

# Canadian Rail



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# CANADIAN RAIL

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EDITOR: Fred F. Angus  
 CO-EDITOR: Douglas N. W. Smith  
 PRODUCTION: M. Peter Murphy  
 CARTOGRAPHER: William A. Germaniuk  
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### FRONT COVER:

*Dominion Atlantic Railway 504, built by Schenectady in November 1902, was once named "Halifax" after the Earl of Halifax, not its namesake city. This view, taken on September 15 1942, shows it at Digby on train 98 from Yarmouth to Halifax. The locomotive and head-end cars would be run down to the wharf to meet the CPR ferry from Saint John, while the coaches and parlour car would be moved by a switcher. Train 99, from Halifax to Yarmouth, would repeat the operation. This manoeuvre was a part of the Halifax-Yarmouth service until the early 1970's.*

*Photo from Patterson-George collection.*

As part of its activities, the CRHA operates the Canadian Railway Museum at Delson/St. Constant, Quebec which is 14 miles (23 Km.) from downtown Montreal. It is open daily from late May to early October. Members and their immediate families are admitted free of charge.



# The Nelson Electric Tramway

by Mike Culham

For fifty years Nelson enjoyed the distinction of operating the smallest Street Railway in the British Empire. It all started with the immensely rich discoveries of copper-silver ore on Toad Mountain that attracted a swarm of treasure-seekers, and like mushrooms that spring up overnight, Nelson sprouted in the valley below the mine.

As this celebrated Silver King Mine and others were developed, Nelson the "Queen City" became a center of commerce for the entire Kootenay Region. Soon two competing railroads linked with sternwheelers were built to fight for the lions share of the mineral trade that was being extracted. The optimism was so contagious that British capital was beginning to invest in the local mines. Captain T. J. Duncan represented some of these interests that began to open up gold mines near Blewett. Capt. Duncan was so enthusiastic about the potential of the area that he convinced the giant, "British Traction Company" to capitalize and establish a local street trolley system. Rossland the "Golden City" above Trail was also considered but the system was only built in Nelson. At that time Nelson was the only city between Vancouver and Winnipeg to warrant streetcars.

Elaborate plans were soon laid and with appropriate ceremonies the first spike was driven on July 31, 1899. This was a time of celebration and civic spirits soared high.

Another great resource was recognized, the Kootenay River's potential for hydro generation resulting in the "West Kootenay Power and Light Co." Tapping it by building a dam at lower Bonnington. The WKP & L. Co. was a pioneer in the science of high voltage transmission, an industry in its infancy at that time. They are credited with the longest and highest voltage transmission line in North America, the 32 mile, 20,000 volt line to the Rossland mines. The Nelson Electric tramway Co. contracted with the WKP & L. Co. to supply power for their Street Railway.

The tramway company was incorporated on Oct. 4, 1899 with the election of a Board of Directors and an order was placed for two streetcars. The Canadian General Electric Co. of Peterborough, Ontario supplied the electrical equipment to change the alternating hydro power to direct current to power the overhead trolley wires.

When the construction was completed late in the fall of 1899 a first class system was built of which the Nelson citizens could be proud. Finally the day for the trial runs came. Those with a superstitious trend would warn that maybe Dec. 13, was the wrong day to start but they went ahead as planned, when the power was first turned on, a motor in the temporary power converter system failed and burnt out perhaps foreshadowing events to come.

On inauguration day, Dec. 23, 1899, after a few successful tests the NET Co. accidentally staged a wild streetcar runaway on Kootenay Street the steepest grade on the line. The car loaded

with officials successfully climbed the hill but as it was turned over to the other motorman and started back down it built up excessive speed. As the streetcar careened out of control down the hill and into the curve at Hall Mines Road it flipped over onto its side. When the dust cleared it was evident that most had jumped clear but unfortunately motorman Peters was jammed under the car with his arm crushed. As help arrived he was pried loose from the wreckage but lost his arm. The others escaped, shaken up with only minor cuts and bruises.

Despite this inauspicious introduction the line did get off to a start and business picked up early in 1900 even though they were restricted from running on the steep uphill section.

Changes were soon made that included joggling the line over to Stanley Street above the car barns to eliminate the steep 13% grade of Kootenay Street and trackage was also extended into "Bogus Town" near the Lakeside Park.

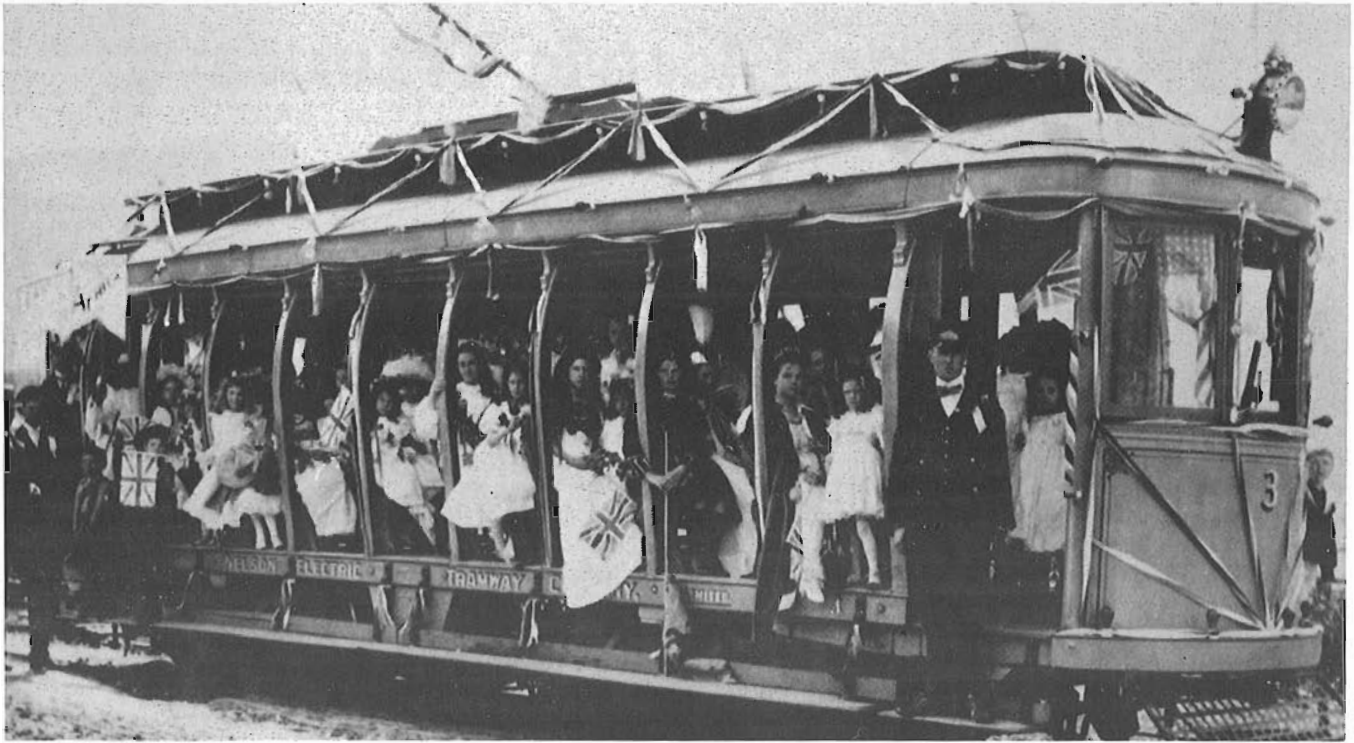
Almost from day one, the company began to run into financial difficulties. The ideal solution seemed to be to sell some surplus electrical power to the city which suffered from a chronic power shortage. Nelson's own power system was so feeble in those days it could barely get a street lamp to glow at night. For no apparent reason John Houston, the eccentric Mayor bucked the proposal, opposed his board, and vetoed the whole plan. In retaliation the Tramway Company began to lay off its employees and soon the struggling line was bankrupt.

The next phase began on Jan. 1, 1905 when the City decided to lease the complete system and operate it themselves. Maintenance problems continued to plague the line but it would take something really drastic to cause them to give up.

The next setback was the work of a fire fiend. The attack started with a sabotage and a fire at the substation which climaxed the next night when the car barns and all the equipment burnt to the ground, a total loss. The Nelson Electric Tramway was officially out of business. When the embers cooled the people of Nelson decided that they didn't want to give up the status of operating a street railway.

Now it would be 2 years before Nelson's patrons had the privilege of a streetcar ride again. On Dec. 21, 1910 a new venture was off to a flying start with the newly incorporated, "Nelson Street Railway," promoted by local businessmen. The inauguration run was again marred by mishap.

This time the new streetcar #2, one of two built by the Ottawa Car Co., spun out climbing Cedar Street the steep hill on the new loop, and began to slide backwards on the slick tracks. The poor motorman's hands were tied, all he could do was hope for the best, hang on tight and ride with his captive audience that were paralyzed with fear. A chorus of screams erupted just as car #2 crashed to rest in the ravine at the foot of the hill. Most occupants were badly shaken up but only Superintendent Ingram has a serious injury to his leg that later had to be amputated.



*Car 3 of Nelson's electric tram company is gaily decorated for a Victoria day celebration in 1900. Note the curved window posts which indicate that it is, or is identical to, a convertible car built by the Duplex Car Co. of New York in 1899. This unusual type of car had curved sides, including the window glass, which could be slid in grooves into the roof of the car leaving the sides entirely open. See Cassier's Magazine, August 1899.*

*All photos courtesy of the Nelson Electric Tramway Society.*

After the investigation air brakes and sanders were fitted to the cars and 3 emergency runaway diversion switches were installed on Cedar Street. If a runaway repeated the track switches would automatically shuttle the streetcar to safety. Frank Ingram was fitted with an artificial leg and he hobbled back to work to supervise the affairs of the line.

Things were rosey for a few years, the street railway ran successfully without any earth shattering events until 1919. In that year car # 2, the culprit again, shoved its running mate, the sweeper car through the wall of the car barn into the Cottonwood Creek ravine. This accident happened during regular service work. As Mr. Woods, the maintenance man, was dressing the switch contacts (filing burned contacts of the drum controller) and not realizing the power was still on he inadvertently engaged the controller. It all happened so fast he didn't realize what was going on. The streetcar was left perching in mid air hanging out of the car barn while the sweeper car was totally smashed down below. Miraculously old Mr. Woods wasn't electrocuted that day.

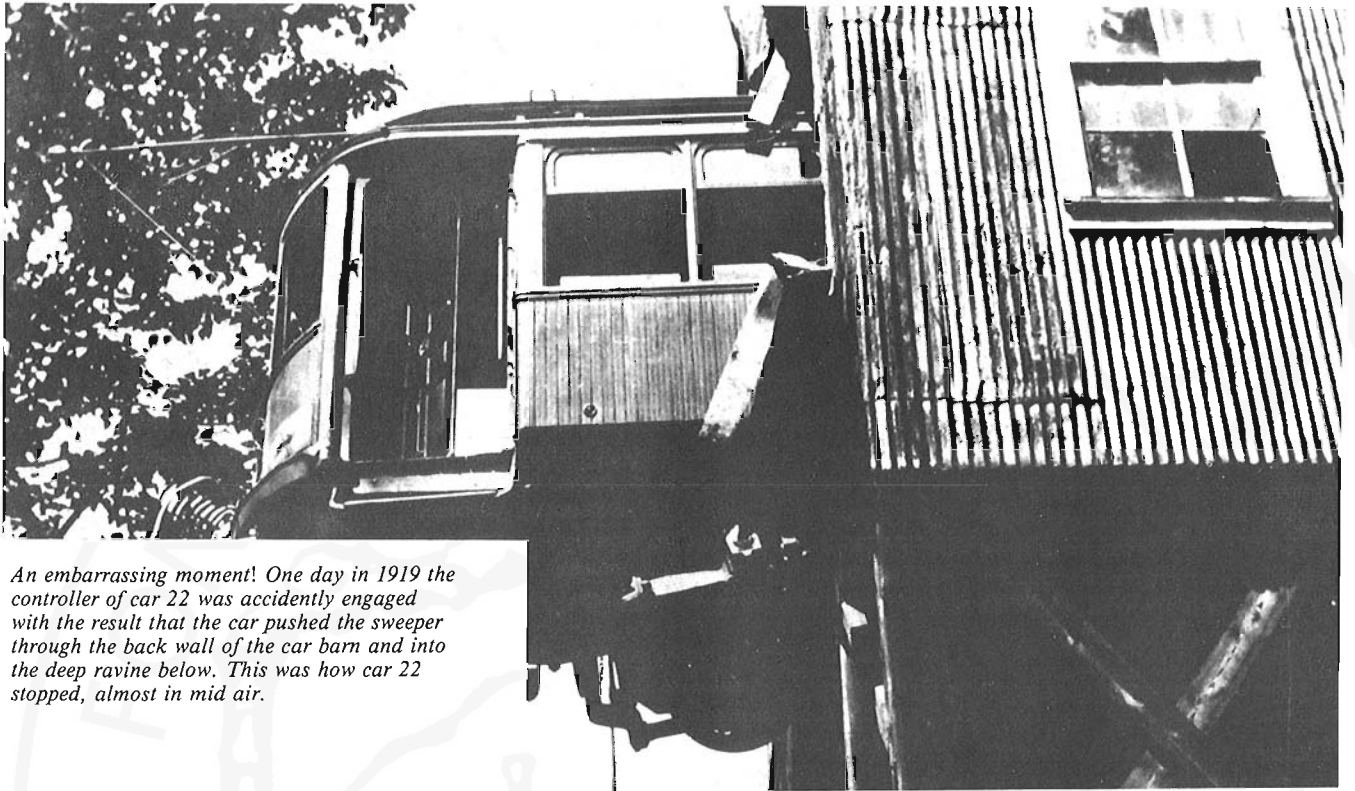
As the line gained popularity a spare car was needed so arrangements were made in 1924 to purchase a retired one from Cleveland Ohio. This car, which affectionately became Car 23 was a true veteran having survived the volatile streetcar wars in Ohio provoked by Mayor Tom Johnson. The streetcar, originally built in 1906 turned out to be a faithful addition to the N.S.R. roster. Car 23, just recently rebuilt, is the only Nelson streetcar that has outlived those hectic years.

