



Canadian Railway Heritage

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When the US Army took over the White Pass & Yukon, Photo Gallery,
Celebrating Canada's First Railway, Heritage Business Car

*Prise de contrôle du White Pass & Yukon par l'armée américaine. Galerie de photos.
Commémorant le centenaire du premier chemin de fer canadien. Extraits du patrimoine ferroviaire.*



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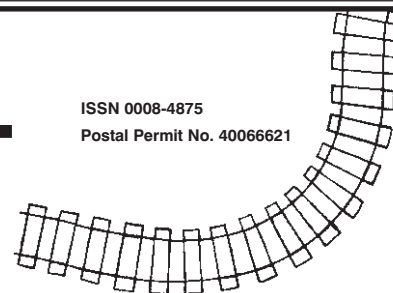


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FRONT COVER: White Pass & Yukon Railway steam rotary plough No. 1, pushed by double-headed Baldwin's 2-8-2 No. 73 and 2-8-0 No. 69 departs Fraser, British Columbia on April 28, 2011. The train is headed for Bennett, Yukon Territory, to clear one last snow drift on the line to Carcross. The photographer's rider train is in the clear and will follow the rotary. The snow covered mountain peaks of the Coast Range in White Pass loom in the background. Ken Storey.

BELOW: Omer Lavallee snapped Class S118, one of eleven Baldwin 2-8-2s built for the US Army in 1943, out of service at Skagway, Alaska in 1959, it was turned over to the White Pass in 1946. It exists today as the Delta Queen on the Tweetsie Railroad in North Carolina. Ronald Ritchie.

PAGE COUVERTURE : Le 28 avril 2011, le chasse-neige rotatif No 1 du White Pass et Yukon quitte Fraser (C.-B.) poussé par deux Baldwin, la 2-8-2 No 73 et la 2-8-0 No 69. Il se dirige vers Bennett au Yukon pour dégager une dernière fois la ligne vers Carcross. Le train qu'empruntera le passager ayant pris la photo se trouve derrière le chasse-neige. Au loin, derrière la ligne du White Pass, on aperçoit les sommets enneigés de la chaîne côtière. Ken Storey.

Ci-DESSOUS : Omer Lavallée a saisi cette S118, l'une des onze 2-8-2 construites par Baldwin pour l'armée américaine en 1943, Affectée au White Pass en 1946 et réformée à Skagway en Alaska en 1959, elle continue sa carrière sous le nom de « Delta Queen » sur le Tweetsie Railroad en Caroline du Nord. Ronald Ritchie.

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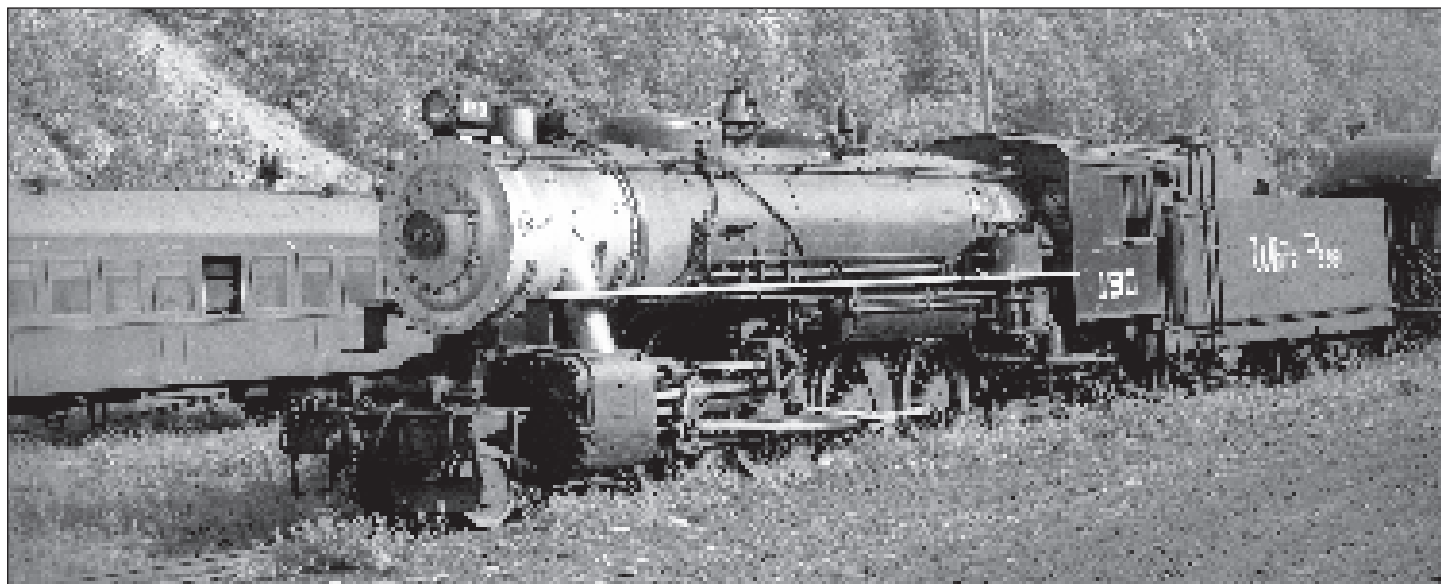
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When the US Army Took Over the White Pass

