtually was over and won; shortest because we were gaining seconds on our schedule every mile. Soon the mountain range drew back into the distance and the open land spread about us. Villages sprang into view and then we were at Port Mann. We were now 12 minutes ahead of time; but some of this was lost on the run between New Westminster and Vancouver. At the booking-in point, in the terminals, we were eight minutes ahead; and when we drew up in the Vancouver Station three of these minutes were lost. We arrived at the end of our run exactly five minutes ahead of our 72 hours running time.

The arrival in Vancouver of the record-making car was received with enthusiasm. Besides officials of the company who were there to greet us, a number of interested spectators and newspaper men were also present and during the day it is estimated that many scores of people visited the car and inspected it.

When it is considered that the delays on the road totaled almost five hours, the actual running time was 67 hours. The delays may be logged as follows: 40 minutes to Capreol; 28 to Nakina; 16 to Winnipeg; 30 at Winnipeg; 15 to Touchwood; 60 at Touchwood 42 to Biggar; 16 to Wainwright; 28 to Jasper, 20 to Vancouver; or 295 minutes in all. Adding to this figure the five minutes which we were ahead of time, we have a total computation of minutes to be deducted from the schedule of 300, or an exact five hours.

Here the log of Car No. 15820 comes to an end. It makes a most fascinating bit of reading and a most interesting chapter of railroad history. It is not given to every road to break world records and the feat of breaking three world records in a single run stands unique in the annals of transportation.

The question now arises as to the future of this new type of motive power. It is now in its infancy; what of its development in the year or years to come? Vice-

President S.J. Hungerford, in Charge of Operation, characterized the trip of No. 15820 as a development in railway motive power which can be described by no other word than "revolutionary".

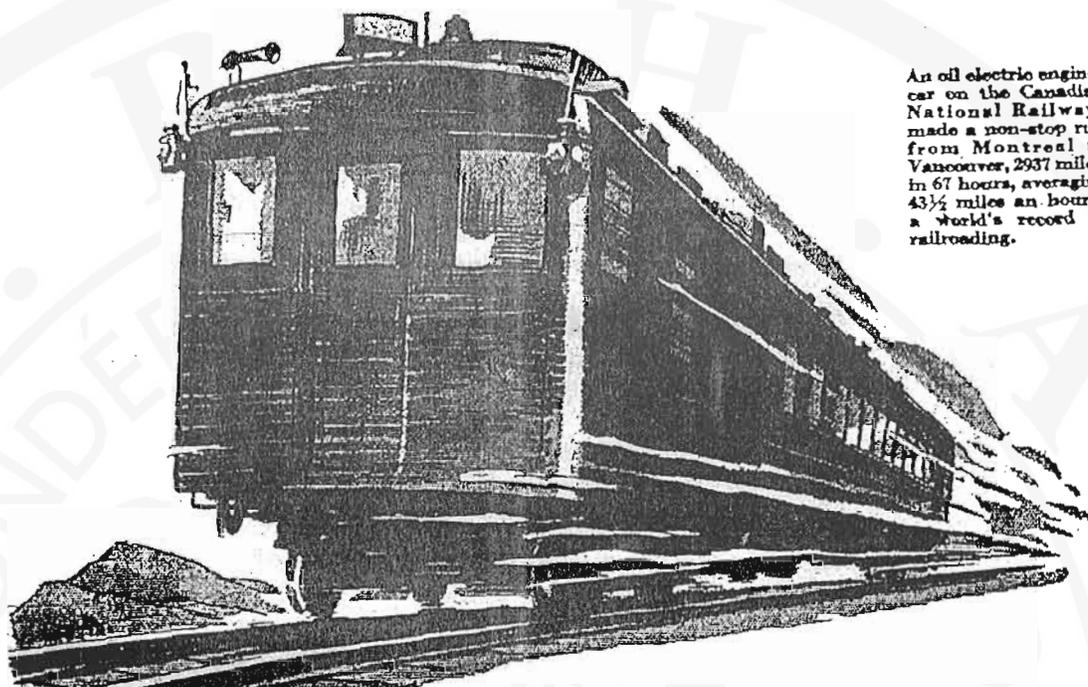
"When after much thought and study, we undertook to develop these oil-electric cars, we were convinced we were working along the right lines in the creation of a type of motive power which would result in the solution of the vexing problems of branch line traffic and highway bus competition with which the first class roads of North America are faced today", said Mr. Hungerford. "We did not, however, allow our hopes to rise too high and above all we did not

There is no reason why this type of car should not be used on branch railway lines for passenger and light freight traffic. Indeed, the low cost of operation should make it feasible to provide fuller services than are possible with steam traction. Thus the public will be better served and the operating expenses of the Canadian National Railways can be materially reduced.

The Hamilton Herald.

The objects which the railway management have in view are reduction of cost of operation, and ability to meet the growing competition of motor-bus and lorry on the highways. The results of tests appear to warrant the management in thinking that the oil electric car will be of very considerable assistance in these matters, and is disposed to think that it is the opening of a new era in the development of modern transportation.

The Halifax Herald.



An oil electric engine on the Canadian National Railways made a non-stop run from Montreal to Vancouver, 2937 miles, in 67 hours, averaging 43½ miles an hour—a world's record in railroading.



The RECORD SPEAKS *for* ITSELF

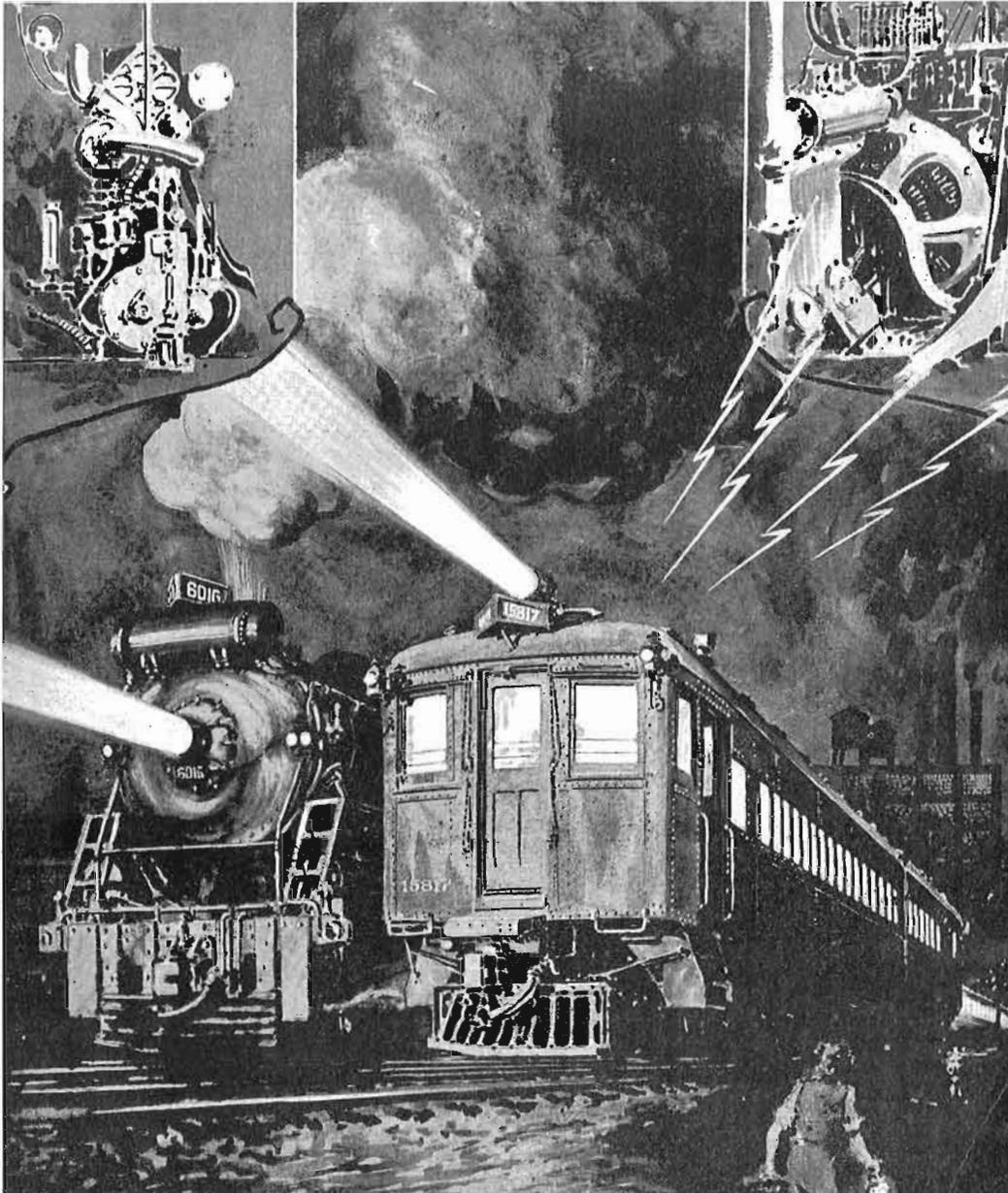
Turrets, too, hold the non-stop record of pleasing cigarette smokers. after month, year after year, the demand for Turrets increases because they suit the big majority of smokers.