Over the years the tramway had many faithful employees, names like Dave Webster, Lou Blakely, Ed Jackman, Scotty McCandlish, Bill Curran, Charley Bounce, etc., bring back a flood of nostalgic memories. Perhaps the Hall family stand out for being involved in the tramway for the longest period of time. First G.W. Hall worked his way up in the system and later served as superintendent from 1924 to 1932 when poor health forced him to retire. For a short period a son Wilfred worked on the streetcars but went into postal work while the other son A.C. (Les) Hall followed the steps of his father becoming superintendent, serving the company till its closure in 1949. Many people remember being amazed at how the Halls had the skill to nurse the ailing obsolete equipment, keeping it on track for so many years.

During the 1920's very few people could afford to own an automobile so nearly everyone travelled on the streetcar service. The cars themselves and the employees that operated them became woven into the very fabric of Nelson.

The kids themselves, not to be outdone, acknowledged the presence of the system by dreaming up pranks against it. One dark Halloween night many years ago a group of the youth built a "scarecrow" like figure dressed with human clothes filled with straw. As the streetcar approached they arranged it to be standing among a group of people. To the sheer horror of the motorman this figure fell under the wheels as the streetcar passed. The crunching sounds sent tremors down the poor operator's spine. Kids even in those days had no mercy.





*An embarrassing moment! One day in 1919 the controller of car 22 was accidentally engaged with the result that the car pushed the sweeper through the back wall of the car barn and into the deep ravine below. This was how car 22 stopped, almost in mid air.*



*Car 22 appeared like this during the 1930's before it was modernized.*

Other pranks included putting homemade pungent smelling sulphur bombs under the wheels or hiding behind a bush and shaking a guy cable on a power pole to disengage the overhead trolley just as the car passed by. This unnecessary delay irked the motorman trying to maintain his schedule.

The favorite in winter was to divert the attention of the conductor and empty his sander before the car climbed the hill. The school kids thereby gained a few precious minutes of freedom while the school bell rang, the wheels spun, and the upset conductor cursed them.

After running fairly smoothly for over 20 years the street railway had 2 spectacular runaways down Stanley Street during the 1940's. Previously, during the depression, in an effort to inflate the apparent size of the line, cars 1 and 2 were renumbered to 21 & 22. For unknown reasons Car 2 or 22 was jinxed, it was involved in every serious accident.

On Oct. 10, 1942 Streetcar Number 22 loaded with passengers applied its air brakes and began to slide on the tracks soaked with tree sap. Flying out of control the streetcar almost delivered its load into the Royal Bank on Baker Street. Luckily no one was seriously injured.

Again in 1945 the same streetcar lost its air brakes coming down Stanley Street and flew off the track, ending up against the Hoods Bakery Building. Buerge's Freight truck was damaged in the accident. The subsequent investigation revealed that the motorman failed to switch on his air compressor when he commenced his run. By now people were beginning to protest against the aging streetcars.

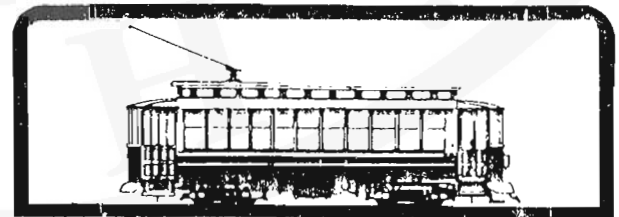


*Nelson's venerable car 23, decked with advertising on its side, waits to pick up passengers on Baker Street.*

After the end of the second World War the whole area was ready for a change. People no longer wanted to look backwards but ahead to new and better things. Changing trends became the order of the day. Many old Victorian buildings were covered over and modernized, the sternwheelers were all but phased out by this time and many people thought that a progressive city like Nelson should have new and modern buses. The maintenance on the obsolete streetcars was becoming a nightmare and a referendum showed that the majority wished to replace the aging Nelson Street Railway. Many people wanted trolley powered buses but these were not available so gas powered buses had to be settled on.



*The last day of street car operation in Nelson after fifty years of service. June 20 1949.*





# The Nelson & Fort Sheppard Railway

by F.M. Barone

The Nelson & Fort Sheppard Railway was one of the early shots in the wars between the business tycoons, politicians and railways over who was going to profit most from the wealth of B.C.'s southern interior. Of the many lines built in the area during the 1890's and on to WW1, it is one of the few to remain in its entirety – so far.

The N&FS was built by D.C. Corbin of Spokane, Washington as a Canadian extension of his Spokane Falls & Northern. The only other railway south of the C.P.R. mainline at the time was the Columbia and Kootenay between Nelson and Castlegar. All other transportation then was by sternwheelers and mule trains. Since, by the 1880's there was the glimmer of Great Wealth to be had in the mountains of the Kootenay District and on west to the boundary district, the only question was "which way was the wealth and the ores going to flow?". B.C. politicians of course saw it as one way traffic to Vancouver and Victoria which they still do today, while American tycoons saw it as wealth to be grabbed and sent south. Who won is a matter of conjecture since the high grade ores began running out about the same time the railway boom began to wind down. By the time the depression hit, all that was left, of any consequence, were the Sullivan Mine in Kimberly and the smelter at Trail. Local conjecture though is that about half of the city of Spokane was built by the wealth of the Kootenays, a substantial part of which traveled down the N&FS/SF&N.

Corbins entry into Canada was not particularly easy. He did however prove to be a little craftier than B.C.'s politicians. His first application for a railway charter in 1890 was rejected, "because he was an American".<sup>1</sup> His second petition however was presented by some B.C. business men while he presented a grandiose plan to run a line from the interior to the coast via the Kettle River Valley. This petition of course created a big stir in the B.C. legislature. The N&FS petition made it past the politicians while they were patting themselves on the back for keeping that American out. Corbin started construction immediately and barely finished by the December 1893 deadline.

Construction wasn't without its problems either since Van Horne and the C.P.R. were also looking at the Kootenays probably with a lot more dollar signs in their eyes than patriotism in their hearts. Just as Corbin Construction crews were coming down the narrow valley South of Nelson, the C.P.R., through the Columbia and Kootenay laid claim to the shore along Kootenay Lake, east to a point about 5 miles from Nelson. This effectively blocked the N&FS from entering Nelson. Corbin was therefore forced to locate the N&FS station at "Mountain Station" in South Nelson about 800' above the city, then extend the line eastward down the hill to Kootenay Lake to the edge of

the area claimed by the C.P.R. at this point, called "Troup Junction", a wharf was built to connect with the lake steamers. To this day part of the line on either side of mountain station mark the municipal boundrys of Nelson. Eventually Corbin was able to secure some access along the shoreline and was able to build westward from troupe, where he constructed a loop, to within one mile of Nelson in a district called "Bogustown", today called Fairview and within the present city limits. This stretch of track today forms part of the C.P.R. line East out of Nelson and is apparently still owned by Burlington Northern.

While Corbin was to remain outside the cities boundrys, leaving access to the N&FS difficult-800' up the mountain side or, initially, five miles out along the lake, this problem was to be partly solved when the city built the Nelson Electric Tramway to run street cars from downtown to Bogustown. This may have been OK for the transportation of people but what about the transportation of ores? The author has not been able to ascertain whether any ores ever traveled down the line from Nelson, although ores from the smaller mines on line may well have, despite the fact that, for a short time Northport, Washington was the only town in the area with a smelter, one built by Corbin at that. Under GNR auspices however, the line reached Nelson proper before the tramway line was completed.

In 1898 Corbin lost the N&SF/SF&N. Upon hearing that some unknown person was buying up the company stock, Corbin, fearing that it was his main rival, Van Horne and the C.P.R., had J.P. Morgan buy N&SF/SF&N stock. When Morgan discovered that it was J.J. Hill who was the unknown buyer, he sold the stock that he had acquired to him. Hill, now with controlling interest, fired Corbin. Two years later, Hill and the C.P.R. reached an agreement one of whose provisions was that the N&SF was granted running rights on that last mile into Nelson with the C.P.R. being granted rights to Troup. It wasn't until 1907 though before the N&SF operations were amalgamated into those of the G.N.R. final sale of N&FS stock and merger into the G.N.R. did not occur until 1944. From there it was carried into the Burlington Northern.

As for Corbin himself, his loss to Hill didn't stop him from building railways in Canada. His next venture was the Spokane International Railway which he built from Spokane, in a Northeasterly direction to join up with the C.P.R. at Yahk, B.C., about 100 rail miles east of Nelson. This railway was eventually bought out by the C.P.R. and became part of the route of the "Soo-Spokane Flyer", a Chicago-Spokane passenger train via the C.P.R. during the 1930's, it was jointly owned by the C.P.R. and Union Pacific becoming part of the U.P.R. in the 1940's. Today, it is the route of the CP/UP Calgary-Portland trains, a daily freight with pooled power.

#### FOOTNOTE:

1: McCullochs Wonder, Sanford, B., PG. 21.



*GN SD9 #578 and GP9 #686 sit on one of the shop tracks in Nelson. It was generally difficult to get photos of these engines in Nelson because the train arrived in the evening and left early in the morning. For some unknown reason the train arrived mid morning and left mid afternoon on this occasion. These engines were regulars on the run for many years. Often the SD9 was the only power necessary. The 686 became BN 1838 that remained in service on the line until recently.  
John Rushton Photo. Mid 1960's.*



*BN 1839 and 1832 enter the Nelson yard about 7:30 pm on a warm July evening in 1971. The engines will back the rather typical consist, into the siding behind the train, this was standard procedure and then be parked on the shop track to the left of the picture for servicing. 1839 is X GN 687. 1832 well also be an X GN engine but I have not been able to track down its number.  
Photo by author.*



*BN 1806 and another unidentified GP9 are leaving Fruitvale – Northbound – After switching the sawmill behind the photographer. 1806 is one of the X GN (733) units that showed up rather regularly for 20 years or more.  
Photo by author. July 1974.*





*BN 1806 and 1805, X GN 733 and 732. Two of the most common denizens of the N&FS for so long, are in the process of switching the small Salmo yard in this late afternoon July 1974 picture. Once the chores are complete, the crew will park and have supper at one of the local restaurants before continuing on North to tie up in Nelson for the night.  
Photo by author.*

## TRAFFIC

Despite the fact that in 1898 a smelter was built at Northport Washington, about 6 miles south of the border on the SF&N, it appears that the dreamed of ore traffic never really developed along the N&SF/SF&N, for much of it continued to flow by barge up the Arrow Lakes to the C.P.R. mainline at Revelstoke. With the construction of smelters at trail (Cominco 1896) and Nelson (1898 Hall Bros.) this traffic was redirected. Some of the profits though continued to flow south since the trail smelter was built by another American F. A. Hienze who sold his share of the smelter, mines and railway (Columbia and Western) to the C.P.R. in 1898. The Northport smelter limped along until 1921 on ore from some of the mines in Rosslund traveling down Corbins other railways, red mountain railway (Canadian side) and the columbia and red mountain (US side) to join the SF&N at Northport. Constructed in 1895, these two were lost to Hill and the G.N.R. in 1898.

While ore traffic didn't develop, lumber traffic did as a number of small saw mills sprang up along the line. Even with a larger mill in Nelson, traffic remained at a volume throughout most of the century sufficient only for a couple of trains per week.

As for passenger traffic, initially a passenger train and engine, baggage car and coaches was run almost from the completion of construction. By 1928, the number of passengers had dwindled so much that a General Motors "Doodlebug" was used on the line. In 1941 the passenger train was discontinued.

## MOTIVE POWER AND ROLLING STOCK

Corbin's equipment consisted of three locomotives, all 4-4-0's typical of the era and about 57 assorted cars. It is uncertain whether any of this equipment was ever lettered for the N&FS since existing photo's only show SF&N lettering. The track as originally constructed was not well done and was never upgraded to any significant standard. Consequently motive power remained relatively small, the largest being GN's 2-8-0's. 4-4-0's remained on the passenger train until the advent of the Doodlebug. With the coming of the diesel, a single ALCO RS-3 was deemed sufficient. In time they gave way to GM GP9's and SD9's. With the formation of Burlington Northern, the same four GP9's were assigned to the run for 18 years, making it most boring for railfans. In recent years though the GP9's have been removed from BN's roster to be replaced by GP35's and GP38's. Sometimes, even rare GP30's show up on the trains. In spite of all this horsepower, the trains remain small, 20 cars being a big train and track speed remains 20 MPH.

Freight cars remained throughout the years primarily those concerned with the lumber industry; boxcars, bulkhead flats, the latest "Centre Sill" flats and wood chip cars. Interestingly though the road names on these cars are not confined to BN and it's predecessor roads. Cars big and small, Canadian and American regularly show up for loading. Many of the small road named cars do however have BN reporting marks. Other types of cars do periodically appear in the trains such as 100 ton covered hoppers and tank cars but I've never been able to



*BN – CP 8657, 8630. In March 1984 the CP sent a second crew down the line because of repeat washouts North of the Beaver Falls Bridge. This time they sent two engines. While the sight of these engines would have made J.J. Hill “See Red” or turn over in his grave, the thought of stealing some of CP’s traffic through the reload centre for Cominco’s Ores would have, no doubt, brought a smile to his face.*

*Bob Lynn Photo.*



*BN – CP8653. This “BN” freight occurred the first time that CP sent a crew down the N&FS to pick up the loads stranded when the BN experienced a series of washouts just North of the Beaver Falls Bridge (about 3 miles South of Fruitvale). On this first trip in November 1983, CP sent one unit. The second time, March 1984, they sent two units. The train is North bound about 8 miles South of Salmo.*

*Photo by author.*



*BN 2733 and caboose are parked on a short siding in the North end of Fruitvale. During a three week period in the spring of 1984, because of the washouts, this engine was left idling on this spur to make a bi-weekly trip to Nelson.*

*Photo by author.*





*BN 2214, X GN 3014, with 2580, a GP35, drift down grade toward the southern end of the N&FS about 2 miles further. The area to the left and just above the highway is the approximately location of the proposed reload centre for the ores destined for Cominco's smelter at trail, which is partly responsible for some of the background haze above the hill.*

*Photo by author. September 1987.*

## FUTURE PROSPECTS

The future of this line remains uncertain at this time. The mill in Nelson was closed several years ago drying up most of the traffic for the last twenty miles. The train continues to go to Nelson only once a week now, terminating in Salmo about 30 miles south on the second trip. Apparently the BN would like to abandon the section of line between Nelson and the village of "YMIR" (20 miles). From YMIR south the line will remain active on a twice weekly basis as long as the mills enroute prosper.