by Douglas N W Smith

The American policy of non-intervention in the European War was shattered by the surprise attack by the Japanese – then allied with the Germans – on Pearl Harbor on December 7, 1941. When Japanese warships were sighted in the waters off the coast of Alaska later the same month, there were fears that Japan would attack the west coast of the United States. Realizing that Alaska was the most exposed area and could serve as a launching pad for further military incursions, the Americans decided that the transportation links to the remote state would have to be improved. This involved the construction a highway to provide a ground based transport link to the state, the improvement of the primitive airports at Watson Lake and Whitehorse, Yukon and Northway, Alaska and the construction of a 640 mile oil pipeline and a refinery at Norman Wells in the North West Territories. The American President, Franklin Roosevelt, signed an order to build the Alaska-Canada or Alcan Highway from Dawson Creek, Alberta to Alaska on February 11, 1942. Five months later, American fears turned to reality when Japanese forces captured two small American islands off the coast of Alaska.

The White Pass & Yukon Route (WP&Y) was the only route inland from the Pacific Ocean between Prince Rupert, BC and Seward, Alaska. Famed US Lieutenant General Brehon Somervell, commander of the Army Service Forces (the logistical supply chain of the US military) flew to the North in 1942. He inspected the WP&Y from a 1927 sedan fitted with steel wheels. When he returned to Washington, he brought along George Benedict, the veteran master mechanic from the railway's Skagway shops. The General decided that the WP&Y was indispensable to complete the Alcan Highway, the airfield expansion and oil pipeline in the shortest time possible. To move mountains of supplies and provide priority for military shipments for road, airport, oil pipeline materials, the American Army decided it had to control the railway. In a short item in the September 11, 1942 issue of the Whitehorse Star, WP&Y President and Managing Director, Mr. C. T. Rogers, reported that negotiations were in progress for the US government to operate the railway for the duration of the war. The US Army agreement to takeover the WP&Y from its British owners was effective October 1, 1942. Their tenure lasted until April 30, 1946.



A long freight train bearing military supplies and trucks was photographed on the spindly bridge over Dead Horse Gulch in 1942. The two pusher locomotives are separated by eight freight cars so as not to overtax the load on the structure. The tent-like structure at the right side of the bridge is a covered turntable used to turn locomotives assigned to helper and snow clearing duties. – Yukon Archives, H. Erickson collection, 83/53 PH 0214.