After all, nothing can replace good, honest tobacco; grown and ripened right out in the field under nature's own sunlight—nothing artificial about that—and the high quality is "inbred."

20
for
25¢

Mild and Fragrant
Turret
CIGARETTES

The record run of 15820 was still remembered years later, and was even used in advertising. This large advertisement for Turret cigarettes appeared in the "Times - Journal" of St. Thomas, Ontario on April 8 1931, more than five years after the event. The story of the 67-hour (running time) cross-country trip is prominently featured. In those days smoking was still considered fashionable and the health risk was unknown or ignored. Turret cigarettes were frequently advertised in street cars in that era. Note the low prices in that depression year of 1931.



The two rival technologies met one night in 1925, and railroading would never be the same again. Thirty five years later the CNR achieved complete dieselization, but sadly car 15820 was not around to see the triumph. It had been scrapped a few months before.

make any extravagant claims for our invention. Severe tests on comparatively short runs in Eastern Canada proved to our complete satisfaction that we had not been incorrect in our deductions, as these more or less minor tests proved beyond doubt that we had evolved a motive power unit of such low fuel and maintenance cost as to be incomparably superior to any other type of motive power in use on railroads”.

“It was not, however, without some trepidation that we undertook to authorize the severe transcontinental test which the small oil electric car has so successfully completed. The report of that test makes it evident that by working along present lines, we can solve, through the oil electric car not only interurban and branch line traffic

difficulties but revolutionize transcontinental traffic as well. The results of this test trip make it evident that a single locomotive of this type could handle passenger trains clear across the continent without being relieved. Conceivably it could start with a sufficient supply of fuel to make the entire trip. It would result in fewer locomotives being required for a given train service and it would eliminate delays in changing engines at terminals, the taking on of coal and water en route, thereby making it possible to have shorter over-all schedules than is possible with steam locomotives”.

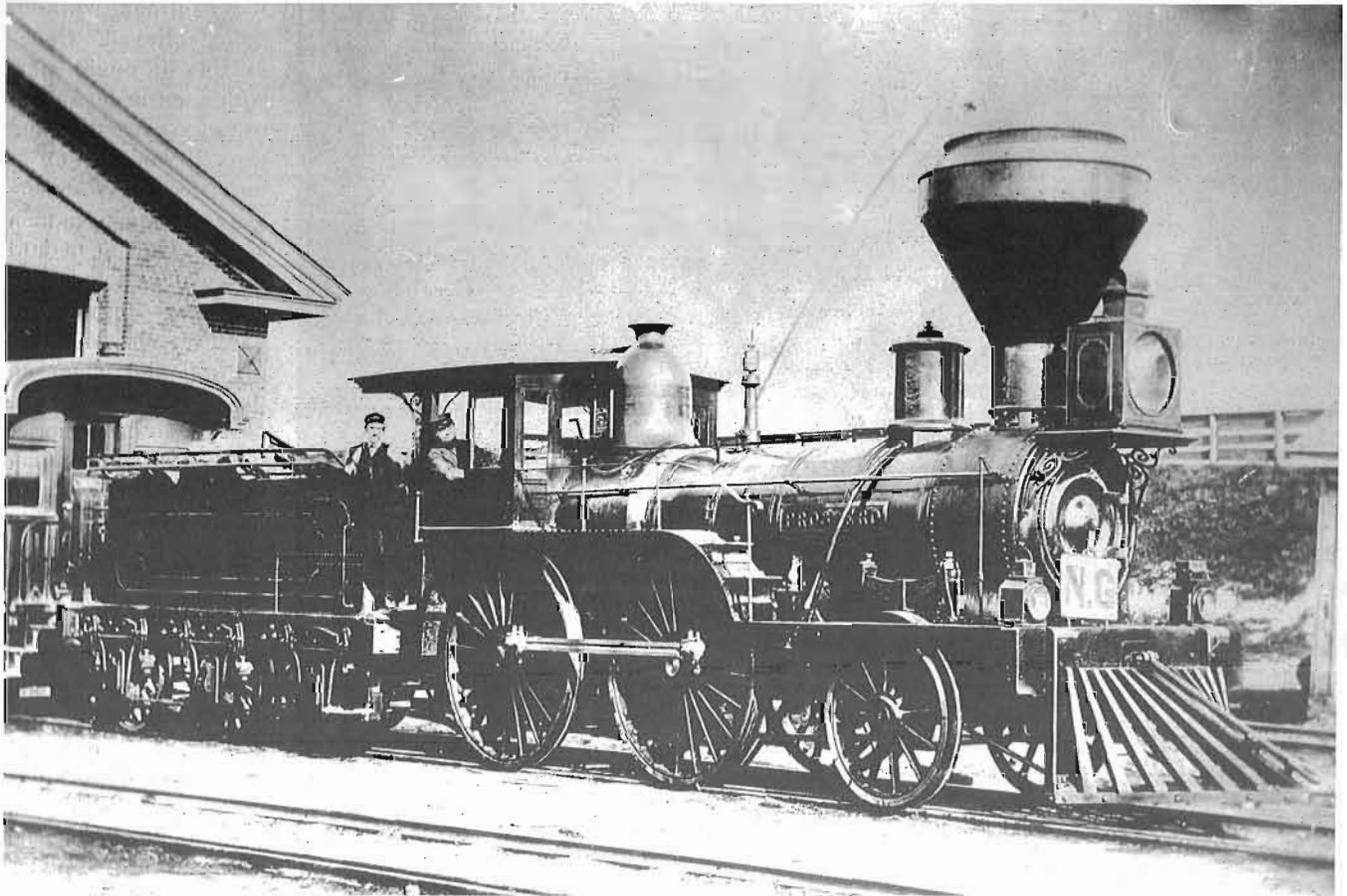
“Furthermore, the employment of such locomotives would render it unnecessary to maintain water stations and, would greatly reduce the need of terminal facilities of various kinds, besides effecting economies in the cost of fuel. It would eliminate such vexations as smoke and cinders and overcome all danger of property close to the right of way being set on fire by sparks from the engine. Taken all together, the indications point to the rapid development

in the use of oil-electric motive power on railroads”.

In this day of rapid transportation and the development of a new type of power which gives promise of bringing the West even closer to the East, it seems a far cry to the times of the “Overlanders of ’62” and their four months’ tramp across the virgin prairie lands. Yet the two epochs of transportation, the quick dash across the continent of the oil electric car and the steady, weary plod of the Cariboo gold seekers, were brought close together, for among those who were at Vancouver Station to inspect the car was one man who belonged to the “Overlanders of ’62”! Such are the contrasts drawn by the hands of time. What will the finger of the future write?