Recently though the southern most few miles have become secure. A partnership of BN and TRI-MAC Transport (a Calgary based trucking outfit) have won the contract to haul the Red Dog Mine ores from North Vancouver to Cominco (Heinzes trail smelter). Red Dog is Cominco's new lead/zinc mine in Alaska from which concentrates will be shipped by freighter to North Van for transfer to rail cars. CN rail will turn the cars over to BN in Vancouver from where they will travel on the BN mainline through Washington state and turn north onto the SF&N/N&FS. An unloading center will be built about 3 miles north of the border where the ores will be transferred to TRI-MAC trucks for the remainder of the trip, about 5 miles, to the trail smelter. This partnership beat out CP Rail's bid for this business. CP's route is about 200 miles longer and since CP no longer owns Cominco (at least not directly), it no longer has much sway on company decisions. Further, some of Cominco's acid shipments to it's US customers have been taking the reverse route lately to go south on the N&FS, being transferred from truck to tank car about 1 mile north of the proposed unloading building location. Apparently other products are also to be



*BN 2255, a GP35, and X GN GP9 #1787, are crossing the Pend d'Orielle River and are about to enter the U.S. At the Wanete, B. C. border crossing. This is the southern end of the N&FS. The road bridge to the left of the train is the original railroad bridge.*

*Photo by author. November 1985.*

ascertain whether they were on line loads or simply transfer movements between CP and BN. There was also a never repeated experiment with an 89' auto carrier that must have caused the train crew a few headaches.





*Engines such as this GP38 #2179 and GP30 #2200 X GN 3000, are what finally replaced the GP9's only with the last 2 or 3 years. In this June 86 photo the train is leaving Fruitvale and is southbound back to Kettle Falls, Washington.*

*Photo by author.*



*BN 2214, X GN 3014, and 2580, models which are now fairly common sights, continue to drift south with a typical load (of money). At this point the train is about 1 mile north of the Pend d'Orielle River Bridge and the Waneta border crossing.*

*Photo by author. September 1987.*



*BN 2225, an X CB&Q GP30 #948, and GP35 #2507 are heading north from North Port, Washington on the Spokane Falls & Northern, Corbin's first line. The train has but a few miles to go to enter the N&FS portion with this rather a typical consist with so many covered hoppers.*

*Photo by author.*



shipped south on this route so the transfer area is to become a general "reload" centre. Concern about the dust from the ores is quite great because the trucks must travel through downtown trail to reach the smelter. When the daily 15 car trains are unloaded, the building will be completely enclosed and the trucks will be washed down before leaving. Further, the track will be up graded to permit 50 MPH running as opposed to the present 20 MPH limits. The remainder of the N&FS will not be up graded. It is hoped that the up grading of the lower portion will ensure continued service to the lumber mills along the remainder of the line.

## INCIDENTS

Like all enterprises, the N&FS is not without it's share of "tales". Barrie Sanford in his book "McCulloch's Wonder", relates how J.J. Hill, upon arriving at Bogustown on an inspection tour, had his train stop at the end of the GN portion of the line into Nelson. From there he walked the last mile into Nelson rather than ride the rails of the CPR. Hills hated of the CPR has to some extent carried on to this day amongst the present day railway men (managers?), although not with quite so much *vivre*. For example, when the BN had a series of washouts about 3 miles south of Fruitvale, which effectively isolated all the lumber mills, considerable pressure had to be brought to bear by the mill owners to have the CPR send a crew down from Nelson to pick up the many loaded limber cars. Rather than have the CPR service the mills during another series of washouts at the same location as above, the BN had the CPR take a GP38-2 and caboose from Grand Forks, over the Farron Hill to Nelson. The engine and caboose were then parked in Fruitvale for about 3 weeks, making the regular bi-weekly trips north to interchange the cars with the CPR. During the entire period the engine was left idle when parked.

CP for it's part did on a number of occasions hold the BN train at Troup Junction for up to 3 hours to allow passage of a CP freight which was at Creston, B.C. 70 miles away before allowing the BN to enter the CP controlled track for the 6 mile trip into Nelson. On another day though when the BN crew put their engines off the end of the "Y" at troupe and almost into Kootenay Lake, CP's big hook from Nelson was quickly there to put them back on the track. The engines were then taken to Nelson to do the necessary temporary repairs so they could be sent south for full repairs. Apparently, this "cooperation" was part of one of the agreements made between CPR and GNR early in the century. Without this, who knows, perhaps none of this railfan type of entertainment would have happened.

## ADDENDUM:

Rather than attempt to copy or trace maps to be included with this article, it was decided to recommend to the reader that they refer to the nicely detailed ones in Roger Burrows "Railway Mileposts: British Columbia vol 2". The maps in this book give track arrangements that occurred over the years for example those at Troup Junction. Reference to maps of other rail lines in the area will help clarify this historical overview.

Also to be recommended is G. Doeksen's "Railway of Western Canada vol 5". This book is a collection of N&FS photo's many by the author and many of historical subjects from other sources.

Since this article was written, some additional points regarding future prospects have come to light. First, the final contracts for the reload centre have not, as of May 1989, been signed however construction is expected to start this Summer or Fall pending signing. The track layout though has been surveyed and the track center line stakes have been placed.

Second, some track repair is being carried out from the reload center north however it is not known yet just how far north. A recent discussion with some train crew indicates that the trip to Nelson has not been made for a couple of months and that for the past while the only trips there were made when interchange was to occur. This would suggest that track repair may only be to Salmo.

Finally, some of those GP9's that were thought to have been removed from BN's roster have again appeared on the trains occasionally. Also, new to the motive power parade are blue ex conrail leased EMD GP35's. These engines have the EMD Herald on the nose and body and are numbered in the 700 and 800 series.

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# Darlington and Port Union Stations

by Robert G. Burnet

## STATION BACKGROUND

Living in and working around a railway station has been diminishing for many years. Since the 1960s or earlier – depending on one’s perspective – the fate and existence of the railway station was dramatically written. Some of the reasons were predictable, such as declining passenger service; government mismanagement, ineptitude and disregard for the needs of the people and, expensive upgrading for tracks, passenger and freight cars, facilities, rising costs and wages. Today, many of the stations listed in Figures 1 and 2 are memories, photographs and factual words. The aura, essentially, is gone and history continues to repeat itself under VIA.

Most of my maternal family were born in different railway stations over four separate railway companies. Only one member still lives to fire my enthusiasm and love for what once was and will never be again. A major bonus to this article has been my mother’s assistance on Station Life – few, if any, with this kind of memory and personal involvement now live.

Some railway station background is essential. When the Champlain and St. Lawrence Rail Road first opened in 1836, a new type of building was required to accommodate the paying passenger and to store freight. This resulted in the “station”. Early stations were called “Road Stations” by the Grand Trunk Railway (GTR) on the Montreal-Toronto route. Most “Road Stations” were small, rectangular, wooden-framed one storey structures with broad-eaved gabled roofs and no paint. The larger railway centres such as Kingston and Belleville, were often two storey buildings with elaborate woodwork designs and made of brick or stone. As stations developed, other types were created for other needs, such as the more common “way station” where freight and passengers shared an elongated station platform. Off to the side, there would be the accompanying freight shed and/or hut for the track gangs maintenance-of-way tools. Living quarters, for example, were provided by the GTR to our family with a separate two storey house such as at Mallorytown, approximately 100 feet south of the station proper. It is exciting to note that this home still survives in most

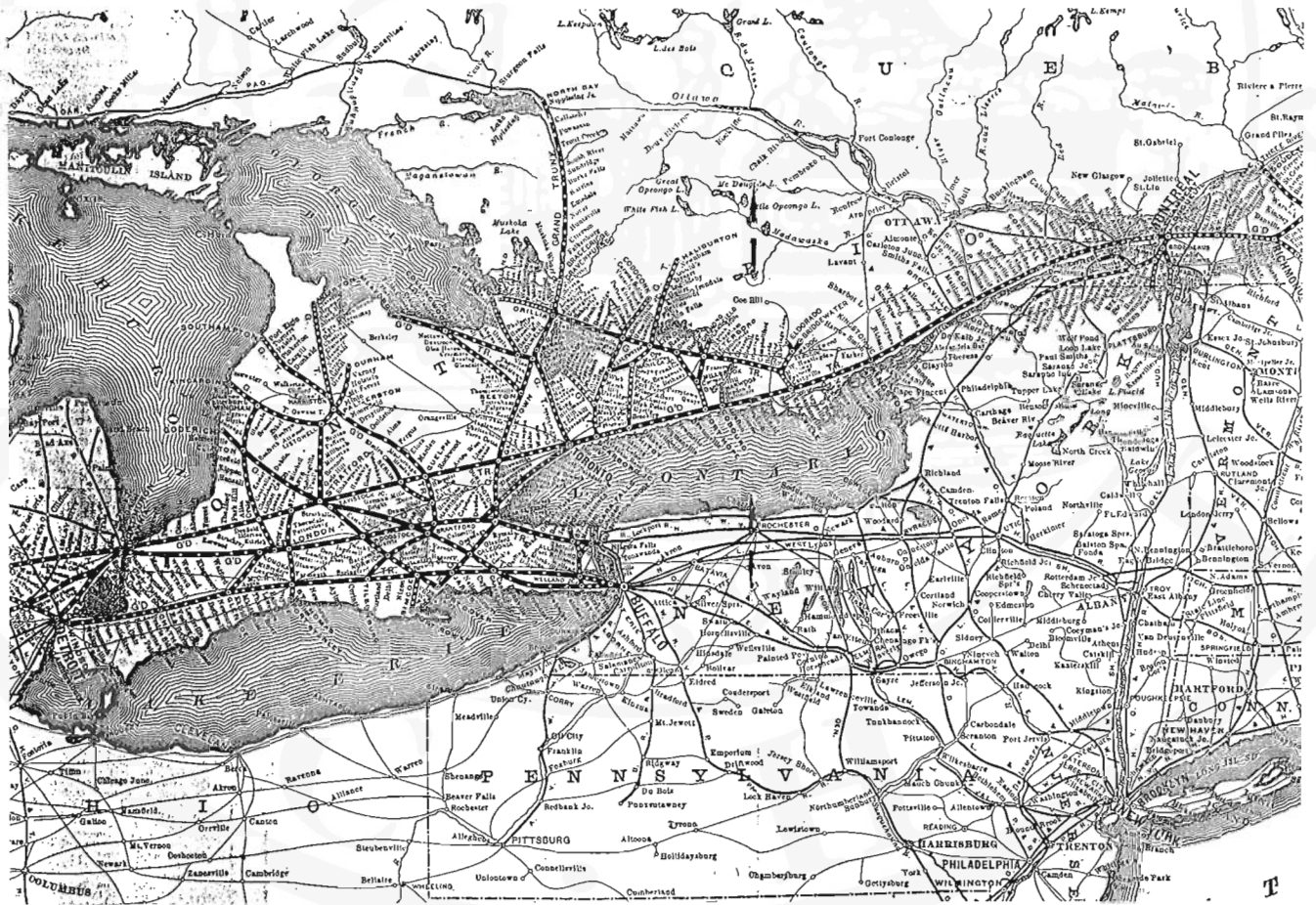


Figure One – July 2, 1894 GTR Map. The GTR railway map shows most stations between Montreal-Toronto. Note the faint line for the CPR. Family stations are marked with a dash.  
(F. Angus Collection).





of its original form; today though, modern improvements have been made by the most recent owner, a retired CNR employee. When the CNR took over officially in 1923, this house passed from GTR ownership to the CNR then later to the public market.

Many of the stations that are left – and there are precious few – were designed before World War I. However, the rural station design changed little, remaining plain and similar. Most of these stations followed a standard plan that was repeated in various locations, such as on the Prairies. At times, attempts were made to match the town's character or major industry to the station architecture; failing that, the standard design was implemented.

After 1960, the railways began to slowly demolish their stations. This was due to line closures, line abandonments, elimination of passenger services on existing routes, resulting in longer distances between communities and faster traveling speeds, and the reasons mentioned above. It was easier and more cost effective to close or dismantle a station than to maintain or renovate.

With respect to our family, up until the formation of Canadian National, the GTR (including Canadian Pacific) provided living space for the Station Master/Agent and his family. The GTR/CPR also paid a wage for station duties and property upkeep in the rural setting. For instance, Finch Station (CPR nee Canada Central), Bathurst Station (CPR nee Ontario and Quebec) to the Bancroft Station (CNR nee Central Ontario) to GTR stations of Mallorytown and Darlington, had free lodgings for my grandparents and family. Other stations like



*Photo One – Darlington Station – Front View. Note the two storey wooden frame construction; painted block side lettering; the semaphore signal position; a three-wheeled dolly and, single track. (Burnet Collection).*



*Photo Two – Darlington Station – Rear Side View. Note the second storey balcony; a livery wagon filled with people for a social event; block lettering; raised platform; garden and, my Uncle Spencer resting against his bicycle and my mother in front of the wagon. (Burnet Collection).*





*Photo Three – Darlington Station – Platform August 31, 1919. Note the 'Grand Trunk Bulletin Board' with train origins and when due "On Time" at Darlington. Of unique interest is the 'Great North Western Telegraph Cable Office' sign. Grandfather: Robert Hamilton McCalpin and his wife Cynthia Victoria McCalpin. (Burnet Collection).*

Gananoque Junction which met with the Thousand Island Railway, was a single storey structure with no living space. It was in Gananoque that my greatgrandparents and grandparents established the McCalpin Homestead; Port Union, Danforth and the Mimico Yard Office, had no accommodations provided, but travel passes were free. The CNR began in 1923 to effectively cut all station master "live-in" positions with the exception of some locations. This type of arrangement is all but history now.

#### **DARLINGTON STATION - PHOTOS 1/2/3**

In 1792, Darlington Township was surveyed. Not until 1794 did arriving United Empire Loyalists and Scottish immigrants begin to settle the area just north of Lake Ontario and between present day Bowmanville and Oshawa (Figure 1). Settlement

was initiated by Governor Simcoe with his "free land to settlers" offer. By 1805, farming was the mainstay of the local economy. About three miles east, Darlington Mills opened in 1823 where the present site of Bowmanville exists. In the area today, agricultural farming persists, a large cement plant is in full operation, the Darlington Nuclear Plant is nearing completion, and other industries are establishing themselves. As a result, on January 1st, 1974, Bowmanville, Darlington, the Village of Newcastle and Clarke Township were amalgamated into the Regional Municipality of Durham.