Sur cette photo prise en 1942, on peut voir, sur le frêle pont qui surplombe le Dead Horse Gulch, un long train de marchandises transportant du matériel et des camions militaires. Les deux locomotives de renfort sont espacées de huit wagons pour éviter toute surcharge. La structure en forme de tente à droite du pont est un pont tournant qui sert pour les locomotives de renfort et de déneigement. Archives du Yukon, collection H. Erickson, 83/53, no 1.



The entry for the White Pass & Yukon in the February 1943 issue of *The Official Guide of Railways and Steam Navigation Lines* took a full page. Practically all of the information, however, related to the summer tourist service and one had to search hard to find the note that in the winter time only two round trips a week operated between Skagway and Whitehorse. Following the takeover by the US military in October 1942, change overtook the schedule. The passenger service in the summer of 1943 was sharply curtailed as the line strained to cope with the landslide of military traffic. Shortly the White Pass & Yukon's notice in the *Official Guide* would be stripped of the schedules. Intending passengers were advised to write for a schedule. As for the announced bus service of the British Yukon Navigation Company, a subsidiary of the White Pass, other operators began service in 1943. The BYNC only started to operate the Whitehorse-Dawson Creek service in the final months of the war. CRHA Archives.

L'annonce de la mise en service du White Pass & Yukon, qui paraît dans le numéro de février 1943 de The Official Guide of Railways and Steam Navigation, occupe une pleine page. Toutefois, pratiquement toute l'information fournie concerne le service d'été, à l'exception d'une petite note précisant qu'il n'y a que deux allers-retours par semaine durant l'hiver entre Skagway et Whitehorse. Après la prise de contrôle par l'armée américaine en 1942, l'horaire est modifié. À l'été 1943, le service passager est brusquement réduit, la ligne étant en grande partie monopolisée par le trafic militaire. Bientôt, les horaires dans le guide officiel disparaissent et l'on invite les passagers intéressés à les recevoir à écrire pour en faire la demande. Quant au service d'autobus annoncé par la British Yukon Navigation Company, une filiale du WP&Y, il est en concurrence avec celui d'autres transporteurs dès 1943. La BYNC ne commence l'exploitation de la liaison Whitehorse-Dawson Creek que dans les derniers mois de la guerre. Archives CRHA.

The railway had been built between 1898 and 1900 when gold fever had turned the eyes of the world on the Klondike. Because of the difficult topography, the line was built to 3 foot gauge. The first 20 miles from Skagway to White Pass Summit, lay in Alaska, the next 32 miles to Pennington in British Columbia and the final 58 miles to White Horse in Yukon Territory. To cope with the legislative difficulties, the 115 mile long line was built under three charters: the Pacific & Arctic Railway & Navigation Company in Alaska, the British Columbia-Yukon Railway in British Columbia and the British Yukon Mining Trading & Transportation Company in the Territory. The engineering difficulties in constructing the line were legendary as it coped with the mountainous terrain. The operating difficulties of surmounting the 2,865 feet of grade in the first 20 miles of line coupled with -50 degree winter temperatures, blizzards, avalanches and howling winds tried the abilities of men and equipment to the utmost – perhaps never more so than during the war years.

As the gold rush was tapering off when the WP&Y was completed, it had been a rather sleepy line seeing one or two trains each way a day. Most of the traffic moved between May and November. During the winter months, the number of trains shrank to as few as two round trips a week. The traffic in the 1930s amounted to less than 20,000 tons of freight and around 16,000 passengers per year. The ten active locomotives, 25 passenger cars and slightly more than 200 freight cars on the roster in 1940 were more than sufficient to meet the traffic requirements.

Thanks to high tariffs and the lack of a road linking the Yukon Territory to the outside world, the company's financial state was sufficiently strong that two new 2-8-2 steam locomotives, numbered 70 and 71, were purchased from the Baldwin Locomotive Works in Philadelphia, Pennsylvania in 1938 and 1939 respectively. These locomotives weighed 145,000 pounds and had 44 inch drivers, 17x22 inch cylinders, a 215 psi boiler pressure and exerted 26,400 pounds of tractive effort. These were

the first new locomotives bought by the railway since Number 69, a 2-8-0, had been delivered from Baldwin in 1908. At the time of the lease, the railway only had ten steam locomotives on its roster. Several were in poor condition – indeed even though wartime traffic reached historic proportions, one locomotive was in such poor

condition that it was retired in December 1942.