The “Underground Railroad” and a Real Canadian Railway

Information contributed by Carl Riff



Great Western Railway No. 52, “Prospero” was built by Stephenson in October 1856. It would have been less than two years old at the time of the incidents related here. Later renumbered 52, it was sold to the Midland Railway in 1873.

One of the most historic events in North American history occurred exactly 140 years ago this month. On April 12, 1861 Confederate forces fired on Fort Sumter, in the harbour of Charleston South Carolina, and the American Civil War began; it was to last for four long bloody years. While Canada was not directly involved, many Canadians fought in the war, on both sides, and the long term effect on this country was very great. Certainly the war, and its aftermath, hastened the Confederation of the British North American colonies, and the formation of the Dominion of Canada on July 1, 1867.

There were many causes of the Civil War, but the main one, and the one that provided the final spark, was the question of slavery. Although all American colonies, British, French and Spanish, had had slaves, the practice had virtually died out in the north by the time the United States became independent in 1776. In those colonies that remained British the slave system was outlawed in the early nineteenth

century. Thus the British colonies, and for a time the Northern states, became a safe haven for slaves who escaped from the South. However in 1850 the U.S. Congress passed a fugitive slave law which provided for the capture and return of slaves even if they succeeded in escaping to the North. So it was that Canada became the new safe haven for escaped slaves, and an elaborate network of sympathizers, abolitionists and “safe houses” was set up to transport the escapees across the border into Canada. This became known as the “Underground Railroad”, and over it many thousands of slaves were transported to freedom. Its operation is well described in the highly influential novel “Uncle Tom’s Cabin”, written by Harriet Beecher Stowe and published in 1852.

While the “Underground Railroad” was not really a railroad, nor was it underground, there were several incidents involving real railroads, some of them right in Canada. One of these occurred on the Great Western Railway of Canada in 1858 when a southerner was traveling across Canada,

from one point in the U.S. to another, and he had his slave with him. What happened next was vividly reported in the London (Canada West, now Ontario) Free Press on September 30, 1858:

A Train Attacked by Negroes at Chatham. - A singular affair took place on the Great Western at Chatham, two days since, which has thus been described by the conductor, Mr. G.S. Goodrich:-

A party of Southerners were on the express train due at Windsor at 5.15 p.m., and one of them had a mulatto servant, a boy of ten years, along with him. At London, a colored man was observed in conversation with the boy, while standing upon the platform. No suspicion was excited by this, however, but when the train reached Chatham, where it stops to wood and water, it was instantly surrounded by a tumultuous gathering of three or four hundred colored people, evidently laboring under great excitement. A white man, representing himself to be the Sheriff of the town, entered the car where the gentleman and his servant sat, followed by a crowd of colored men. One of the latter individuals asked the boy to come out. He replied that he would not, and clung to his master. In the meantime, those outside were shouting "Bring him out", etc., and revolvers were freely shown by the negroes outside as well as in. The boy was taken out, crying and endeavoring to cling to his master, and borne away by the crowd. The train then started, and the gentleman, whose name is W.R. Merwin, and residence St. Louis, went on to Detroit, and is now stopping at the Russell House. Passengers on the train state that no blame can be attached to conductor Goodrich, as the crowd was so large that any effort to repel them by the hands upon the train, would have been entire folly.

Needless to say the case was very much discussed, pro and con, on both sides of the border. A follow up article appeared in the Free Press six days later, on October 6, 1858:

The Chatham Slave Case.- The occurrence that took place at Chatham a few days since, when a coloured boy was forcibly taken off a train on the Great Western Railway, has attracted considerable attention in the United States. The New York Tribune, speaking of the matter, says:-

1. *Mr. W.R. Merwin is not a Southern gentleman, but a Northern travelling agent for a house in this city.*
2. *He is not the legal owner of any slave.*
3. *If he pretended to own this mulatto boy, he must have been cheating somehow, for he has assured his employers here that he did not own him.*
4. *The boy was almost certainly free born; but in all events, he was made free by being taken through the Free States and Canada, even if he had been a slave before.*



For many the last section of the "Underground Railroad" was a boat ride. This illustration, from the 1852 edition of "Uncle Tom's Cabin", shows the fugitives after landing, safe and free, at Amherstburg, Canada West.

No one, we suppose, will for a moment doubt that the boy, if a slave, became free upon touching British soil. He was, therefore, his own master, and though the forcible taking of him off the train cannot be justified on any ground, except he was detained against his will by the person he was with, yet that he had a perfect right to leave Mr. Merwin at any point of the route through Canada, is a principle which will ever be maintained.

The case then disappeared from the papers and the unnamed boy became just one more person who had reached freedom in Canada. But the whole situation was moving rapidly towards its inevitable climax. Less than two years later the Great Western played another part in the story, as was reported in the Hamilton Times of May 15, 1860:

Railway Speed.- A large number of Delegates to the Republican Convention at Chicago, passed through this city yesterday via the Great Western Railway. The special train, which left Suspension Bridge at 6.4 a.m., consisted of eight loaded cars, and we understand, made the distance between Suspension Bridge and Windsor, 229 miles, in six hours and twenty-six minutes - arriving at 12.30 p.m., - the exact running time between Stations being:- Suspension Bridge to Hamilton, 1 hr. 30 min.; Hamilton to London, 2 hr. 19 min.; London to Windsor, 2 hr. 40 min.; or thirty-eight miles an hour - and as the train entered the depot a grand salute was fired, amidst the enthusiastic cheering of the immense crowd assembled to greet their friends from the East.

This train proved to be even more historic than was realized at the time. The delegates, who made their 229-mile trip across Canada, were on their way to a history-making event. In Chicago they met in convention and chose their candidate for President of the United States. The name of the winning candidate was Abraham Lincoln. The stage was set for the great struggle which would end slavery, make the "underground railroad" obsolete, and end forever such incidents as that which occurred on the Great Western at Chatham in September 1858.

R. H.



MR. F. W. GATES, ONE OF THE DIRECTORS. MR. T. REYNOLDS, FINANCIAL DIRECTOR. MR. BRYDSON, MANAGING DIRECTOR. MR. G. H. MINGAY, PATENTEE. MR. R. EATON, LOCOMOTIVE SUPERINTENDENT. MR. W. C. STEPHENS, SECRETARY IN CANADA. MR. C. FOSSITT.

THE "GEORGE STEPHENSON" LOCOMOTIVE ENGINE BUILT AT HAMILTON, CANADA WEST, FOR THE GREAT WESTERN RAILWAY OF CANADA.

C. H.

A Great Western Locomotive Built From Spare Parts and Scrap Metal

Following the depression that started in 1857, the Great Western Railway of Canada had a big downturn in its fortunes. Between the time it began construction, 1853, and the panic year of 1857 the GWR had taken delivery of 88 locomotives, but then received none at all in 1858 and 1859. In 1860 it began to build its own locomotives, using whatever materials it could lay hands on. It completed one engine in 1860, three in 1861, two in 1862, and by the end of 1869 it had built 21 locomotives in its own shops.

In the summer of 1860, reporters and artists for the Illustrated London News were in Canada covering the tour of the Prince of Wales, who would one day be King Edward VII. This was the same tour during which he officially opened the Victoria Bridge at Montreal. Being with the Prince in Hamilton, the journalists learned of the story of the "home built" locomotive and published this article and engraving in the ILN of September 1, 1860.

There is one unsolved mystery. Records indicate that this locomotive, the "George Stephenson" was numbered 89 (later 81). Yet the engraving clearly shows it as 67. Perhaps it was posed with the tender of No. 67 before its own tender was completed.