My grandfather, R.H. McCalpin, learned from the GTR that a new station was to be built on this site. Around 1914-1915, he made a seniority bid for the proposed station and was granted the position. Moving from Gananoque Junction Station, the family settled into a tent provided by the GTR while station construction progressed. A farm was established on



*Photo Four – Port Union Station – Side View. Points of interest: a 10-Wheeler; the GTR hopper car and Model 'T' in back of the station; the semaphore position; bay window; a four-wheeled dolly. Note particularly the double track which would have been only three or four years old. The GTR began double tracking in 1887 from Montreal to Toronto. Except for a single track section of 46 miles between Port Union and Port Hope (which included Darlington – Photo 1), double tracking was not completed until 1917. My grandfather is in the foreground wearing his Grand Trunk Station Master hat. Even when it became CNR, he kept the GTR on his cap.*

*(Burnet Collection).*

GTR land with barn and stable behind the station. Once the station was completed, about 1915 and living quarters arranged inside, my mother was born, the last of the children in this family to be born in a railway station under GTR markers.

Around 1919, my grandfather became ill. At this time, a major flu epidemic was assaulting southern Ontario. Upon recovery, his health had greatly diminished. He was left with a severely weakened heart. No longer able to maintain a country station, a bid was made for Port Union closer to Toronto, which he secured by bumping out a man with lesser seniority. A home on Monarch Park Avenue was now purchased in east end Toronto. It was close to Danforth Station making it possible to commute to Port Union.

After the family moved, Darlington burned to the ground. The fire was blamed on a spark from a passing steam locomotive, in fact, many tinder dry wooden stations succumbed to this end. Darlington was never replaced. Passengers now caught their trains at Bowmanville or Oshawa.

Fortunately, these few photos remain intact in our family album. They are the only known photographs of Darlington. In searching GTR and CNR Archives, no others have been discovered.

#### **PORT UNION STATION – PHOTO 4**

Port Union began as a hamlet. Its actual origin and date are unknown. However, because of the hill at this site, heavy freight and passenger trains occasionally needed assistance. It is safe to assume, therefore, that Port Union began as a GTR railway push engine location.

The station was a wooden frame structure, but unlike Darlington, it had a single storey, so family accommodation was impossible. As a result, my grandfather commuted from Danforth Station. As can be noted from Figures 3 and 4, little traffic stopped at Port Union over these years. However, station duties as mentioned below, continued. With dieselization and lowering roadbeds, the need for push engines ended. In 1931 my grandfather died.

The last official stop was on April 29, 1967 – Figure 4. The April 30, 1967 timetable does not list Port Union. Sadly, this station was demolished in the early 1970s, and its railway significance with it, even though the push engine and siding tracks remain.

In short, Darlington and Port Union Stations were standard designs. Because the communities were small, appearance was secondary. Neither station had pillars nor porte-cocheres nor palladian windows. They were simple, functional stations with a character unique to themselves. Although Darlington was painted red, at least it never knew the insulting insul-brick facing that scorned Port Union for many years, until its death.

#### **STATION LIFE**

My generation has little to no experience of past rural station life. It seems, not unlike many occupations today, a job has become only a pay cheque. The human element has diminished. Seldom is their conversation of a general nature in a station today – it is all business, silent mouths, blank stares. One today visits a station only long enough to get a train – stay longer, and someone will remind you about the consequences of loitering.



TORONTO — KINGSTON — (OTTAWA) — MONTREAL

TABLE 80		Eastern Time READ DOWN										
Miles		Pool ADV. 14	Inter- national Limited Pool 14 Daily	Inter- City Limited Pool 6 Daily	18 Ex. Sun.	118 Sun.	32 Ex. Sat. and Sun.	Pool 22 Daily	Maple Leaf Pool 16 Daily	Pool 10 Ex. Sun.	Pool 34 Daily	Pool 24 Ex. Sat.
0.0	Lv Toronto, Ont. (Meal Station) Union Station	A.M. 9.15	A.M. 9.35	P.M. 4.15	P.M. 8.45	P.M. 9.35	P.M. 9.45	P.M. 11.00	P.M. 11.30	P.M. 12.30	P.M. 11.30	P.M. 11.40
	Don C.P. Station	..	..	..	..	..	Will not operate on holidays	11.17	..	..	11.47	11.57
5.2	Danforth	9.28	9.47	..	8.59	9.50	..	..	..	12.43	..	No checked baggage
8.8	Scarboro	..	..	..	..	..	..	..	..	12.50	..	..
16.2	Port Union	..	..	..	..	..	..	..	..	1.10	..	..
22.3	Pickering	..	..	..	..	..	..	..	..	1.22	..	..
28.9	Whitby	..	10.13	..	9.31	10.21	..	..	..	1.38	..	12.43
33.3	Oshawa	10.02	10.27	4.58	9.52	10.35	..	12.01	12.21	1.53	..	1.00
43.0	Bowmanville	..	10.42	..	10.11	10.50	..	12.16	..	2.03	..	1.32
47.4	Newcastle	..	10.49	..	..	10.58	..	..	..	2.26	..	1.45
63.1	Port Hope	10.35	11.13	5.28	10.44	11.18	..	C 12.44	C 12.55	2.39	..	..
69.8	Cobourg	..	11.21	..	10.52	11.29	..	12.53	C 1.06	2.49	..	..
77.7	Grafton	..	11.40	..	..	..	..	..	..	2.59	..	..
84.3	Colborne	..	11.51	..	C 11.24	C 11.45	..	..	..	3.12	..	..
91.9	Brighton	..	..	..	11.35	11.55	..	..	..	..	..	2.50
101.0	Trenton C.P. Station	..	..	..	..	..	..	1.35	..	..	..	..
101.0	Trenton Jct.	11.11	12.07	..	11.55	12.10	..	..	..	3.32	..	..
113.1	Ar Belleville (Tables 115, 116)	11.25	12.25	6.13	12.10	12.25	11.43	2.00	1.55	3.32	..	3.05
134.9	Napanee	11.30	12.30	6.16	12.30	12.35	11.48	2.00	2.02	3.50	..	3.05
160.8	Kingston	12.01	1.03	7.14	1.15	1.17	..	..	C 2.36	..	..	..
179.9	Gananoque Jct.	12.36	1.40	..	2.00	2.05	..	..	..	..	..	..
187.3	Lionsville	..	2.03	..	2.37	2.38	..	..	..	..	..	..
195.5	Mallorytown	..	..	..	2.48	2.50	..	..	..	..	..	..
208.2	Ar Brookville Union Station	1.30	2.40	8.05	3.00	3.00	1.35	..	..	..	..	..
0.0	Lv Brookville Union Station	..	† 2.55	8.25	..	..	..	..	..	..	..	..
27.5	Lv Smiths Falls C.P. Station	..	3.40	9.03	18	..	..	..	..	..	26	6.30
44.6	Ar Carleton Place C.P. Station	..	3.55	9.06	..	..	..	..	..	..	..	6.45
76.2	Ar Ottawa, Ont. Union Station	..	4.25	9.26	..	..	..	..	..	..	..	..
		..	† 5.35	10.15	..	..	..	..	..	Ex. Sun.	7.20	8.00
208.2	Lv Brookville Union Station	1.40	2.50	8.10	A.M. 3.40	..	1.50	Runs on C.P. Lines	4.25	A.M. 5.45	A.M.	Ex. Sun.
220.0	Prescott	c 1.50	3.05	..	4.02	..	..	..	C 4.44	6.06	..	..
229.0	Cardinal	..	C 3.15	..	..	..	..	..	..	6.20	..	..
233.5	Iroquois	..	C 3.23	..	..	..	..	..	..	6.29	..	..
241.2	Morrisburg	..	C 3.31	..	..	..	..	..	..	6.41	..	..
252.8	Ingleisle	..	..	..	..	..	..	..	..	6.56	..	..
258.1	Long Sault	..	..	..	..	..	..	..	..	7.10	..	..
265.8	Cornwall	2.38	4.03	9.09	5.07	..	..	..	5.36	7.28	..	..
274.2	Summerstown	..	..	..	..	..	..	..	..	7.40	..	..
279.9	Lancaster	..	..	..	..	..	..	..	..	7.49	..	..
285.2	Bainville, Ont.	..	..	..	..	..	..	..	..	7.58	..	..
290.4	River Beaudette, Que.	..	..	..	..	..	..	..	..	8.07	..	..
294.0	St. Zolique	..	..	..	..	..	..	..	..	8.13	..	..
296.0	Coteau (Tables 75, 130)	..	4.36	..	5.39	..	..	..	C 6.09	8.24	..	..
299.0	Wilsonvale	..	..	..	..	..	..	..	..	8.29	..	..
302.5	St. Dominique	..	..	..	..	..	..	..	..	8.35	..	..
304.6	Cedars	..	..	..	..	..	..	..	..	8.39	..	..
309.4	Vaudreuil (Dorion)	..	..	..	C 5.55	..	..	..	..	8.45	..	..
313.0	Ste Anne de Bellevue	C 3.25	4.54	..	6.01	..	..	..	C 6.55	8.51	..	..
316.2	Beaurepaire	..	..	..	..	..	..	..	..	..	..	..
318.1	Beaconsfield	Operates Dec.	..	..	..	..	..	..	..	..	..	..
319.2	Pointe Claire	20, 21,	..	..	..	..	..	..	..	9.01	..	..
320.4	Lakeside	23, 24,	..	..	..	..	..	..	..	..	..	..
321.0	Valois	26, 27,	..	..	..	..	..	..	..	..	..	..
321.6	Strathmore	28, 30,	..	..	..	..	..	..	..	..	..	..
323.5	Dorval	31,	..	..	..	..	..	..	..	9.10	..	..
324.6	Dixie	Jan.	..	..	..	..	..	..	..	9.14	..	..
325.9	Lachine	2, 3 only	C 5.11	..	C 6.22	..	..	..	C 6.57	9.18	..	..
326.8	Convent	..	..	..	..	..	..	..	..	9.20	..	..
327.2	Dominion	..	..	..	..	..	..	..	..	..	..	..
331.2	Turcot East C.N.	..	..	..	..	..	..	..	..	9.32	..	..
	Montreal West C.P.	..	..	..	..	..	..	7.25	..	..	..	..
	Westmount C.P.	..	..	..	..	..	..	7.32	..	..	..	..
335.3	Ar Montreal, Que. Windsor Station C.P.	4.20	5.45	10.30	6.55	..	..	7.40	7.30	9.50	..	..
	Central Station C.N.	P.M.	P.M.	P.M.	A.M.	..	..	A.M.	A.M.	A.M.	..	..

POOL ZONES—Toronto-Montreal and Toronto-Ottawa [via Peterboro, Smiths Falls or Brockville] see "Interchangeability of Tickets" under Table 85.

REFERENCE MARKS—TABLE 80

- † Except Sunday.
- ⊙ Meal Station.
- ☞ Rent-a-Car Service.
- ⊙ No local traffic between Montreal West, Westmount and Windsor Stations.
- ⊙ Connection with Thousand Islands Railway to and from Gananoque.
- ⊙ Stops on signal for revenue passengers.
- ⊙ Stops on signal.
- ⊙ Frequent ferry service to and from Ogdensburg.

C—Trains shown will make conditional stops for revenue passengers at stations alphabetically listed below:

Train No.	Stops at	To entrain for	To detrain from	Train No.	Stops at	To entrain for	To detrain from
14	Cardinal	Lachine and beyond	Kingston and beyond	16	Napanee	Montreal and beyond	Toronto and beyond
16	Cobourg	Montreal and beyond	Toronto and beyond	16	Port Hope	Montreal and beyond	Toronto and beyond
18	Colborne	..	Danforth and beyond	22	..	..	..
18	..	..	Toronto and beyond	14	Ste Anne de Bellevue	..	Toronto and beyond
14	Coteau	Lachine and beyond	Kingston and beyond	16	..	..	Toronto and beyond
14	Iroquois	..	Toronto and beyond	22	..	..	Toronto and beyond
14	Lachine	..	Cornwall and beyond	18	Vaudreuil	Montreal and beyond on Sun.	Toronto and beyond
16	..	..	Toronto and beyond	..	..	..	..
18	..	..	Cornwall and beyond	..	..	..	..

Figure Three - Oct. 27, 1957 - Apr. 26, 1958 CNR Passenger Timetable. Stations between Montreal-Toronto outlining the "Pool Train" services. Comparing it to Figure 1 reveals many interesting station changes. (Burnet Collection).

# Coming in '67 CN TURBOS

To speed you between Toronto and Montreal in record-breaking time. Three a day each way.

## TORONTO—BELLEVILLE—KINGSTON—BROCKVILLE—(OTTAWA)—CORNWALL—MONTRÉAL

50		RAILWAY	RAILWAY	RAILWAY	RAILWAY	RAILWAY	RAILWAY	RAILWAY	TURBO	TURBO	TURBO
Miles	Miles	Ex. Sun.	Daily	Daily	Daily	Ex. Sat.	Daily	Daily	Daily	Ex. Sat.	Ex. Sat.
Ex. Sun.	Daily	Daily	Daily	Daily	Ex. Sat.	Daily	Daily	Daily	Ex. Sat.	Ex. Sat.	Ex. Sat.
Ex. Sun.	Daily	Daily	Daily	Daily	Ex. Sat.	Daily	Daily	Daily	Ex. Sat.	Ex. Sat.	Ex. Sat.
0.0	Toronto, Ont. (1, 51, 54, 60)	0900	0915	0945	1015	1045	1115	1145	1215	1245	1315
12.6	Guidewood										
16.2	Port Union										
22.2	Pickering										
26.9	Whitby										
33.3	Oshawa										
43.0	Bowmanville										
47.4	Newcastle										
53.1	Port Hope										
59.8	Cobourg										
67.7	Grifflon										
84.3	Colborne										
91.9	Brampton										
101.0	Tranter										
113.1	Belleville	0545		1149	1730		1855	2042	0150	0223	
134.9	Napanee	0708					1943	2104	0244		
160.8	Kingston	0752					2149	0323			
174.9	Genoaque						2215	0348			
187.3	Landsdowne										
206.2	Brockville	0822		1333	1906		2028	0440			
0.0	Brockville			40			2035				
27.5	Smiths Falls C.P. Sta.			1240			2115				
76.2	Ottawa, Ont. (36)			1520			2220				
220.0	Pasquet	0835						0456			
233.0	Candiac										
241.0	Morrisburg										
255.0	Inglewood										
265.0	Cornwall	0911		1426	1959			0554			
290.4	Lambton Ont.										
296.0	Coteau, Qué (36)										
313.0	Sac-A-Noël-Bellevue										
325.3	Dorval	1030	1330	1519	2050	2110		2705	1159	1714	2229
	Central Station C.N. Gare Centrale C.N. (12A, 35, 36)	1324	1359	1544	2120	2139		0750			

Effective Date of TURBO SERVICE to be Announced Date à préciser ultérieurement

- REFERENCE MARKS—TABLE 50
- ▲ No local traffic between Toronto and Guildwood stations
  - ▲ No local traffic between Central and Dorval stations
  - ☞ Rent-a-Car Service.
  - ⊖ No checked baggage.
  - ⊙ Meal Station.
  - ⊙ Snack counter.
  - ★ Coach seats reserved at no extra charge for through Montreal-Toronto passengers.
  - ⊙ Stops on Sunday to certain revenue passengers.