The traffic picture changed when the US began pouring men, machinery and construction materials into Skagway. The lease to the Army included the railway's existing personnel and equipment. These were supplemented with US troops and scavenged equipment.

The scenery along the WP&Y can be breathtaking. In this undated view, a passenger train rolls through the stunning vista on a lovely summer's day. – Yukon Archives, William Pathman fonds, 93/63, #48.

Tout le long du WP&Y, le panorama est saisissant. Sur cette photo non datée, le train défile dans un paysage éblouissant par une radieuse journée d'été. Archives du Yukon, Fonds William Pathman, 96/63, no 48.



One of the seven Mikados purchased by the US Army from the Denver & Rio Grande Railway stands at Lake Bennett. The large station included both railway offices and a restaurant. The WP&Y engine house is the large building to the left of the station. – Yukon Archives, Finnie family fonds, 81/21, #728.

L'une des sept Mikados achetées par l'armée américaine du Denver & Rio Grande se trouve à Lake Bennett. La grande bâtisse abrite à la fois la gare et le restaurant. Le grand bâtiment à gauche de la gare est le dépôt des machines du WP&Y. Archives du Yukon, Fonds de la famille Finnie, 81/21, no 728.

In preparation of the takeover of the WP&Y, the US Army mobilized the Engineer Railway Detachment 96446A in New Mexico in September 1942. It was redesignated as the 770th Railway Operating Battalion in April 1943. It operated the WP&Y from October 1, 1942 through October 22, 1944. The 770th men were recruited from 17 American railroads. Some who came from northern lines like the Northern Pacific, Delaware & Hudson and New York Central were used to winter railroading, but many came from southern lines like the Seaboard Air Line, the Southern and Santa Fe and were not used to winter conditions. The posting to the Far North turned out to be a major test for all these men. At the height of operations, there were 1,600 US Army personnel working on the railway. It was not uncommon to see a locomotive with three men in the cab – the engineer and fireman from the 770th supplemented by a WP&Y pilot showing the crews the curves and embankments and those spots where too much throttle could mean a plunge as high as the Empire State Building.

The commanding officer of the 770th was Lieutenant Colonel William Wilson of Denver. In civilian life, Wilson had been superintendent of the Chicago, Burlington & Denver Railroad in Colorado where his territory included the narrow gauge lines of the Colorado & Southern.

A confident Wilson told Colonel K Bush, chief of staff of the Northwest Service Command, “Narrow gauge railroading was my business for fifteen years. We’ll get along all right. There’ll be nothing to it.”

Bush responded, “Colonel, you’ve never seen a railroad like this one – wide gauge, narrow gauge or meter gauge.”

A week later, Wilson was back. “Colonel,” he began, “I apologize. I’ll say I hadn’t seen anything yet.”

The miles of unrelenting grade as the line overcame the 2,900 foot climb through the Coastal Mountains, the 1,200 foot drop off the edge of the ledge upon which the tracks clung overhung by sheer rock faces, the sharp curves were unlike anything Wilson or most of his compatriots in the 770th had ever seen. Private Howard Foley from the Long Island Rail Road in New York quipped, “That line’s too steep for a goat and too cold for a polar bear.”

As the existing fleet of WP&Y equipment was incapable of coping with the onslaught of freight and troops, the US Department of National Defense scoured the United States for surplus railway equipment. The 3 foot gauge limited the options, but the military drew second hand locomotives from a cross-section of American narrow gauge lines.