LOCOMOTIVE ENGINE BUILT IN CANADA

The traffic on American and Canadian railways has fallen off during the past two years as compared with former periods, owing to a deficient harvest in the Western States of the Union. The source of all trade and commerce in the States of Illinois, Wisconsin, Iowa, and Michigan is obviously the fruits of the earth. A bad harvest deprives the farmer of the means of purchasing the imported or manufactured commodities at New York and Boston; there is, therefore, no interchange of merchandise between the east and the west of America, and railways connecting those distant points suffer the loss of traffic. In like manner passengers either cannot afford to travel or have no business to call them away; and the annual reports of the railway companies show the results in diminished receipts.

The Great Western Railway of Canada is no exception to this universal railway misfortune. As a matter of course, during these slack times the expenses of the line were diminished, but the company possessing, at Hamilton Canada West, very ample and well-appointed shops for repairing locomotives, and also many clever workmen, the directors during the last two years have employed the spare time of these skilled mechanics in preparing by degrees the various portions of a large locomotive engine, assisted by the tools and machinery in their own shops, and the result has been that at the beginning of the present year an engine of great power and beauty of workmanship has been gradually and almost insensibly completed, the cost being paid for out of the revenue of the railway, and not charged to capital account.

We present our readers with an Engraving of this locomotive, appropriately named after the father of railways, the "George Stephenson". The cylinders are 16 inches in diameter, with a 24-inch stroke. The total heating surface, by an ingenious arrangement of the firebox, is 1248 superficial feet; and there is this difference between this and the other

engines on the line - namely that it is adapted to burn either coal or wood, the latter being the fuel ordinarily employed. Every endeavour has been made to ensure the best workmanship and materials, both for economy in first cost and for subsequent repairs. All old materials have been worked up anew: thus, the framing is made from old scrap iron about the works, reformed by steamhammer; the inside and outside connecting rods, and the valve motion, are made from worn-out Lowmoor tires; the piston-rods and sidebars are made from old and broken springs; and the cylinders are cast from broken cast-iron car wheels, which is the best metal that could be had for the purpose. The driving-wheels are six in number, coupled by threes, five feet in diameter. The tender holds nearly 2000 gallons of water. Altogether, she (as engines like ships are of the fair sex) does great credit to her designer, Mr. George Forsyth, who, in the engraving, stands under the tender, with his hands in his velveteen jacket - a true specimen of the English mechanic, and also to the indefatigable locomotive superintendent, Mr. Richard Eaton, formerly on the London and South-Western Railway, who stands, like a captain of a ship, on the footplate of the engine.

It will be observed that a roof covers the footplate where the engine-driver and stoker usually stand, rendered necessary from the inclemency of winter and from the heat of summer. This roof is provided with sliding windows, so that access may be obtained to the outside of the engine when in motion, and there can be no sufficient reason why locomotives in this country [England] should not be furnished with a similar contrivance, and thus enable the driver to keep a better look out than he can do in the teeth of a driving storm. The personages round the engine represent the principal employés in Canada - Mr. W.C. Stephens, the secretary in Canada; Mr. A. Ayres, mechanical draughtsman; Mr. G.H. Mingaye, the paymaster; Mr. C.J. Brydges, the managing director, standing on the engine; and Mr. Thomas Reynolds, the financial director - all in winter costume.

OPPOSITE: The engraving of the home-built Great Western locomotive "George Stephenson" as published in the Illustrated London News on September 1, 1860. Of the fifteen people in the picture, seven are identified in the caption accompanying the illustration. Unfortunately the other eight remain anonymous.

ExpoRail Project

Exporail Project Report #3 - Feb.20, 2001

Charles De Jean

This is an update of progress to date since my last report of January 17/01 on the construction of the new building on the Museum site.

Phase one or the site preparation for the new building was finished as of February 9, with minor items to be completed as part of the close out process. The contract involved the excavation of 24,500 cu. m of existing soil, not suitable for our structure and the replacement and compaction of 35,000 cu. m of sand and rock fill, to prepare the site for actual building construction

The creek cutting diagonally across the building site was diverted and two new flood plain basins have been completed.

The second phase of construction, the pouring of the footings and foundation walls was started on February 12 with the lowest bidder GCP Construction of St. Jean sur Richeleau (one of 16 contractors who acquired bid documents for this part of the contract).

As of today all the excavation for the footings for the exhibits section of the new building have been completed, 350' of footings have been poured and the rebar for the foundation walls on this section have been placed. GCP expects to have all the footings and foundation walls completed by March 7/01.

Phase three or the construction of the building envelope was advertised on Feb. 17, with submissions from contractors required by March 15/01. To date the Museum and the various committees working on the Exporail project have let approximately \$1.1m of construction related contracts.

Participation by the staff and volunteers of the Canadian Railway Museum continues to help keep the project "on time" and reduce anticipated costs. Some examples of the kind of participation include:

Moving of our two 20' white Chimo spare parts containers,

Unloading of a recent donation of heavy tooling for our soon to be expanded restoration shop,

Continued cutting and removal of trees for site preparation, and use as lumber and fuel for the John Molson,

Meetings with potential donors, administration at the National, Regional and Internal fund raising levels, Construction committee meetings, Financial control and the museum Administration committee.

I can not emphasize enough the need for all of us to continue to work as a co ordinated team to help bring this project to a successful completion.

Thanks for your help and support.

Charles De Jean Project Manager

Exporail

Rapport des travaux #3 - 20 février 2001

Charles De Jean

Voici la dernière mise à jour sur l'état des travaux du nouveau pavillon depuis le rapport du 17 janvier dernier.

La préparation du site du nouveau pavillon, soit l'étape 1, s'est terminée le 9 février dernier. Il ne reste que quelques petits détails à compléter pour finaliser cette étape. Elle consistait, pour bien préparer le site du nouveau building, à excaver 24,500 mètres cube de sol jugé non utile au pavillon et à le remplacer par 35,000 mètres cube de sable et de remblai de pierre. Le petit ruisseau qui traversait à la diagonale le site du nouveau bâtiment a dû être détourné. De plus, deux nouveaux bassins d'inondation ont été terminés.

Le 12 février, la compagnie GCP Construction de Saint-Jean-sur-Richelieu débutait le coulage des empattements et des fondations pour les murs. La deuxième étape de la construction était donnée au plus bas des 16 soumissionnaires.

À ce jour, l'excavation des empattements du nouveau pavillon, le coulage des 350 pieds d'empattements et le coulage de l'armature d'acier servant aux fondations des murs sont terminés. Selon l'entrepreneur GCP, la totalité du coulage des fondations (empattements et murs) sera terminé pour le 7 mars.

L'annonce des soumissions pour la construction de l'enveloppe extérieure du pavillon, la troisième étape du projet, a été publiée le 17 février dernier. La date limite de réception des documents des entrepreneurs a été fixée au 15 mars. Jusqu'à maintenant, des contrats d'une valeur de près de 1,1 millions de dollars ont accordés pour le projet Exporail.

Encore une fois, nous ne pouvons passer sous silence l'importante collaboration du personnel et des bénévoles. Grâce à eux, nous sommes en mesure de conserver les coûts au minimum et l'échéancier en temps. Quelques actions méritent d'être soulignées :

Déplacement des deux containers blancs de 20 pieds servant aux pièces de rechange

Déchargement de plusieurs pièces de machinerie lourde à être utiliser à l'atelier

Nouvelles coupes d'arbres sur le site du nouveau pavillon, pour alimenter la John Molson

Nombreuses rencontres avec d'éventuels donateurs et les nombreux comités : Comité de gestion du Musée, Comités national, régional et interne de levée de fonds, Comité de construction et Comité des finances.

Finalement, nous ne saurions insister trop sur la nécessité de travailler en équipe pour le bien être du projet

Merci de votre appui.

Charles De Jean

Exporail

Project report No. 4 March 22/01

Charles De Jean

This is an update of construction progress since my last report of February 20/01.

The past month has been an extremely busy one for GCP Construction carrying out Phase two of the Exporail Display and Administration building. Phase two of the contract involves the excavation and pouring of footings and foundation walls of the structure. This winter has seen considerably more snow than in previous years and has resulted in some delays to construction work. As of today approximately 85% of the concrete required to be poured for column footings, foundation walls and the observation pit has been completed.