- RENOIS—TABLEAU 60
- ▲ Pas de service local entre les gares de Toronto et Guildwood.
  - ▲ Pas de service local entre la gare Centrale et Dorval.
  - ☞ Service de location d'autos.
  - ⊖ Ne transportez pas de bagages enregistrés.
  - ⊙ Buffet.
  - ⊙ Casse-croûtes.
  - ★ Places coach réservées sans supplément pour liaison directe Montréal-Toronto.
  - ⊙ Arrêt les dimanches pour laisser payants.

0001—12:01 AM	1300—1:00 PM
0100—1:00	1400—2:00
0200—2:00	1500—3:00
0300—3:00	1600—4:00
0400—4:00	1700—5:00
0500—5:00	1800—6:00
0600—6:00	1900—7:00
0700—7:00	2000—8:00
0800—8:00	2100—9:00
0900—9:00	2200—10:00
1000—10:00	2300—11:00
1100—11:00	2400—12:00 MIDNIGHT MINUTI
1200—12:00 NOON MIDI	



Figure Four—Oct. 30, 1966—Apr. 29, 1967 CNR Passenger Timetable. This is the last time Port Union is scheduled in a timetable. She was demolished in the early 1970s. Note the Turbo ad. (Burnet Collection).

WESTWARD TRAINS INFERIOR DIRECTION			BELLEVILLE SUBDIVISION			EASTWARD TRAINS SUPERIOR DIRECTION		
FIRST CLASS			STATIONS			FIRST CLASS		
189	191	187				188	190	
Passenger Sun only	Passenger Sat only	Passenger Daily ex Sat and Sun				Passenger Daily ex Sun	Passenger Sun only	
			0.0	V	SMITHS FALLS CKVWYZ	M	F	Yard
			11.6	V	PERTH	VX		Nil
			15.5	V	OLEN TAY			Nil
			21.0		ELLIOTT		7229	128
			30.0		BOLINGBROKE		7187	128
			41.0		TICHERORNE		8776	156
			52.2		WILKINSON		7395	131
			61.7		LENS		7353	131
			68.7		ROBLINDALE		7156	127
			79.8		LONSDALE		7209	128
			87.8		THUSLOW			Nil
			90.8		BELLEVILLE	V	7161	127
			101.8		TRENTON BCVWY		10399	186
			111.5		BRIGHTON		7451	132
			120.5		COLEBORN		7768	138
			131.0		SPIKER		8102	144
			134.9	V	COBURG			Nil
			143.2		PORT HOPE		7083	126
			155.8		LOVE IN		7219	128
			164.2		BOWMANVILLE			Nil
			169.0		DARLINGTON		7324	130
			174.2	V	OSHAWA	Y		Nil
			175.2		WHITBY		7460	132
			189.5		CHEFFWOOD		8150	145
			195.2	V	STAINES			Nil
			195.9		NEILSONS			Yard
			197.0		TORONTO YARD	CKW	Y	Yard
			198.1		McCOWAN	X		Yard
			199.5		KENNEDY	X		1746 2148
			204.2		DONMILLS	X		
			204.8		DONLANDS	X		
			206.0		LEASIDE	X		1738 2138
			207.5		North Toronto Sub.			
			211.5		TORONTO	KZ U N		Yard 1730 2130
					Sun only			Daily ex Sun
189	191	187						188 190

BELLEVILLE SUBDIVISION FOOTNOTES—PAGES 21-24

Figure Five—June 8, 1980 CPR Employee Timetable. It is interesting to note that for some unknown reason, CP Rail STILL recognized Darlington Station in their timetable 61 years after it had burned down. The CNR removed it long ago. A hold over from the Pool Train days, or the Company picnics to Cobourg? (Burnet Collection).



Early station life was different. Photographs 1, 2 and 3 reveal much of the site and what no longer is present – they do not detail activities, thoughts, conversations or the lives of the people. Only imagination can do that now.

On arriving at Darlington Station in 1915 and during its five year life, one was greeted by a garden of flowers, vegetables and bee hives. Station Masters/Agents had competitions for the best garden and prizes were awarded, but it is not known if my grandfather ever won one. Station family members might be playing on a swing, performing their assigned chores at the barn or one might see the youngest feeding the chickens or tossing hay to the animals in the stock pen. On walking up the stairs onto the wooden platform, a huge Call Board would detail the status of the trains (Photo 3). Opening the Waiting Room's screen door where a wearing rusty spring to pull the door shut dangled against the frame, one saw a black pot-bellied stove with a locomotive likely embossed on the fire door in the centre of the room. The smell of kerosene from the wall lamps and single ceiling lamp penetrated the nostrils in the winter and was tolerated in the summer. One might even see one of the station children in our family cleaning the kerosene soot from inside the glass funnel that surrounded the flame, either in the morning or evening. The smell of coal smoke lingered, mixing with the smell of new wicker suitcases, and cigarette smoke from male passengers drifted in the air. Soldiers may have been present, impatiently waiting to board one of the many troop trains. One could sit down on oak carved benches arranged in a horseshoe shape around the waiting room. Travel posters and GTR Regulations of Tariffs enlivened the walls. Fresh flowers from the garden often adorned the dull atmosphere, giving it a more homey, friendly feeling. To the right of the waiting room door was the Ticket counter where one purchased tickets, asked about train times and even carried on the latest gossip. Looking beyond the window through the protective chicken wire and widely spaced bars, one could see the mechanical railway typewriter for hammering out train orders that would later be hooped to a passing train crew. My grandfather hated the typewriter, preferring to write out most orders/messages in pen and ink. Many different railway forms could be seen pigeonholed neatly across the top of the bay window and off to the west side. Forms for train crews and telegrams were ever present. The GTR grumbled about getting into the Express and telegraph business, but it proved to be a major boom for their business. The "key" and oscillator sat prominently on the mahogany desk, centred between the bay windows, where one could see oncoming trains and passengers waiting on the platform. Above the key was a large metal handle, used to adjust the semaphore. On the wall, a railway windup clock with swinging brass pendulum kept perfect time.

Beyond the ticket window's east wall, was the Baggage Room. Parcels, freight and mail were sorted by route and district. Mail was kept sealed in a burlap sack for the next mail train call – it is interesting to point out that in 1854 the GTR became the first North American railway to get into the mail business by converting baggage cars with specially fitted mail sections. Baggage was kept on a three-wheeled dolly.

The second storey at Darlington had approximately five rooms; three bedrooms, a kitchen and living room space. Meal

time depended on the railway timetable and duties. Track crews were often invited in for rest and meals. My grandmother provided meals to these men, including the odd Chinese worker. Since my grandparents were strong Scottish Presbyterians, members of the Temperance Society and Free Masons, discrimination was not permitted, nor was alcohol or swearing. At night, when special duty was required, the operator "six" code had to be sent every thirty-minutes so that along the line all knew no one was asleep. The Station Master job was seven days a week with the occasional Sunday off.

The platform came alive when a train arrived or departed. My grandfather would be out surveying the arrival of the train and pushing the dolly filled with luggage to the baggage car. The children might join in talking to the locomotive crew, passing up orders, watching for smoke from the journal boxes on the cars or carrying baggage for a penny. News might be given about private railway matters, special trains or jobs that one could bid for if the seniority was right.

As the train departed, it's train number and departure time was keyed to the next station. Eyes also spotted coaches and/or freight cars for dragging equipment or a frantic wave from a passenger who might have forgotten their luggage or just did not get off at this stop. It all was well, the train conductor watched for the "high ball" signal from the platform. Passing trains were greeted with waves. No train was ever left to chance as someone had to watch for problems.

Shortly, another train would approach and/or stop, and the process repeated itself.

## STATION SUMMARY

All railway stations are historic landmarks. On average, stations were built on the CPR Montreal-Toronto via Peterborough every 6.88 miles; stations on the GTR Lakeshore route averaged 8.33 miles apart. The station, in short, determined where communities would develop – the community depended on its own success and inventiveness to maintain and grow. When the railway station closed, the town's fate was often signalled and altered.

With the newly formed CNR, station life changed. Stations were closed in the name of cost efficiency and dollar maximization. Upgrading, where needed in larger centres, was done accurately and aesthetically; smaller communities received, in many cases, the standard design features. When maintenance was required, rural stations were treated with awful looking insul-brick until such time as their usefulness was determined.

Most of the stations are gone. The rural town station, the way station, the brick and wooden framed two and single storey stations with ornate woodwork. In many places today, stations have taken the modern bus stop shelter appearance, creating nothing for the eye to look at with pleasure. My generation knows little of the creaking floors, the kerosene smell, the conversation, the sense of community and family. Discovering such photographs in our family album leaves one awestruck, angry and disappointed.

As my great-grandparents and grandparents were at the Age of Railway Creation, my generation and what follows, will just have to settle for an age of re-creation – and dreams.

# Lord Kitchener's Last Rail Journey

(OR JOURNEY OF ANY KIND)

by Ian G. Morris

At the height of the 1914-1918 war the Secretary of State for war set out on a long journey by train from London's King's Cross Station to Thurso in Scotland, the most northerly point on a British Railway line. Here a boat was taken across the Pentland Firth to the Orkney Islands and Scapa Flow, safe haven for the British fleet; Lord Kitchener joined H.M.S. Hampshire in preparation for the journey out into dangerous waters.

The special train made up for Lord Kitchener and his suite was composed of four bogie coaches hauled by a 4-4-2 locomotive, no. 252; crew consisted of Driver H. Collarbone and Fireman A. Stevens.

The date was Sunday 4th June, 1916, a typical British Summer's day as it was raining quite heavily, possibly a meanful sign at the future prospects of the Secretary of State. Guard C. Barnes noted in his log prior to departure that it was "raining" and Driver Collarbone brought his engine from King's Cross Top Shed at 17:10 – running light to the station and arriving at 17:30.

After coupling up to the train the train left at 17:45 and moved on to the down main line immediately, departure time was 5 minutes late which according to the guard's log was "Time lost by Traffic Dept".

The weight of the train was about 100-112 tons and no fast speeds were attempted as the war-time schedules were adhered to. An average speed of 53.9 m.p.h., was maintained on the 105 mile run to Grantham, arrival being at 19:42.

The train passed Hatfield at 18:08 where shortly afterwards 1 minute was lost through having to slow down for relaying work in Wood Green Tunnel, the next station to be passed by was Hitchin at 18:22 and Huntingdon at 18:49 only to lose a further 2 minutes due to the Engineer's Dept., at Sandy.

Driver Collarbone brought the special past Peterborough at 19:08 pulling into the first stop at Grantham at 19:42. This was the recognised first change of locomotives on both Great Northern and London & North Eastern Railway after 1922, Engine no. 252 was now uncoupled and its crew drove it into the shed area before going for a welcome rest themselves.

Another 4-4-2 loco., this time driven by Driver A. King with Fireman W. Hall as his mate, backed down on to the train. Engine no. 284 was 1 minute behind time in departure from Grantham at 19:46 and Guard Barnes, who was travelling through to York entered "Wind and Rain" in his log, as well as "1 minute lost by Traffic Dept".

Newark was passed at 20:02, Retford at 20:23 and Doncaster at 20:55 where 10 minutes were lost by a signal hold-up, then Selby was passed through at 21:17 and the driver pulled into York station at 21:34. Average speed for the 83 miles from Grantham worked out at 46.1 m.p.h.

Meanwhile back at King's Cross these had been a hectic period which casts a possible shadow on the organisation and running of the British Civil Service. It had been necessary to find

empty coaching stock and a spare locomotive to make up a second train. Approximately half an hour after the Kitchener special had departed, an official of the Foreign Office arrived at King's Cross with important papers which had inadvertently been left in London, these had to be taken to the special as they were needed by the Secretary of State's party.

Immediate arrangements were made to make up a second train, this time of two bogie coaches with another 4-4-2 no. 1442, on station pilot duty at the time. It was booked through at as high a speed as possible, the crew being Driver J. Day and Fireman W. Jeffries with Guard Wilks in charge of the train.

Engine 1442 left the shed outside the station at 18:35 and backed down on to the coaches, at 18:50 the train pulled out on time. It was still raining according to the guard's log and 2 minutes delay occurred as there was a caution going through Wood Green Tunnel caused by engineering work.

The train passed Hatfield at 19:16, Hitchin at 19:28, Sandy 19:38, where a further two minutes were lost through work on the line, Huntingdon 19:51, Peterborough 20:06, with arrival at Grantham at 20:37. The 105 miles had occupied 1 hour 41 minutes net running time, or with four minutes deducted for slacks, 1 hour 37 minutes, or roughly 65 m.p.h., average speed.

Loco., 1442 came off and was replaced by a 4-4-0 no. 57 driven by R. Robinson and fired by A. Skewitt Junior, a fresh guard joined the train and wrote in his log "Rain", the weather was still miserable obviously!

The special pulled away from Grantham at 20:40 and passed Newark at 20:54, Retford at 21:10, Doncaster at 21:25. Shaftholme Junction was passed at 21:29 with Selby necessitating a five minute stop through a signal check. In fact the train was held up at intervals through signals from Shaftholme right into York, the cause being a slow passenger train up ahead.

There was a 2 minute hold-up at Shaftholme itself, the 5 at Selby, 6 minutes at Barlly Junction outside the goods yard at York and a further 5 at Riccall loco., cabin near the station. Arrival at York was 22:17 where the second special was attached to the 4 forming Lord Kitchener's train, this had been notified at Grantham and held at York to await the extra train's arrival.

Although it had lost 18 minutes through signals, the 20:40 departure from Grantham had covered the 83 miles to York, exclusive of stops, at a little over 63 m.p.h.