The most famous came from the Denver & Rio Grande Western Railroad. It reluctantly parted with seven of the ten 2-8-2 K-28 class locomotives numbered in the 470 series. These engines were comparatively new

having been purchased from American Locomotive Company in 1923. They were acquired by the Army in October 1942 and were renumbered 250 to 256 for service on WP&Y. These locomotives weighed 156,000 pounds and had 44 inch drivers, 18x22 inch cylinders, a 200 psi boiler pressure and exerted 27,540 pounds of tractive effort. This made them the heaviest locomotives with the greatest tractive effort ever to operate on the WP&Y.

The Sumpter Valley Railway in Oregon turned over two 2-8-2 locomotives, numbered 19 and 20. They had been built by the American Locomotive Company in 1920. The WP&Y renumbered these 80 and 81. These locomotives weighed 224,000 pounds and had 44 inch drivers, 19x20 inch cylinders, a 170 psi boiler pressure and exerted 23,700 pounds of tractive effort.

The Silverton Northern, which had been abandoned in 1941, was happy to part with three 2-8-0s numbered 3, 4 and 34, that had been built by Baldwin in 1904. They were shipped to the White Pass in 1943 and renumbered 22, 23 and 24 respectively.

A pair of 4-6-0s, number 10 and 14, came from the East Tennessee & Western North Carolina Railroad. These engines retained the same numbers on the WP&Y.

From the dead track in Alaska came one more locomotive. The Tanana Valley Railroad had been built north out of Fairbanks, Alaska in 1905. In 1917, the company ceased operations. It was purchased by the US government and became part of the Alaska Engineering Commission (AEC), which in turn became the Alaska Railroad in 1923. In 1920, the Baldwin Locomotive Works delivered a new 4-6-0 to the AEC. Stored away by the Alaska Railroad after service over the narrow gauge line ceased in 1930, it was acquired by the United States Army Transportation Corps in 1943 and given the number 152.

Seemingly scrapping the bottom of the barrel, the Army came up with a pair of 2-8-0s built by Baldwin in 1890 for the Denver, Leadville & Gunnison, a predecessor of the Colorado & Southern Railway. Number 69 and 70 were acquired by the military in March 1943 as the Colorado & Southern was terminating the narrow gauge part of its operations. This pair bore the numbers 20 and 21 while on the WP&Y.

One other second hand locomotive appeared on the WP&Y in 1942. The Klondike Mines Railway had opened a 32 mile long line from Klondike City, opposite the capital of Dawson City in 1906. When the traffic played out in 1913, the four locomotives owned by the railway were simply abandoned as the cost of salvage exceeded their value. In 1942, the WP&Y acquired Klondike Mines Railway Number 4, a well proportioned Baldwin Locomotive Works 2-6-2 built in 1912.

The Silverton Northern, Colorado & Southern, East Tennessee & Western North Carolina, Alaska Railroad and Klondike Mines locomotives were all used

as switchers in the Skagway and Whitehorse yards or on light work trains.

To supplement the rag-tag fleet of second hand power, the US Army also purchased new 2-8-2, dubbed MacArthurs for the famous US General, for the WP&Y. The American soldiers preferred to call them “Gypsy Rose Lee” as the locomotives, like their namesake, were stripped to their bare essentials. These were part of a 60 narrow gauge locomotive order that the Army had given the Baldwin Locomotive Works in 1942. Eleven of these were sent to the WP&Y and the remaining 49 locomotives were sent to Australia and India. The first two were put in service on the WP&Y in May 1943. These engines weighed 118,000 pounds and had 48 inch drivers, 16x24 inch cylinders, a 185 psi boiler pressure and exerted 16,000 pounds of tractive effort (figures taken from WP&Y specification sheet).

The Army was also provided the WP&Y with its third internal combustion locomotive. It had purchased a small 175 horsepower unit from the Plymouth Locomotive Works in 1942. Given the number 7651, the small single truck unit was originally used on the little known Kuparak Railway in Nome, Alaska. It was reassigned to the WP&Y in 1943 where it served as a switcher at the Skagway shops.