The observation pit will create an impressive viewing point allowing 30 visitors at a time to see the underside of two pieces of rolling stock placed on the tracks over the pit, certainly a very different vantage point that most of us have rarely had the opportunity to view. The contractor is expected to complete his work by March 30/01, about two weeks. It should be remembered that winter construction requires additional activities such as poured concrete must have a n insulated shelter built around it and heated until the concrete cures (3-4 days), the rock and sand fill must be frost free to attain the required level of compaction, the ground cannot be frozen prior to pouring concrete, it is very difficult to excavate foundations with 18' of frost, requiring a pneumatic chipper or a ripper to break through the frost.

Phase 3, the construction of the principle envelope of the building was out to bid February 17 with tenders submitted by March 15. There were eight contractors who bid, Tanaka Development was the lowest bidder and has been awarded the contract. Actual erection of the structure could start as soon as April 20!

Some of the accomplishments during the past 30 days include; during one day 127 cubic meters of concrete was poured, the lease for our picnic and parking area has been extended for two years, a new access road has been completed to the construction site, land purchase negotiations to secure a permanent right of way for service truck access are completed, a donation of cobble stone for part of our street car display has been complete, a donation of street car switches from the MTC St. Henry car barn has been negotiated,

Thanks for your help and support,

Charles De Jean, Project Manager

Exporail

Rapport des travaux # 4 - 22 mars 2001

Charles De Jean

Le dernier mois a été très fertile en activités sur le site de construction du projet Exporail.

L'entrepreneur GCP Construction, choisi pour la deuxième étape de construction du pavillon principal, a entrepris les travaux de coulage des empattements et des



Pouring one of the foundation footings for the new ExpoRail exhibition hall.

fondations pour les murs et la fosse d'observation. Toutefois, parce que l'hiver nous a amené un surplus de neige assez considérable, il n'y a que 85% du travail de compléter.

La fosse d'observation donnera aux visiteurs un impressionnant point de vue. Une trentaine de personnes pourront en effet circuler sous deux pièces d'équipement ferroviaire placés au-dessus d'eux. Certainement une première pour la plupart des visiteurs. Les travaux, toujours plus compliqués l'hiver à cause du gel et de l'isolation nécessaire à tout coulage, devraient se terminer d'ici la fin mars.

La construction de l'enveloppe extérieure du pavillon a été accordée au plus bas soumissionnaire, soit la compagnie Tanaka Développement. L'entrepreneur prévoit même commencer la structure d'ici le 20 avril.

Finalement, mentionnons que plusieurs autres dossiers ont aussi été conclus durant cette période. Mentionnons seulement le renouvellement du bail du stationnement et de l'air de pique-nique, la fin des négociations pour les droits de passage des camions jusqu'au site et une nouvelle route d'accès au site. Tous, sans exception, sont primordiaux au succès du projet. Encore une fois, merci à tous.

A suivre...

Winter Train Travel in the 1920's

By Stephen Walbridge

Before these two stories pass from my age 86 memory, I'll write them for Canadian Rail.

Story No. 1.

My father, based in Montreal in the 1920's, had to travel throughout the Province of Quebec year around. This was before the time of airlines, and a network of good roads; so travel by train, especially during the winter, was the only viable way.

On one occasion, he had to visit Chicoutimi by Canadian National. On returning home, he boarded a CN train in the evening, expecting a good night's rest in a sleeping car. Some time after leaving Chicoutimi, the train stopped among snowdrifts with nothing else visible. As an hour or two dragged on, one of the sleeping car passengers asked the porter, "Where are we, Porter?" The porter replied, "Saguenay Junction, Sir." Sometime during the night, the Porter aroused all the sleeping car passengers, and instructed them to get dressed. The train was stopped. Someone asked the porter where they were. "Saguenay Junction, Sir". The train had not moved! The sleeping car was cold. My father told of keeping his pajamas on. The passengers were then informed that the locomotive was running low on water; so the steam to heat the sleeping cars had been disconnected. All the passengers were then herded into the two day coaches at the head end of the train, which were still heated, full of cigarette smoke. My father arrived home a day late.

One would like to have had an opportunity to ask several questions; but I don't recall any more details about the event.

Story No. 2.

My father had business in Mont Joli a few hundred miles north-east of Montreal. He boarded the train destined for Halifax by Canadian National. Somewhere along the south shore of the St. Lawrence River, the train stopped during a cold winter's night, without explanation to the passengers. A couple of hours later, the passengers were informed that a freight train had derailed ahead of their passenger train. Then came word that a relief train had arrived on the far side of the derailed freight. The passengers were instructed to put on their coats, and walk along the tracks around the freight train to the passenger train on the other side. The locomotive of their train was low on water, and had to back up to a water tower.

The passengers reluctantly single filed along the track, a long mile past the derailed freight. But, of course, there was no relief train. After a long wait in the cold, the passengers turned back to the freight train. Smokers always maintained that to smoke a cigarette in those circumstances helped to keep them warm. But smoking cigarettes in those days involved the lighting of wooden matches in the wind out-of-doors. Finally, a few passengers had the good sense to ask the smokers for their remaining matches. They then set about lighting a fire in a wooden freight car, in an attempt to keep from freezing. They succeeded in lighting the fire in a freight car, which gave them some comfort. But the burning box car had other ideas. It kept on burning, and then the next car, and the next.

And here my memory of the event ends. The story invites questions, all unanswered. My father lived to age 98, so he must have survived the event.

The Funeral Train of The Right Honourable Pierre Elliott Trudeau October 18, 1919 - September 28, 2000

by William J. (Willie) Radford

On Thursday, September 28, 2000, The 15th Prime Minister of the Dominion of Canada, The Right Honourable Pierre Elliott Trudeau passed away at his home in Montreal, Quebec with his sons Justin and Sacha and former wife Margaret by his side. He was born Joseph Philippe Pierre Yves Elliott Trudeau on Saturday, October 18, 1919 to parents Charles-Emile Trudeau and Grace Elliott. Mr. Trudeau was the brother of Suzette, and Charles whom passed away in 1990.

In the years before he became prime minister, Mr. Trudeau grew up in Montreal and received his education at Jean-de-Brebeuf a Jesuit college. Later, he graduated with a law degree at the Universite de Montreal in 1943 to further earn a master's degree of political economy at Harvard University in 1945. He then studied at the Ecole des Sciences Politiques in Paris, France and then the London School of Economics.

With a number of political and law degrees, Mr. Trudeau entered national politics and won a seat in the riding of Mont-Royal in 1965 during Prime Minister Lester Pearson's time. Mr. Trudeau was appointed as Mr. Pearson's parliamentary secretary in January 1966. In April 1967, Mr. Trudeau was named to the Cabinet as Minister of Justice and Attorney General by Prime Minister Pearson.

In December 1967, Mr. Pearson announced that he would retire, and Mr. Trudeau became the 15th Prime Minister on April 20, 1968 after he was elected as the leader of the Liberal Party two weeks earlier. Mr. Trudeau would win the national elections on June 25, 1968, October 30, 1972 and May 8, 1974. Joseph (Joe) Clark of the Progressive Conservative Party won the election on May 25, 1979 however he lost to Mr. Trudeau on February 18, 1980. Four years later, Mr. Trudeau resigned from his position as Prime Minister and joined the Montreal based law firm of Heenan Blaikie.

During Mr. Trudeau's tenure as prime minister, he married Margaret Sinclair, aged 22, on March 4, 1971 and their son Justin was born on Christmas Day that same year. Christmas Day two years later, the Trudeau's second son Alexandre Emmanuel (Sacha) was born followed by third son, Michel in 1975. Michel died in a snow avalanche on a skiing trip in British Columbia on November 13, 1998. In 1977, Mr. Trudeau separated from Margaret and they were divorced in 1984.