The second special started from London 1 hr. 11 minutes after the first train, but arrived at York, in spite of losing 18 minutes en route, only 43 minutes after the arrival of the first train. A creditable performance indeed.

Lord Kitchener's party travelled on overnight to Thurso, boarded H.M.S. Hampshire at Scapa Flow and sailed into Russian waters; news reached United Kingdom sources a few days later that the ship had struck a mine and had sunk with all lands.



# The 1939 Royal Train – An Update

by Lon Marsh

Our member Mr. Lon Marsh of Edmonton Alberta sends us these five excellent pictures plus additional information about the Royal train of 1939. Mr. Marsh writes:

“I much enjoyed the story of the 50th anniversary of the 1939 Royal train in the May/June '89 Canadian Rail.

Enclosed please find a few more Royal train photos I would like to share with C.R. readers.

Mention was made of information lacking on CNR pilot engines in the Royal train. Here is a partial listing of some of them I had come across the other day.

	ROYAL	PILOT
VANCOUVER – KAMLOOPS	5117	5118
KAMLOOPS – JASPER	6057	6058
JASPER – EDMONTON	6047	6048
EDMONTON – SASKATOON – WINNIPEG	6047	6051 (6048?)
EASTERN REGIONS	6400	6401
MARITIMES	6028	6027 or 6029 (not sure)

It is interesting to note that Royal train engine 6057 was never painted in the Royal livery as this train ran at night through sparsely populated areas, and CN decided not to bother as few would notice it anyway. This engine is often overlooked in Royal train stories probably because of its standard CN livery.

There was also a “Guard Train” which travelled a few minutes behind the Royal train between Saskatoon and Winnipeg. The reason why is very unclear. The engine was 6052.

It is interesting that after all these years the 1939 Royal train still generates a lot of interest”.



*CNR locomotive 6047 taken at Calder yards in Edmonton Alberta on May 3 1939. The Royal coat-of-arms and the crowns on the running boards have yet to be applied at Winnipeg. Engine 2168 is behind 6047's tender.  
Provincial Archives of Alberta, photo KS 25.*



Calgary Alberta May 26 1939. The car in the background is either the "Silverton" or "Riverton". Does anyone know which?  
 Provincial Archives of Alberta, A. Blyth Collection BL473/8a.



Banff Alberta May 27 1939. The "Autos" sign was where you could book a cab ride into town or to your hotel.  
 Provincial Archives of Alberta, A. Blyth Collection BL473/36.





*Jasper Alberta June 1 1939. Note the two guards with their special Royal train tour arm bands. The Royal train, hauled by 6057, is on the right, while 6058 with the pilot train is on the left.  
Provincial Archives of Alberta, A. Blyth Collection BL473/35.*



*Jasper Alberta June 1 1939.  
Provincial Archives of Alberta, A. Blyth Collection BL473/40.*

# Rail Canada Decisions

by Douglas N. W. Smith

## MAJOR PORTION OF DOMINION ATLANTIC TO BE ABANDONED

On July 13, 1989, the National Transportation Agency (the Agency) determined that CP could abandon 140.4 miles of the Dominion Atlantic Railway between Kentville and Yarmouth, Nova Scotia. This includes Mileage 4.6 to 58.4 of the Kentville Subdivision and the entire 86.6 miles of the Yarmouth Subdivision.

The Dominion Atlantic Railway (DAR) was formed in 1895 through the amalgamation of two companies: the Windsor and Annapolis Railway (W&A) which extended from Windsor to Annapolis Royal and the Yarmouth and Annapolis Railway (Y&A).

The W&A had completed its line between the two towns in its corporate title in 1868. At Windsor, connections were made with the Nova Scotia Railway for Halifax. Starting January 1, 1872, the W&A began to operate its trains directly into Halifax as the Dominion government leased the portion of the Nova Scotia Railway between Windsor and Windsor Junction to the W&A and accorded the W&A trackage rights into between Windsor Junction and Halifax.

The Y&A was formed in 1893. Its predecessor, the Western Counties Railway (WC) built the line between Yarmouth and Digby during the 1870's. Throughout the 1880's, connections between the WC terminus at Digby and the W&A terminus at Annapolis Royal were made by ferry boat. Frustrated travellers called this section "the Missing Link".

The WC lacked the resources to undertake the costly engineering works required to reach Annapolis Royal which included two long bridges. In an attempt to improve the financial position of the WC, the federal government turned the lease of the lucrative Windsor-Windsor Junction line over to the WC in 1877. The main condition of the lease was that the WC should complete the "Missing Link" by 1879.


The only tangible result of this arrangement was the poisoning of relations between the W&A and the WC. This resulted in schedules which missed connections at Windsor. As the WC had not even started construction of the Digby-Annapolis Royal line by 1879, the government cancelled the WC's lease of the Windsor-Windsor Junction line and restored this line to the W&A.

The federal government finally undertook the construction of "the Missing Link" in the late 1880's. The first through train ran from Yarmouth to Annapolis Royal on July 27, 1891.

EFFECTIVE JUNE 1, 1934

DOMINION  
ATLANTIC  
RAILWAY

AND CONNECTIONS BETWEEN  
**BOSTON-HALIFAX**  
**NEW YORK-HALIFAX**  
 AND ALL POINTS IN NOVA SCOTIA  
 AND NEWFOUNDLAND



## Land of Evangeline Route

**GEORGE E. GRAHAM**  
 Vice-President and General Manager  
 Kentville, N. S.

**V. C. KERR**  
 General Agent  
 50 Franklin Street, Boston, Mass.

**ARTHUR T. SMITH**  
 General Freight and Passenger Agent  
 413 Barington Street, Halifax, N. S.

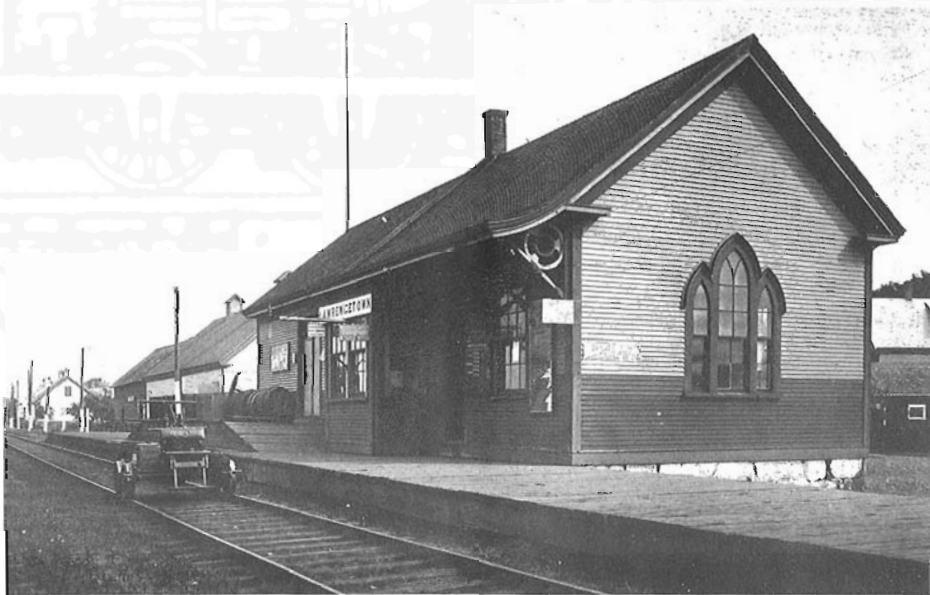




The Weymouth station was one of the most ornamental along the DAR. With a multi-hued point scheme to highlight the decorative wood trim, the station must have made an impressive sight when the photo was taken on September 29, 1910. At this time, Weymouth was the terminus for a tri-weekly mixed train from Yarmouth and a way station for a tri-weekly mixed train between Yarmouth and Annapolis Royal as well as a daily except Sunday passenger train between Yarmouth and Halifax. The station remained in use up to the coming of VIA which replaced it with a shelter.

Photo Credit: CP Rail Corporate Archives, Photographer J. W. Heckman.

Photo Source: Douglas N. W. Smith.



Lawrencetown had a much more restrained station than the one at Weymouth. The design was used at a number of smaller communities along the DAR. The buildings to the left of the station are warehouses used to store apples. The DAR promoted the apple industry in the Annapolis Valley which became a major source of traffic for the railway. This photo was taken by CP photographer J. W. Heckman on October 6, 1910.

Photo Credit: CP Rail Corporate Archives.

Photo Source: Douglas N. W. Smith.



*Canadian National had narrow gauge locomotives on its roster many years before it took over the Newfoundland Railway. CN 25, a 4-4-0, was built by the Canadian Locomotive Works at Kingston, Ontario for the Prince Edward Island Railway in 1901. Rendered obsolete by the introduction of standard gauge operations, it was one of 9 narrow gauge 4-4-0's retired by CN in 1923.*

*Photo Credit: National Archives of Canada/PA-171768.*

*Photo Source: Douglas N. W. Smith.*

The DAR played a major role in the development of the area along its rail line. The company carried freight and passengers on its steamships which ran from Yarmouth to Boston, from Digby to Saint John, and from Wolfville to Parrsboro. To stimulate tourism, the DAR built hotels in Yarmouth, Digby and Kentville as well as a park in Grand Pre dedicated to the heroine of Longfellow's epic poem, "Evangeline". Evangeline figured extensively in the corporate image of the DAR. Her figure was used as part of the DAR herald and her name in their slogan "Land of Evangeline Route". Freight service played a major role in the development of the industry in the Annapolis Valley. CP leased the DAR in 1912.

During the 1980's, freight traffic volumes have fallen tremendously. In 1987, only 572 carloads were carried on the two Subdivisions. Most of the traffic was destined to the airbase at Kingston. The operating loss in 1987 exceeded \$1.6 million.

As no evidence was forthcoming which would indicate their was a reasonable possibility of this trackage becoming economic, the Agency approved CP's abandonment request. As VIA Rail operates passenger service over the line, the Agency set the abandonment date one year from the date of its order in order to allow VIA to acquire the line if it so desires.

#### PEI FOLLOWS NEWFOUNDLAND

On July 12, 1989, the Agency released its decision authorizing CN to abandon all its rail lines in Prince Edward Island. At the time of the Agency decision, the following lines remained officially in service:

<u>Subdivision</u>	<u>Terminals Points</u>	<u>Mileage Between Terminal Points</u>
Souris	Royalty Junction and Souris	55.0
Montague	Mount Stewart Junction and Montague	25.6
Murray Harbour	Maple Hill and Uigg	17.8
Borden	Charlottetown and Borden	42.4
Kensington	Emerald Junction and Tignish	84.6
Elmira Spur	Harmony Junction and Baltic	5.0
Mount Herbert Spur	Lake Verde and Mount Herbert	4.6



Rounding out the decision was permission to abandon the 35.4 mile Tormentine Subdivision which linked the CN main line at Sackville to the ferry terminal at Cape Tormentine, New Brunswick. The history of the Sackville-Cape Tormentine line was featured in the article, "The Grand Connection", which appeared in last year's September-October issue of "Canadian Rail". [Copies of this issue are available].

When the assembly voted in 1871 to build a 3'6" narrow gauge railway the length of the island from Georgetown to Alberton via Charlottetown and Summerside, PEI was a prosperous self-governing colony. While Charlottetown had been the site of one of the conferences leading to confederation, the settlers on the island had spurned an offer to become the fifth province in the newly established Dominion of Canada. In 1873, PEI joined confederation largely because it faced ruin due to the extravagant expenditures on the railway.

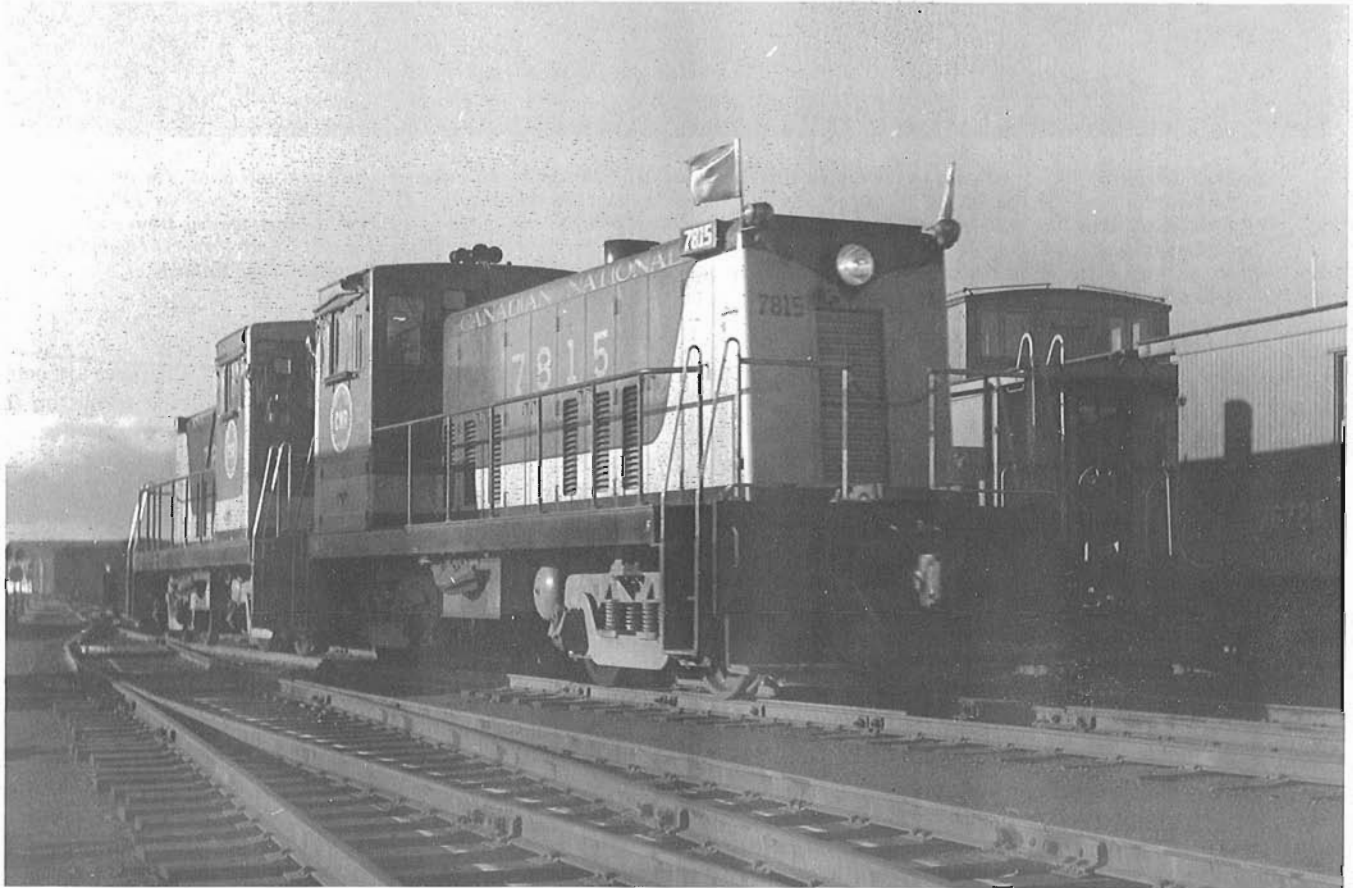
In 1875, the line from Georgetown to Alberton and the branches from Royalty Junction to Charlottetown, Mount Stewart Junction to Souris, and Alberton to Tignish were officially opened. Late in 1884, the 12 mile branch line from Emerald Junction to Carleton was opened. At Carleton, a connection was made with the mail boats from New Brunswick.