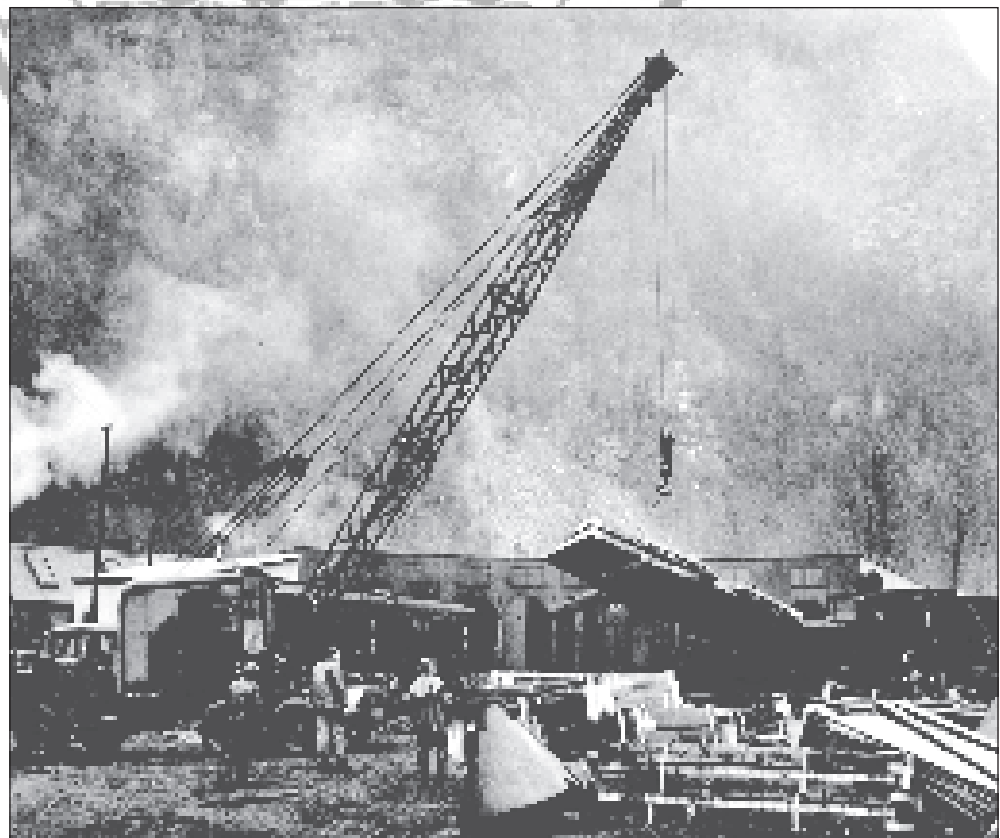
The Army also secured 253 pieces of rolling stock to supplement the WP&Y’s small fleet of antiquated cars. Most of these were freight cars as the 38 existing freight cars were completely inadequate to

handle the deluge of military shipments. The cars sent North included a pair of cabooses from the Sumpter Valley, box, tank and flat cars from the Colorado & Southern and other faltering narrow gauge lines. To augment this equipment, the Army diverted 49 new 30 foot, 27 ton box cars which had been built for export to South America to the WP&Y. The outside bracing on these cars made them stand out from the smooth sided wooden box cars typical of North American narrow gauge lines. The WP&Y’s passenger car fleet was pretty well sufficient to meet the wartime crowds. The only American equipment shipped North were a combination passenger car and a baggage-mail car from the Sumpter Valley. All the equipment sent to the WP&Y by the military bore the letters “U.S.A” rather than White Pass markings during their wartime service. After the end of Army operations, the railway acquired some of the locomotives and cars and gave them White Pass lettering.

All the equipment was needed. From January 1, 1942 to April 30, 1946, the WP&Y carried a total of 564,446 tons, including commercial freight and Army supplies and equipment. The peak month was August 1943 when a total of 47,506 tons was handled (more than twice the average tonnage handled in a full year in the 1920s and 1930s). The maximum tonnage moved in one day was 2,085 tons. One incredible day saw 37 trains arrive in Whitehorse. The average number of trains run each day during the period was 17.