Following the death of Mr. Trudeau, his coffin, covered with the Canadian flag, was on public display in the Great Hall of Honour of the Parliament Building's Centre

Block from September 30 to 0800 on Monday, October 2nd. The Royal Canadian Mounted Police pall bearers were charged with the moving of the late Mr. Trudeau's coffin throughout the funeral. At 0800, the coffin was moved from Parliament to the Ottawa Station by a hearse. On arrival at Ottawa Station, in privacy, the coffin was moved from the hearse onto the last car of a special VIA Rail Canada funeral train.

VIA had arranged for a special funeral journey from Ottawa back to Mr. Trudeau's beloved hometown of Montreal where the funeral service was held the next day. The train, designated at No. 638 had two diesel locomotives and only four passenger cars. There was no baggage car as there had been for the Right Honourable William Lyon Mackenzie King, Canada's 10th Prime Minister, on July 26, 1950 nor for the Right Honourable John George Diefenbaker, Canada's 13th Prime Minister, in August 1979. Eastward from Ottawa to Montreal, the train operated as "Passenger Extra 6433 East" on VIA track while it ran as "Passenger Extra VIA 6433 East" on Canadian National Railways trackage.

The consist of the VIA special train had quite an interesting history with its equipment. The two locomotives were Engines 6433 and 6436, both Canadian built by Diesel Division General Motors of Canada Ltd. in London, Ontario. They were both F4OPH-2 models in the same GPA-30e class built in 1989 and were two of 29, in series 6430 - 6458. This series of locomotives all have about 0905 GM 645E3C engine blocks with 3000 horsepower. The four cars behind the locomotives were all USA built by Philadelphia, Penn. based Budd Co. From the front behind Engines 6433 and 6436 were three "VIA 1" Club cars 4007, 4008, 4009 and the fourth and last was Sleeper Buffet Lounge Dome Observation car 8718 "Yoho Park". This was the car where Mr. Trudeau's coffin was placed for the 116 mile (187km) eastward journey.

All four cars had many identities in their histories. Club cars 4007, 4008 and 4009 were recently converted from Coach configurations last Spring. They were previously Coach cars 4123, 4124 and 4125 respectively which were upgraded for VIA service in 1992 and 1993. Prior to the 4100 numbers, they were numbered 185, 186 and 187 respectively while stored awaiting upgrading, especially conversion from steam heating to head end power. They were not in passenger service with their temporary 180 numbers. All three cars were built in 1947 and had served on USA railways, or later preserved, until VIA purchased them in 1992.

Club car 4007 started out as Seaboard Air Line Coach car 6224. In 1967 when amalgamation with the Atlantic Coast Line formed the Seaboard Coast Line, they renumbered the car to 5209. Amtrak acquired the car in 1971 and retained its SCL number 5209 until they renumbered it car to 6022 in 1974. The car was retired in 1984 and went to the Mohawk & Hudson Chapter of the National Railway Historical Society. A few years prior to VIA's purchase in 1992, the car served on both the Rail/Sea Cruises and Village Rail Cruises as No. 6022.

Club car 4009 had a similar history to No. 4007. This car started out as SAL Coach car 6216 until the SAL merged with the ACL to form the SCL in 1967. SAL Coach car 6216 became SCL car 5201 and the number was retained when Amtrak acquired the car in 1971. Again with Amtrak's car renumbering program in 1974, car 5201 became 6014 and was retired in 1984. Following retirement from Amtrak, the car went to the Bluewater Michigan Chapter of the NRHS. Prior to VIA's purchase in 1992, the car served on the Rail/Sea Cruises as No. 6014.

Club car 4008 began its history as Pennsylvania Railroad Coach car 4059 until it became Penn Central Coach car 4059 in 1968. This was a result of the merging of both the PRR and the New York Central Railroad that year. Amtrak acquired the car in 1971 and renumbered it to 5281 and then again renumbered the car to 6069 in 1974. Amtrak retired the car in 1984 and it then went to the North Alabama Railroad Club. Prior to VIA's purchase in 1992, the car served on the Rail/Sea Cruises as No. 6069.

Sleeper Buffet Lounge Dome Observation car 8718 "Yoho Park" began as a Canadian Pacific Railway car built in 1954 with the same name along with 17 others with names of national or provincial parks. Shortly after the CPR became Canadian Pacific Ltd. in October 1968, the name of the railway unit was changed to CP Rail, and they gave the "Yoho Park" car a number, 15418. VIA purchased the car in October 1978 and kept its identity for less than a year before they renumbered the car to 15518. Adding 100 to its previous number was required to avoid confusion with their Steam Generator cars that had such numbers they inherited from the CNR in March 1978. In 1992, the car was upgraded, refurbished and converted to head end power from steam heating and given new Number 8718. This car was named for the Yoho National Park which was a favorite of Mr. Trudeau. For this reason VIA choose the particular car to transport the coffin.

At the time when Mr. Trudeau's coffin was loaded in VIA car 8718 "Yoho Park" some 400 people were present. Current prime minister, the Right Honourable Jean Chretien and his wife Aline were also at the station, however they did not board the train. The former Mrs. Margaret Trudeau did not attend at the station either, however all three did attend the funeral service in Montreal next day.

On board the special train "Extra VIA 6433 East (638)" were Mr. Trudeau's two surviving sons, Justin and Sacha along with other prominent people. Former Governor General Romeo LeBlanc and his son, former Cabinet Minister Marc Lalonde, retired Senator Jacques Hebert and onetime law partner Roy Heenan of the firm Heenan Blaikie were among

the passengers. The media were riding in one of the Club cars ahead of the "Yoho Park". Among the media, was the Canadian Broadcasting Corporation which had assigned a helicopter to follow the train on its eastward journey.

The special train was scheduled to operate over VIA's own railway and the CNR from Ottawa Station to CNR's Central Station in Montreal. The start of journey was on the CNR and then it went on to VIA's Alexandria Subdivision at mile 76.5, it followed this to Coteau Jct. station at mile 0.0 in Les Coteaux, Quebec. Eastward between Hawthorne station at mile 72.7 and De Beaujeu station at mile 7.5, the right of way is owned by VIA, while the other two portions remains owned by the CNR. At Coteau Jet. station, the train left the Alexandria Subdivision and entered the Kingston Subdivision at mile 38.0 and then travelled the eastern most segment of that line all the way to Dorval station, mile 10.3. At that station in Dorval, Quebec, the train left the Kingston Division and entered the west end of the Montreal Subdivision at mile 11.6. The train travelled that entire subdivision to the end of its journey at Montreal's Central Station, mile 0.0.

The funeral train was scheduled to depart Ottawa Station at 0840, however it was delayed to about 0850. This was the beginning of what became a celebrated and respected train as there were many people along the way to see it pass. At almost every crossing along the way, automobile drivers stood at roadside and clapped. The CBC followed the train overhead on its journey and at some point had technical difficulties with its camera.

The train released its brakes and slowly proceeded from the station and was viewed by spectators standing on the Belfast Rd. overpass bridge. Then it picked up additional speed to 30 mph. About 0900, the train left the City of Ottawa and the CNR owned track at Hawthorne station, mile 72.7. Centralized Traffic Control ended there and the Occupancy Control System began, which replaced the damaged CTC system following the infamous "Ice Storm '98" in January 1998. This was where the overpasses of Highway 417 were located and as the train passed it entered its own trackage as Passenger Extra 6433 East. At that point it also entered the City of Gloucester and gained speed up to 80 mph.