More than twenty years would elapse before the next addition to the system. The 47.7 mile rail line between Charlottetown and Murray Harbour as well as the 4.4 mile spur between Lake Verde and Vernon was opened in November 1905. The following year, the 6.3 mile branch between Montague Junction and Montague opened. The 9.9 mile branch was completed from Harmony Junction to Elmira in November 1912.

The last major line to be constructed, aside from a spur to the air force base at Summerside, was the line from Maple Hill to Lake Verde Junction. This 10 mile line, which opened in September 1930, was built to by-pass the frail bridge over the Hillsborough River at Charlottetown which could not tolerate heavily loaded standard gauge cars.

In December 1917, CN completed new terminals at Cape Tormentine, New Brunswick and Borden, PEI. Service over the lower 2.1 miles of the branch to Carleton was discontinued and trains began to operate over the new 3.3 mile line to Borden.

Several tracks in the Borden yard were laid with a third rail to accommodate standard gauge rail cars which were ferried over the Northumberland Straits. This was the first time loaded rail cars were ferried to the island. Prior to this, rail shipments were



*This 1952 view shows the locomotives which replaced CN steam locomotives on PEI. Due to the light weight of the rails, CN decided to order small 70 ton locomotives for use on the island. An order for 18 units was given to Whitcomb. After the delivery of the first four units in 1949, CN cancelled the order. The Whitcomb units proved unsatisfactory due to engine problems and a misalignment of the engine shafts which results in frequent down time. CN then ordered a similar number of 70 ton units from General Electric which proved much more durable. This photo is believed to have been taken in Charlottetown in 1952.*

*Photo Credit: Paterson-George Collection.*



*In 1975 and 1976, CN converted a number of its RS-18m units into RSC-14's for service on lightweight rail lines. The original B-B wheel sets were replaced with A-1-A wheel sets and the horsepower was reduced from 1800 to 1400. In September 1982, two of these rebuilt units, the 1750 and 1753, were highballing a freight from Borden to Charlottetown. A quick moving train and a lack of intermediate switching meant only one photograph was possible between Emerald Junction and Charlottetown. The building along the track is one of the potato warehouses which at one time provided the major source of traffic for the railway.*

*Photo Credit: Douglas N. W. Smith.*

unloaded at Cape Tormentine onto the ferry and then repackaged into freight cars at Carleton.

Following the conclusion of World War I, the government commenced to standard gauge the lines on the island in order to eliminate the expensive and laborious trans-shipment of goods between standard and narrow gauge cars. By September 1919, the Borden-Emerald Junction and Charlottetown-Summerside lines were laid with a third rail to accommodate standard gauge equipment. Between 1923 and 1930, the remainder of the lines were widened to standard gauge. The last section of line to operate with narrow gauge equipment was the line from Charlottetown to Murray Harbour.

A major change in the operations of the railway in the southeastern portion of the province occurred in 1951 when the bridge over the Hillsborough River at Charlottetown was abandoned. Thereafter, passengers travelling to Charlottetown from this area were subject to a long detour via Mount Stewart Junction.

Attempts were made in the early 1980's to stem the loss of potato traffic, the main commodity produced on the island, to trucks. Bulk potato loading centres were built at three points but proved unsuccessful.

CN has retained a share of the potato traffic moving from the island to Central Canada through its intermodal services. Truckloads of potatoes are moved by road and ferry to Moncton

where the trailers are loads on flat cars for furtherance to Central Canada. Without the potato shipments, the traffic on the island's lines rapidly dwindled. In 1987, the total traffic handled on PEI totaled 1,667 carloads. The operating loss totaled \$ 1.2 million.

#### **MORE OF LE&N TO GO**

On August 2, 1989, the Agency determined that CP could abandon 20.2 miles of line from a point just north of Brantford to Cambridge, Ontario. This includes 19.4 miles of the Simcoe Subdivision 0.8 miles of the Waterloo Subdivision.

The only shipper on this line is located at Paris. In 1987, forty nine carloads were handled and the operating loss was \$313,176.

This trackage was built by the Lake Erie & Northern Railway, an electrified line which ran from Galt (now part of the regional municipality of Cambridge) to Port Dover. A brief history of this railway appeared in this column in the last issue of "Canadian Rail".

In this decision, the Agency ordered CP to continue to operate the line for one year from the date of its order. This was done in order to allow sufficient time to negotiate the sale of a portion of the line to a new short line railway. The Ontario Locomotive and Car Company (OLC) wishes to purchase approximately 6.7 miles of trackage north of Paris. The



company plans to rebuild a connecting link to the CN main line in Paris in order to serve freight customers and to operate tourist train service over the scenic portion of the line along the Grand River.

### CN LEAVES PETERBOROUGH AREA

On June 12, 1989, the Agency approved CN's application to abandon the Campbellford Spur between Lindsay and Peterborough, a distance of 21.9 miles, and the Lakefield Spur between Peterborough and Lakefield, a distance of 9.5 miles.

When CN applied to abandon this trackage on June 16, 1988, the application included the 0.72 mile Ashburnham Branch in Peterborough. Five days later, CN wrote the Agency seeking to withdraw its application on the condition that the Agency concurred with CN that the three lines were spur lines. Under the provisions in the National Transportation Act, the railways may abandon spur lines without the Agency's approval. The Agency ruled that the Campbellford and Lakefield Spurs were branch lines and that CN would have to obtain regulatory approval for their abandonment. The Ashburnham Branch was deemed to be a spur and hence could be abandoned without Agency approval.

On June 12, 1989, the Agency approved the transfer of six miles of main line track and industrial spurs in the Peterborough area from CN to CP. Only two carloads were handled in 1987 over those portions of the line which will be abandoned. The 1987 operating loss was calculated to be \$54,000. Train operation over the Lakefield Spur ceased in 1986, when CN began to serve the major shipper in Lakefield using intermodal truck service from the railhead in Peterborough.

The trackage under consideration was built by three railway companies during the Victorian era. The first section to be built was completed between Omemee and Lindsay in 1857 by the Port Hope, Lindsay & Beaverton Railway (PHL&B) as part of its line from Port Hope to Lindsay.

The PHL&B was incorporated into the Midland Railway in 1869. The Midland opened the line from Peterborough to Lakefield in January 1871.

The ill-fated Toronto & Ottawa Railway (T&O) was formed to build a line between the two communities in its corporate title via Peterborough. After the Midland took over the O&T in 1882, it built 14.5 miles of line under the charter of the T&O between Peterborough and Omemee in 1883.

The Grand Trunk leased the Midland system in 1884. Nine years later, it took over the Midland.

### OBSCURE RAILWAY TO BUILD NEW LINE

On August 7, 1989, the Agency approved the connection of the Alberta Resources Railway (ARR) Daishowa Spur to the ARR's main line. Construction of the \$27 million 10 mile spur began in April 1988. The spur is part of a \$62.5 million infrastructure package offered by the provincial government to Daishowa as an inducement for the multi-national firm to build a large pulp mill in the province.

The ARR is owned by the Government of Alberta, but is operated by CN under lease. The ARR is located in the

northwestern portion of the province. Its 230 mile main line extends from a junction with CN (the former Northern Alberta Railway) at Grande Prairie to Brule on CN's Edmonton-Vancouver main line. The main line, which was completed in 1969, was built to open up this isolated section of the province for resource development.

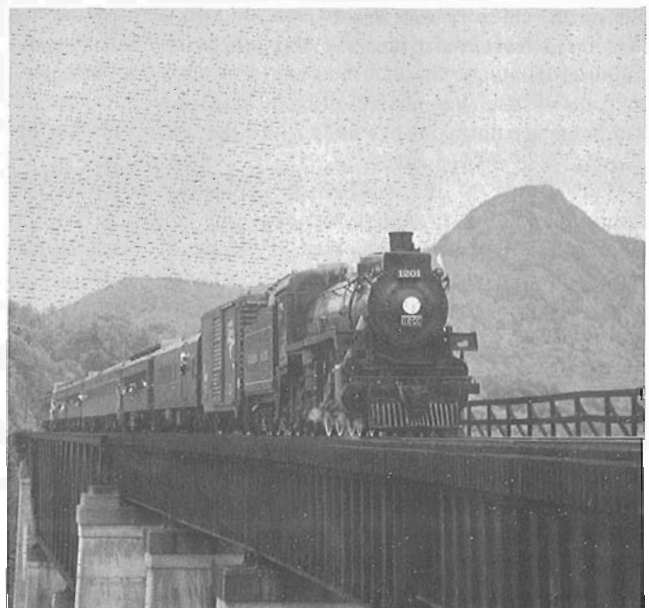
### SHORT TURNS

On July 26, 1989, the Agency ruled that CN could abandon its downtown yard in Edmonton and the 1.2 miles of its secondary main line trackage from a point west of the VIA station through the yards to 116th Street. This will sever the passenger line thereby requiring VIA to back the "Super Continental" into the station thereby adding upwards of 15 minutes to the passenger train schedule.

On July 12, 1989, the Agency approved CP's application to remove its station building at Oshawa. The structure dated back to 1914 when the line through the community was opened.

### MAINE EVENTS

Two important events occurred on Canadian railways operating in the state of Maine. May 17 1989 was the last active day of Grand Trunk operation in Maine prior to this line being taken over by the St. Lawrence & Atlantic, while June 2 1989 marked the 100th anniversary of the opening of Canadian Pacific's "Short Line" across Maine. The later event was commemorated by a special run of steam locomotive 1201 and train over the Canadian Atlantic Railway to Saint John N.B. Both of these events will be covered in more detail in the next issue.



*1201 and train on ship pond trestle at Onawa Maine on June 2, 1989. Here, as has recently been discovered, the final connection in CP's "Short Line" was completed on December 30, 1888.*

*Photo by Fred Angus.*

# CRHA Communications

## REPORT OF AWARDS COMMITTEE

It is with great pleasure that the Association announces the results of this the second year of its awards program honouring those who have contributed so much during the past year towards the recording and preservation of Canada's railway history. Those persons as outlined herewith to receive the CRHA Annual Awards for 1988 certificates will receive them at official functions of the Association at a time convenient to them.

The LIFETIME ACHIEVEMENT AWARD goes to Mr. Ray Corley. As a member of the Panel of Judges he abstained from voting in this category of the awards. "Ray Corley has been actively involved in gathering and sharing Canadian railway information for many years. Most Canadian railway history publications have at some time printed his name as an information source to some author. He shares his research material with established archives and updates these papers as more information comes to him. He has co-authored several books and many articles in railway publications". Runner-up in this award category was Wentworth D. Folkins of Toronto. "He has endeavoured to preserve, through the medium of water-coloured paintings, the vanished world of the steam era. His portraits of steam locomotives often include railway structures, combining a painstaking accuracy with a flair encapsulating the 'human' side of his subjects".

The winner of the ARTICLE AWARD in a CRHA Publication is Mr. Allan Graham for THE GRAND CONNECTION which appeared in the September/October 1988 issue of Canadian Rail. "The most outstanding feature of this article is that it addresses the very local aspects of service to this area yet it places the railway line in the context of an important interprovincial link. The article truly adds to the national character of Canadian Rail. The author has taken the time to carry out site visits and interview local long time residents". Other nominees were Douglas N.W. Smith for 'Farewell to the T. H. & B.' in May/June 1988 Canadian Rail, Peter Murphy for "The Barbados Railway" in the March/April 1988 Canadian Rail, and Joe Smuin for 'Night Crawler on the Princeton Sub' published in The Sandhouse, newsletter of the CRHA Pacific Coast Division, Vol. 13, No 2, Issue 50, September 1988.

The ARTICLE AWARD will be presented to Mr. Philip Jago for 'Curtain Call for the B. & W' in the September 1988 issue of Branchline published by the Bytown Railway Society. "This article reviews the history of the Brockville and Westport

Railway, with specific reference to the line it used to access the city of Brockville. The article is one of the few which reviews the integration of Grand Trunk and Canadian Northern lines by Canadian National in the 1920's. It represents a tasteful combination of good research and personal experience and observation". Another nomination was 'Tumbler to Tidewater' by Mr. Bruce Van Sant in the May 1988 issue of Railfan and Railroad.

The BOOK AWARD has co-authors as winners in this category of the awards. Mr. David Cruise and Ms. Alison Griffiths will share the CRHA Annual Award certificate for their book LORDS OF THE LINE, published by Penguin Books of Canada in 1988. "The book is not about the CPR per se, but rather about six remarkable men who directed the course of this vast enterprise over a period of almost a century". Other book nominations were 'Steam to Oakville' by Allan Paterson and Dick George, and 'Statutory History of Railways in Canada: 1836-1986' by Robert Dorman and D.E. Stoltz.

The CRANBROOK RAILWAY MUSEUM was chosen to receive the PRESERVATION AWARD with the Port Stanley Terminal Rail as second choice. "For their on-going work of high quality in restoration of railway equipment and structures. It is well focussed in that it takes a particular era circa 1929 and has restored several examples of railway cars in service on C.P.R.'s Trans Canada Limited of that day. Research work has been very carefully recorded and some of this recording has occasionally appeared in Canadian Rail". Another nominee was Mr. Steve Hunter of the Smiths Falls Railway Museum.