Handling steel tubing near the WP&Y roundhouse in Skagway, Alaska. Note the four box cars built for use in South America but diverted to the WP&Y by the American military in the background around the turntable. – Yukon Archives, Finnie family fonds, 81/23, #606.

Manutention des tuyaux d'acier près de la rotonde du WP&Y à Skagway, Alaska. Remarquez bien, à l'arrière du pont tournant, les quatre wagons construits pour l'Amérique du Sud, mais détournés pour le WP&Y par l'armée américaine. Archives du Yukon, Fonds de la famille Finnie, 81/23, no 606.





US Army troops unload a flat car of pipe for the Canoil project at Carcross, BC. The pipeline paralleled the WP&Y track and would be used to move oil from Norman Wells in the North West Territories to ships at Skagway. – Yukon Archives, Finnie family fonds, 81/21, #572.

Des militaires américains déchargent les tuyaux d'un wagon plat pour le projet Canoil, à Carcross, en Colombie-Britannique. Ce pipeline parallèle à la voie du WP&Y devait servir à acheminer le pétrole des puits Norman, dans les Territoires du Nord-Ouest, vers des tankers en attente à Skagway. Archives du Yukon, Fonds de la famille Finnie, 81/21, no 572.

The military person posed beside the open platform makes the small size of the narrow gauge WP&Y rolling stock apparent. – Yukon Archives, Joe Shopes fonds, 2007/158, #16.

Le militaire posté devant le quai fait bien ressortir l'étroitesse de la voie du WP&Y. Archives du Yukon, Fonds Joe Shopes, 2007/158, no 16.



Passenger traffic boomed with 22,000 troops and civilian construction workers carried in a few months to Whitehorse to take up construction jobs on the highway, airfield and pipeline projects. To accommodate tourist traffic, which had made up a considerable portion of the pre-war passenger business, the WP&Y had operated a large parlor car fleet. Half of these cars were converted to high density coaches by replacing the parlor car chairs with wooden benches. The other half of the fleet was commandeered by the US military. Cots replaced the parlor chairs as these cars became living quarters for several hundred members of the 770th. The parlor chairs were drafted for military service as they outfitted General James O'Connor's headquarters for the Alaska Highway and Northwester Service Command. His chief of staff recounted that these were the only seats at headquarters for nearly five months.

It is not recorded what type of passenger car was used to accommodate a visit by His Excellency the Earl of Athlone, Governor General of Canada, and his wife, HRH The Princess Alice, when they travelled from Skagway to Whitehorse on September 12, 1943. The visit was an official one – the Athlones were the guests of the Brigadier General O'Connor.

While the Alcan Highway was completed in late 1942, the railway continued to be busy as the primitive state of the dirt highway made trips over the road long and arduous. As well, the railway continued to carry fuel for highway vehicles and airplanes into the Yukon as the Conol Project, which involved the construction of a Skagway-Norman Wells, North West Territory pipeline and refinery, was not completed until the spring of 1944.



Even when completed, sending personnel or materials over the Alcan Highway remained a challenge for many years – thereby keeping the WP&Y in the hands of the US Army until after hostilities ceased. This view shows one of the steep barriers encountered by road transport in the early 1940s. - Douglas N.W. Smith Collection.

Même une fois l'autoroute Alcan terminée, l'utiliser pour envoyer du personnel ou de l'équipement représentera encore un réel défi pendant plusieurs années – l'armée gardant le contrôle du WP&Y bien après la fin des hostilités. On voit ici un exemple de pente abrupte qui compliquait le transport au début des années 40. Collection Douglas N. W. Smith.