At the request of Mr. Trudeau's two surviving sons, Justin and Sacha, the train slowed down at most towns, villages and settlements along its eastward journey to greet well wishers lined up at trackside. The first slow down in the south-east corner of the City of Gloucester occurred at the Carlsbad Springs settlement where some 300 people watched and waved as the train passed by the station at mile 67.2, 10 minutes late. At Limoges station, mile 56.2, located in Nation Township, the train again slowed for about 200 people in that mostly French speaking settlement. Scheduled to pass the station in the Village of Casselman at 0911, the train actually slowly passed about 0920, at mile 47.5, where more than 1000 people came to see and pay their final respects. Shortly after Casselman, the train left Prescott & Russell County and entered Stormont Dundas & Glengarry County in which it travelled eastward all the way to the Quebec provincial border.

VIA Passenger Extra 6433 East made slowdowns in three communities of North Glengarry Township. The first was made at Maxville, mile 34.4 scheduled for 0924, where the CBC camera crew aboard the helicopter had technical difficulties and the aerial view was lost seconds before passing the station. However there were other CBC camera crews at the Maxville station who recorded the train's slow passing along with well wishers and a bag piper at about 0930. Scheduled for 0937, the next slowdown occurred at Alexandria, mile 23.0, where some 2000 people, some wearing roses and flags, lined on both sides of the track. A bagpiper wearing a kilt, James MacKinnon, piped the first notes of "The Mist Covered Mountains". Sacha leaned from one of the car's vestibule windows a took a rose offered by a girl student in a school uniform. Also at the station, were some CN and Ontario Provincial Police officers looking after the crowds at Alexandria station for the actual train's passing at 0945. Glen Robertson was the third community in the township where the train was scheduled to pass at 0947. It did pass the station located at mile 15.0, about 10 minutes later.

About three miles to the east, the train left the Province of Ontario and entered the Province de (of) Quebec at mile 12.1. In the De Beaujeu settlement in the Paroisse de (Parish of) St-Polycarpe, the funeral train left VIA owned trackage at mile 7.5, De Beaujeu station, and entered the CNR where the train once again became Passenger Extra VIA 6433 East for the remainder of the journey. At that point eastward, the train operated entirely on-CNR trackage. Also at De Beaujeu station eastward, OCS becomes CTC. 1.4 mile east of the De Beaujeu station point, the train crossed mile 35.4 of CPR's St-Lawrence & Hudson Railway's Winchester Subdivision at mile 6.1. Another 6.1 miles east of the STL&H diamond was the east end of the Alexandria Subdivision, mile 0.0, at Coteau Jct. station, where it joins with mile 38.0 of the two track Kingston Subdivision.

A CBC camera crew was at Coteau station and recorded as the train slowed down, made a counter clockwise turn towards the Coteau Jct. station point. The train entered the North track and made a crossover to the South track just before it passed Coteau station, mile 37.8, about 1010, behind the scheduled time of 1004. At that passenger station in the Municipalite de (Municipality of) Les Coteaux, there were many people lined up along the platform with CN Police maintaining control. Eastward, leaving Coteau station, remaining on the South track all the way to Dorval, the train gained speed to its maximum of 90 mph.

After the train passed through Vaudreuil-Dorion, crowds grew along the way towards Montreal. Autoroute 20 came into view once the funeral train passed that town. Many automobile drivers pulled off to the side of the highway to watch the train pass. In Dorval, the CBC helicopter crew regained its aerial view of the train just west of Boul. Pine Beach (Blvd.) prior to passing Dorval station at its scheduled time of 1033. The train passed the station about 1040 where 1000 people stood on or around the platform. Among the crowd were school children in uniform waving Quebec and Canada flags and also some war veterans stared in silence with their hats clasped over their hearts. A priest who was

there also, blessed the funeral car with the sign of the cross. Dorval station at mile 10.3 of the Kingston Subdivision in the eastward direction became mile 11.6 of the Montreal Subdivision.

On the last CNR subdivision of the funeral train's eastward journey, the train again gained speed until it slowed down to about 30 mph prior to crossing Rue DeCourcelle (St.) and the St-Henri station point at mile 3.4 in Ville de (City of) Montreal. Once the funeral train passed through the St-Henri neighborhood it further slowed down in speed through the Point St. Charles and Griffintown neighborhoods.

Prior to the train's arrival at Central Station, it passed the Wellington tower at mile 1.1, which closed in May, on the north side of Canal de Lachine (Canal). North from Wellington tower, the train proceeded slowly along the Montreal Subdivision's east end, which paralleled the southern-most portion of the Deux-Montagnes Subdivision trackage to Central Station. The train remained on the Montreal Subdivision trackage to its scheduled arrival time of 1055 at Central Station, mile 0.0. A few minutes later, the train arrived at Central Station and came to a complete stop for the first time since it left the Ottawa Station some 130 minutes earlier. The complete stop on arrival marked the end of Passenger Extra VIA 6433 East, designated as special train No. 638.

After arrival, at the request of the Trudeau family, Mr. Trudeau's coffin was unloaded from the last car in privacy for transfer to a hearse. One hour later, about 1200, the hearse left Central Station on Rue Notre-Dame (St.) and travelled east fourteen blocks to Montreal's city hall. On arrival at city hall, Mr. Trudeau's coffin was unloaded from the hearse by the RCMP pall bearers and moved honorably into the main hall for public lying in state for the next 22 hours. At 1000 on Tuesday, October 3rd, the coffin was moved from City Hall again by the RCMP pall bearers to an awaiting hearse on Rue Notre-Dame (St.) for the funeral service. The service was held at the Notre Dame Basilica beginning at 1100 and lasted almost two hours.

The funeral service, as well as the train's journey, was well covered by the media especially by the CBC, CTV, Global along with others. Reporter Mark MacKinnon of The Globe and Mail of Toronto, Ontario, mentioned in his article entitled "Poignant tributes mark last trip home" on October 3, 2000, "The train ride, though barely more than two hours long, provided perhaps the most stunning testimonial yet to the wide-ranging and enduring popularity of the former prime minister."

Sources: Bytown Railway Society- Canadian Tracksider Guide, Feb. 2000 (ISSN 0829-3023);

Branchline- June 2000, July-August 2000;

Canadian Broadcasting Corp.- Oct. 2, 2000; Oct. 3, 2000;

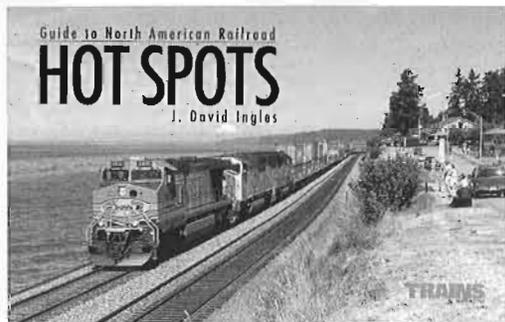
Canadian Television Network- Oct. 2, 2000; Oct. 3, 2000;

Canadian Railways in Pictures, Robert F. Legget, 1977 (ISBN 0-88914-052-9);

The Globe and Mail - Ontario Edition, No. 47039 Sept. 29, 2000; No. 47042 Oct. 3, 2000

New Books

GUIDE TO NORTH AMERICAN RAILROAD HOT SPOTS



Kalmbach Publishing Co., publishers of Trains magazine, introduces Guide to North American Railroad Hot Spots. Indispensable for railfans who travel, this guide takes you to 100 of the busiest, most interesting train-watching sites across the U.S. and Canada. Each spread includes a color photo and authoritative text about the site written by train watching experts all over North America. Each of the listings include directions from the nearest major city or highway, what you can expect to see and the site's history, and detailed information on train frequency, typical locomotives, radio channels, nearby points of interest, and more. This 208-page, 8 1/2 X 5 1/2" soft cover book includes 200 color photos. The photo on page 207 (Dorval) was taken by CRHA member John Godfrey. Guide to North American Railroad Hot Spots is available in hobby shops, bookstores, and direct from Kalmbach for \$24.95 U.S. To order the book direct, call (800) 533-6644, Monday - Friday, 8:30am - 5:00pm Central Standard Time. Please add \$4.95 (Canada add an additional \$2.00 and other foreign countries add an additional \$5.00) for postage and handling when ordering direct from Kalmbach. Wisconsin residents add 5.1 percent sales tax, Pennsylvania should add 6 percent sales tax, and Canadians should add GST.