Once again the CRHA Annual Awards Committee is greatly indebted to the Panel of Judges who were very thorough and diligent in making their selections. Some concern has been expressed by the judges that some submissions were fairly uneven and that some means should be developed to provide guidelines. Overall, some categories seem to attract consistently high standards.

Presentation of the awards to the above named recipients will be made as soon as arrangements can be made, so please watch Canadian Rail 'Communications' for photographs and details of these presentations.

You are urged to make your own selections for the forthcoming CRHA Annual Awards for 1989, by setting aside all material you might read now and to the end of 1989 which you could use in your own submissions to the awards. It would be your way of encouraging those persons who do so much to preserve and record Canada's railway history.



# The business car



## ADVANCED COMPUTER SYSTEMS KEEP FIRM ON TRANSIT TRACK

MONTREAL - Transportation has always been a major interest of Quebec-based Bombardier ever since it created the snowmobile a few decades ago.

Over the years, the firm has found new business in the skies with production of the sophisticated Challenger executive jet, and also underground with the design and construction of subway cars.

In September 1987, Bombardier's Mass Transit Division delivered the last of 825 subway cars ordered in 1982 by the Metropolitan Transit Authority of New York. Delivery of the vehicles was spaced out over a four year period. The \$1 billion contract was the largest of its type ever awarded by a North American transit authority.

Manufacturing transit vehicles is an extremely complex process. To move to, and stay at, the forefront of the industry, Bombardier invested in a network of computer systems and constantly upgraded them to improve the efficiency of all aspects of vehicle production.

The firm's system design and programming teams have spent years developing sophisticated, fully integrated software programs. Just before the New York contract, the division bought an HP 3000 system with Image, an HP database. With this, engineers transposed the French CIMT methodology used earlier for the Montreal subway program into a series of logically constructed computer programs.

But eventually, the system and its 180 databases became overloaded with information, and with the New York contract the division had to find solutions to increase system performance.

The company's first move was to upgrade the equipment configuration. At its La Pocatière, Quebec plant, equipment in the main data processing centre went from an HP 3000 Series III to a 64 model. This was later replaced by a 68, and then again by a 70. Now, the division uses a Series 950 based on HP Precision Architecture.

To respond more efficiently to new information demands, program structures had to be thoroughly revised and improved methods had to be defined to access the enormous reservoir of data accumulated over the years. The division's staff achieved this by developing a set of powerful computer application control tools which almost totally automate information management.

These tools are called CIA for *contrôle informatique des applications*, and one of their functions is to refine the system's

general information access mode which can now be obtained more selectively by using a data bank of diversified parameters.

The system also manages user access through personalized hierarchical menus. The report generating module processes all identical requests in a single operation and automatically redistributes the results through the network. The automatic scheduling and execution of batch jobs saves five hours of processing time per night.

Thanks to its advanced application management, communication tools and computer equipment, Bombardier's Mass Transit Division is now a strong player in an increasingly dynamic market.

Source: Plant Canada's Industrial Newspaper, May 17, 1989.

## AMTRAK FINES NO-SHOW SLEEPERS

Amtrak, the U.S. rail passenger service, has begun levying penalties for cancelling sleeper-car reservations within 48 hours of the beginning of a trip. The policy went into effect May 21. Penalties range from \$20 U.S. to \$150, based on the sleeping-car cost, which is added to the basic coach fare.

The purpose of the new policy, according to an Amtrak spokeswoman, was, in view of the big demand for sleepers, to encourage travellers to notify the company that they did not need sleeping accommodation so that other people could make use of them. Previously, the company levied penalties on fares and sleepers combined; now they are solely for sleepers.

If sleeping accommodation costs \$50 or less for a trip, there is no penalty. If the cost is \$50 to \$100, the penalty is \$20; \$101 to \$200, the penalty is \$35; \$201 to \$300, \$65; \$301 to \$400, \$90; \$401 to \$500, \$110, and \$501 and higher, the penalty is \$150.

As an example of sleeper rates, on the New York-Miami route, a single slumber coach costs \$75, one way; dual slumber coach, \$129; roomette (for one person), \$195; and bedroom (for two), \$347. New York-Chicago: single slumber coach, \$51, dual, \$87; roomette (one person) \$148; and bedroom (for two), \$272.

Roomettes and bedrooms are in first class and their rates include meals; the policy also applies to slumber coaches, which have smaller berths than other sleeping cars and do not include meals.

Source: The Globe and Mail, Wednesday, May 31, 1989

## BOMBARDIER UNIT IN BELGIUM LANDS \$38-MILLION ORDER FOR LIGHT-RAIL VEHICLES

Bombardier Inc. got more good news in its quest to become a major player in the European mass-transit market with the announcement yesterday that its Belgian subsidiary has received an order to supply 23 light-rail vehicles for London Regional Transport.

It was the third order awarded to BN Constructions Ferroviaires et Métalliques SA under a contract signed earlier this year with the London transit authorities. It brings the number of cars to be supplied by the Belgian manufacturer to 44.

The new order – worth approximately \$37.9 million – pushes the contract's full value to \$72.6 million. The Belgian subsidiary may provide additional vehicles – described by Bombardier as “modern tramway cars” – as the London Regional Transport holds an option to buy another 30.

The announcement “is further justification of Bombardier's decision to invest in BN”, said Helene Crevier, an official with Montreal-based Bombardier.

Bombardier and BN, the largest Belgian transportation-equipment maker, were awarded a \$425-million contract to supply locomotives and train cars to the English Channel tunnel project.

The so-called channel deal, in which Bombardier and BN are part of a British-led consortium, was the second-largest transit contract in the Montreal firm's history.

“These contract announcements are really showing the benefits of the strategies used by Bombardier to become a global player and bode very well for the future”, said Montreal analyst Jon Reider of Richardson Greenshields of Canada Ltd.

Bombardier, which also makes snowmobiles and aircraft, has been striving to become a major figure in the European mass-transit market before the European Community drops trade barriers in 1992.

Bombardier's acquisition of the Belgian manufacturer has proven the springboard to its penetration of the market, said Fred Schilling of Nesbitt Thomson Deacon Inc. in Montreal. Bombardier purchased 30 per cent of BN in 1986, boosting its holding to 90 per cent last year.

Also, BN is in the running for a \$100-million share of a contract to build a high-speed passenger train for the channel tunnel. That announcement is expected at the end of the summer.

Bombardier recorded a profit of \$69.6 million or \$1.03-a-share on sales of \$1.4-billion in the year ended Jan. 31.

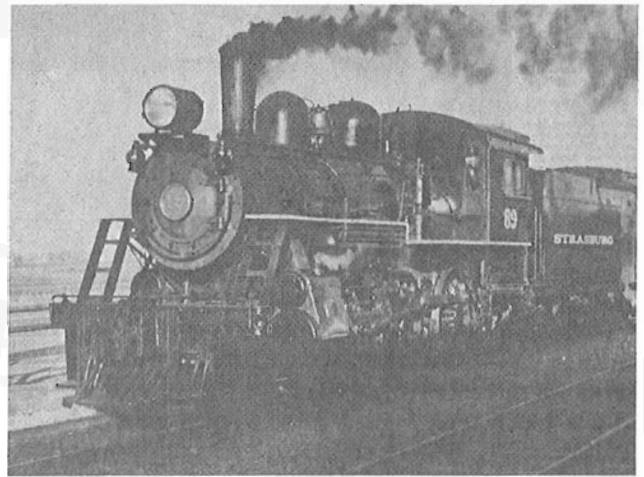
Its designs on the European market were further bolstered in June when it struck a deal with the British government to buy Short Brothers PLC, a Belfast-based aircraft manufacturer, for \$60 million.

Source: The Gazette, Montreal, Thursday, August 3, 1989

## STRASBURG RR ROLLS OUT REBUILT NO. 89

**Engine's return to service climaxes 10-year, \$150,000 project.**

Following a complete restoration that saw it dismantled to its bare frame, Engine No. 89 is back on track to haul passengers on the “Road to Paradise” at the Strasburg Rail Road.



The 79-year-old 2-6-0 Mogul engine, built by the Montreal Locomotive Works, was rebuilt in the Strasburg shop over the past 10 years.

And, it joins the ranks of Strasburg rolling stock that have been featured in films ranging from “Hello Dolly” to safety training programs. No. 89 is seen in a Prudential-Bache television commercial currently airing nationwide.

The Strasburg Rail Road shop is one of only a few in the nation that could undertake such an extensive restoration job on a vintage steam engine, said Ellis Bachman, vice president, administration.

“We took the boiler off and dismantled the running gear. We stripped it down to the frame. Then, all the machinery and suspension was rebuilt and realigned,” Bachman explained.

The lathes, milling machines and cranes able to lift pieces of the locomotive have been collected over the years from railroad shops that have closed. In some cases, Bachman said, Strasburg was given the equipment just for hauling it out a building that was being torn down. Jobs such as mounting new steel tires on the wheels are things the railroad's crew has learned by doing. There aren't any “old-timers” here who remember building steam locomotives.

The restoration was spread over 10 years. Because it was such a big job, the railroad's restoration crew worked on it intermittently while they also repaired and restored the railroad's other vintage rolling stock. In total, about two man years and \$150,000 have gone into the restoration of No. 89.

The steam engine was purchased by Strasburg in 1972 from the Green Mountain Railroad in Vermont. Linn Moedinger, vice president and chief mechanical officer, was appointed to ride with the locomotive on the 555-mile journey to Strasburg. Participating carriers gave the old engine preferential treatment in their scheduling and in three days it reached Wilkes-Barre, Pa.

Then, disaster struck. Hurricane Agnes swept through the area and the Susquehanna River overflowed its banks. Moedinger took refuge in the second floor of a nearby firehouse. When he looked out of the second-floor window the next morning, he saw a muddy, brown sea just a few feet below him. Engine No. 89 was submerged.

It took days for the water to recede. Freight cars had been tossed around the railroad yard by the force of the floodwaters.



But the weight of No. 89 kept it and its tender on the track. After the mud was washed out, another engine rescued No. 89, and Moedinger continued his journey to Strasburg.

In March 1973, following minor restoration and cosmetic work, No. 89 began service pulling the daily passenger trains on the round-trip between the East Strasburg station and Leaman Place. In 1979, the railroad decided to completely rebuild the engine.

Now the complete restoration is finished and rail fans can look forward to many years of service from this old locomotive. "It's almost like new", Bachman said. "We should get 30 or 40 years of service from it without any more major repairs".

#### FOOD FOR THOUGHT

This item is reprinted without comment from Odds & Sods from Transport 2000 Ontario Volume 2, Number 2, September 1989. The following brief quotes all come from "The Last Straw", published by the PC Party when in Opposition. We would humbly remind current government members of the following policy statements:

"... special groups of Canadians, such as the disabled, elderly and economically disadvantaged, to whom other passenger modes are physically or financially impossible, will be severely [affected] by the cutbacks.

"... the cuts are a serious blow to thousands of commuters who depend on rail service to get to and from their places of employment.

"... the cuts will have a damaging effect on much of Canada's tourist industry and thereby will be a further blow to the country's balance of payments.

"... government policies to improve regional economic opportunities are often offset by contradictory policies of reducing transportation services to those same regions.

"... there is a widespread view that instead of being reduced, rail passenger services should be expanded; instead of being a mode of the past, it can and should be a key transportation mode in the future".

All of those things were concluded by a Conservative Task Force and implied as being PC policy.

**ACTION/REACTION** You wrote a letter to an elected lady or gentleman; you received a polite answer, sometimes agreeing with your ideas, sometimes firmly arguing that your ideas aren't practical. You sit back, happy and fulfilled that you have "DONE SOMETHING" and go on about other things. **WRONG! WRONG! WRONG!** Whatever the subject of your

letter, surely it was and is important enough to see that something really happens concerning it, right? So you get back to them, usually a number of times. For those agreeing, ask exactly what THEY have been doing about it, step by step, and what comes next, and so on. For those who disagreed, begin by pointing out as unacceptable the answer they gave you, and require them to change the situation. In the latter case it requires a great deal of letter writing, perhaps over a period of several years. Please remember that this is a long term campaign to keep and expand the rail passenger system in Canada. So keep those cards and letters coming!

#### INFORMATION WANTED

The writer is currently assisting the Town of High River to assemble a typical CPR prairie branchline freight train, to represent transportation in the post World War II Alberta economy. A concerted attempt is being made to acquire freight cars from the 1938 to 1952 period. The consist will include a stock car representing cattle ranching, a flatcar mounted tractor and combine harvester for grain farming, a tank car for petroleum production, and a hopper car for coal mining among others. Unfortunately, a source of a CPR ice-activated refrigerator car, to represent meat packing, is proving to be elusive. Your readers' assistance in this quest is hereby sought.

The ideal candidate would be a steel sheathed example, of which two variations were constructed: those with the traditional hinged folding doors and a later model with a sliding "plug" door. The former would be the more typical and would be preferred. These cars' service numbers were believed to have been in the following series: 37000-39939, 280007-280132, 280700-280795, 281001-283499, and 289508-289934. Some of these cars were later used in CPR work service, and were renumbered accordingly.

The hope is that a reader may know of one either forgotten on an obscure siding, or perhaps being used as a storage car at some yard facility. As a last resort, even a refrigerator car body in good condition being used, for example, as a farm shed would be acceptable. The effort would then be made to restore it to a rail car.

Anyone who can provide assistance is requested to contact the undersigned at:  
632 Oakwood Place S.W., Calgary, Alberta, T2V 0K5.

#### BACK COVER:

##### TOP:

*At one time, CN operated many trains out of Lindsay, Ontario, so justifying the provision of a large locomotive shed. No less than three locomotives are visible in this view at Lindsay. Number 757, a 2-6-0, was built by the Grand Trunk in 1902 and served until 1947, while 2536, a 2-8-0, was in service from 1906 until 1956.*

*National Archives of Canada Merrilees Collection PA-167625.  
Attributed to James Adams.*

##### BOTTOM:

*The Charlottetown shops were the major railway facility on Prince Edward Island. Before 1900 the shops built locomotives and cars, but by 1982, when this photo was taken, they did only light work. Here we see 1755, an RSC-14 and 30, a GE 70-tonner, flanking a bad-order box car. Another 70-tonner stands next to a line of snow plows on the far right. The snow plows were necessary to fight the legendary snowstorms that sweep the island in the winter, while the 70-tonners were required due to the light rail on the lines in the southeastern portion of the province.*

*Photo by Douglas N. W. Smith.*

R. H.