THE GOLDEN YEARS OF GEEPS

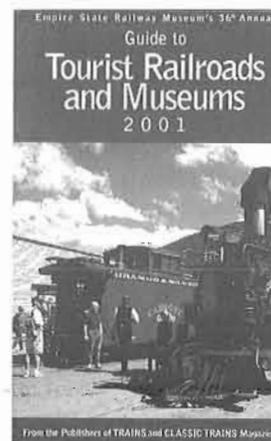


While Electro-Motive Division's classic F units are widely recognized as the locomotives that knocked steam locomotives from mainline freight service, it is just as significant to acknowledge EMD's original GP locomotives for the role they played in bringing diesel power to scores of North American railroads. By design, EMD's original GP (for General Purpose) locomotives were simple and devoid of the ornamentation and streamlined styling that graced many early diesel locomotives. Back in the late 1940s,

however, function was far more important than form for the railroad industry. Many railroads, large and small operations alike, were quick to see the value in owning the bidirectional, accessible, all-purpose Geep. The pages of this book capture GP7s, GP9s, and GP18s hard at work on U.S. and Canadian railroads during the Golden Years of Railroading. Additional technical illustrations and photos are included to help you spot the subtle differences between the various production models that were manufactured from 1949 to late 1963.

This book is also published by Kalmbach. Please call them for price and availability.

GUIDE TO TOURIST RAILROADS AND MUSEUMS, 36TH ANNUAL EDITION



Kalmbach Publishing Co. introduces its annual bestseller, Guide to Tourist Railroads and Museums, 36th Annual Edition with updated information for 2001. Railfans, modelers, collectors, and operators will enjoy planning their railroading vacations with the valuable information in this guide. This book includes information on steam engines and diesels, railroads, and trolley cars that you can ride. There are also displays, including model railroads, you can visit. Complete site descriptions include operating schedules, locations, phone numbers, photos, accommodations, special events, and directions. It even includes coupons for savings on entrance fees and tickets. This 460-page, 5 1/2" x 8 1/2" softcover book includes 400 black & white photos. Guide To Tourist Railroads And Museums is available in hobby shops, bookstores, and direct from Kalmbach for \$16.95 U.S. To order the book direct, call (800) 533-6644, Monday - Friday, 8:30am - 5:00pm Central Standard Time. Please add \$4.95 (Canada add an additional \$2.00 and other foreign countries add an additional \$5.00) for postage and handling when ordering direct from Kalmbach. Wisconsin residents add 5.1 percent sales tax, Pennsylvania should add 6 percent sales tax, and Canadians should add GST.

PRINCE EDWARD ISLAND BOOK STILL AVAILABLE

The very fine book, previously reviewed, by Alan Graham, on the history of the Prince Edward Island Railway, is still available and may be obtained from the author.

The Business Car

BOMBARDIER TO EXPAND

On May 1 Bombardier Inc. will become the world's largest maker of railway equipment, as the European Commission approved its acquisition of Adtranz from Daimler-Chrysler for \$1.1 billion Canadian. The deal will nearly triple Bombardier's rail transportation division, and will give the company a 20 to 25 percent share of the world's rail equipment market. In addition to the business of manufacturing locomotives and propulsion systems, Adtranz is also involved in the rail service industry. It's a far cry from the old snowmobile!

HUDSON'S BAY TRUCKS RIDING ON THE CPR

Canadian Pacific Railway is scooping some business from the trucking industry and building on its partnership with the Hudson's Bay Co. department store chain. Hudson's Bay, which owns The Bay and Zellers, said that it will ship 16,000 truck trailers annually by rail on CPR's Expressway service between Toronto and Montreal - instead of using the busy Highway 401, or Macdonald-Cartier Freeway. Hudson's Bay already uses CPR's Intermodal service between eastern and Western Canada. The railway built an Expressway terminal near the Hudson's Bay distribution centre in eastern Toronto after the retailer approached the railway, the companies said. Expressway is CPR's way to take back some shipping business from the trucking industry. It is a fast service that lets shippers put standard truck trailers on to specially built rail cars that are then put on scheduled train services that operate between Detroit, Toronto and Montreal. Four trains serve the Scarborough Expressway terminal daily.

CN TARGETS 11 DAY TRIP

Canadian National Railway wants to halve the time it takes to deliver grain to port and return empty hopper cars to the Prairies for reloading. CN president and chief executive officer Paul Tellier told the Canada Grains Council's annual meeting on April 10 that in 1999 it took an average of 21 days to deliver grain to port from the Prairies and get the cars back for reloading. "Twenty-one days is simply not acceptable," Tellier said. "No commodity can remain competitive on world markets with that kind of turnaround... My goal is to make that trip in 11 days." Tellier stressed that achieving this would require coordination and the cooperation of all the major stakeholders in Canada's grain transportation system, including farmers, grain companies, elevator and grain terminal managers, and port officials. While it won't be easy, he said, "this can be done." Tellier's challenge received a mixed response from the luncheon guests, who included farmers and representatives of various railways, grain companies, food processors, the Canadian Wheat Board, and the federal and provincial governments. The goal of an 11-day turnaround is "very ambitious," said

Canada Grains Council vice-chairman Don Kenny. "But with the teamwork you've suggested, I'm sure that goal is quite attainable," he told the CN boss. Canadian Wheat Board president Greg Arason also used the phrase "very ambitious", but unlike Kenny, Arason expressed reservations about whether the goal could be achieved on a systemwide basis, especially if grain continues to be loaded and transported along branch lines.

Tellier said CN has proved it's possible to substantially reduce the turnaround time for Prairie grain cars. He said the railway and Saskatchewan Wheat Pool completed a pilot project last year, operating a 110-car shuttle train between the Prairies and Vancouver with a turnaround time of only seven days. CN also has been running a train of 100 or more cars between Illinois and Iowa and the port of New Orleans, with a turnaround of six days, he added. He said everyone would benefit from a quicker turnaround because it would reduce inventory and storage costs, permit more spot sales of grain which would put more money into farmers' pockets, and enable CN to operate 2,800 to 3,000 fewer grain cars.

FRANK ROBERTS DEAD

Frank Roberts, the first president of VIA Rail, died on February 21 at the age of 78. When VIA was established by the federal government in 1977 it was initially an arms-length subsidiary of CN. At that time Mr. Roberts became its president, a position he held until 1982. Born on October 20 1922, Mr. Roberts joined the CNR as an apprentice machinist at the age of 17. During World War II he was a fighter pilot, and after the war he returned to CN and worked his way up through the ranks. He introduced features to VIA that are still in use, and as has been said "he gave VIA its identity."

STUART WESTLAND DEAD

Long time CRHA member Stuart Ian (Stu) Westland died on March 31 at the age of 76. Sixty years ago he was one of the early members of the Upper Canada Railway Society, and had membership number 27. His primary interest was electric traction, and he visited and rode many of Canada's street car systems before they were abandoned in the 1940s and 1950s.

TWENTIETH CENTURY CHRONOLOGY

An error in our chronology has been pointed out. The end of passenger service on the Niagara St. Catharines & Toronto interurban took place on March 29 1959 (two weeks after the QRL&P), and not on March 22 as stated. Also the 1952 strike on the TTC lasted for 19 days, from January 5 to January 23 inclusive. The continuation of the chronology, from 1961 to 2000, was not completed in time for this issue. It should be ready for the next.

BACK COVER: The first street car system in Canada to be completely abandoned was that in Belleville, Ontario. The Belleville street cars made their last run in 1901, exactly 100 years ago. This photo Belleville Traction Company car 8, hauling trailer 7 during the 1890s. Another two-car train waits on the adjacent track.

National Archives of Canada, Merrilees Collection, photo No. PA-167045.

Canadian Rail

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