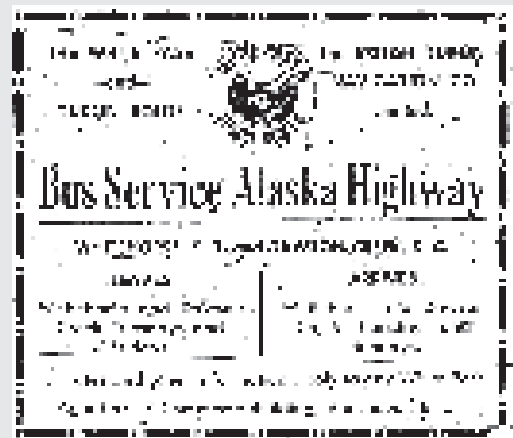
A new wartime service

The British Yukon Navigation Company (BYNC), the steamboat arm of the WP&Y Route in Yukon, entered a new field during the war. The US Army had contracted with Western Canadian Greyhound to operate buses between the Northern Alberta Railway terminus at Dawson Creek, British Columbia and Whitehorse over the completed Alcan Highway effective June 21, 1943. The Army terminated the contract in September 1944 and ran the service itself using five buses that carried only military personnel. Either late in 1944 or early in 1945, the BYNC took over the operation including the five buses. Under this arrangement the military retained priority on seating, but the BYNC could carry civilians when space was available.

In April 1945, the BYNC took delivery of its first new buses. The two Pony Cruiser models were equipped with 100 horsepower Mercury motors and could seat 20 passengers. A third bus and three large White trucks for freight service were expected to arrive early in the summer. At Whitehorse, passenger could continue their trips to Fairbanks, Alaska using O'Harra Bus Lines. The priority accorded to Army personnel for space on the bus ended in October 1945.

During the 1940s, the Dawson-Whitehorse trip took three days with two nights being spent at lodging en-route. The BYNC continued to operate buses until June 1965 when it sold the franchise to Canadian Coachways.

Based on Whitehorse Star, April 12, 1945

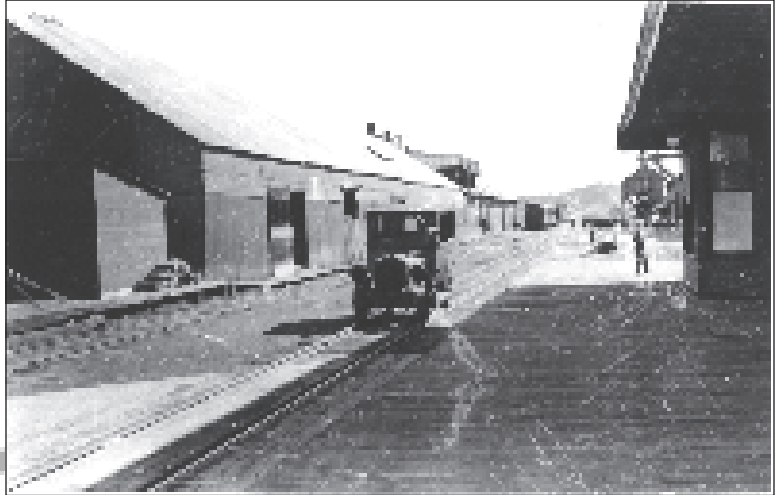


In peace time, an early British Yukon Navigation Company bus paused at the Rancheria Lodge on the famed Alaska Highway in 1948. These early trips were only for the most hardy. – Yukon Archives, Doris Simpson collection 92/18, #3.

La paix revenue, nous sommes en 1948, un bus de la nouvelle compagnie d'autobus, la British Yukon Navigation Company, s'arrête au Rancheria Lodge sur la fameuse autoroute Alcan. À cette époque, seuls les plus audacieux empruntent cette voie. Archives du Yukon, collection Doris Simpson 92/18, no 3.

A small rail inspection railcar was the centre of interest in this photo taken at the Whitehorse station in 1942. The tranquil scene belies the chaotic activity that descended upon the railway once the decision was made to start construction of the Alaska Highway. The vehicle would not survive the war as it was destroyed in an accident. – Yukon Archives, R. A. Cartter fonds, #1555.

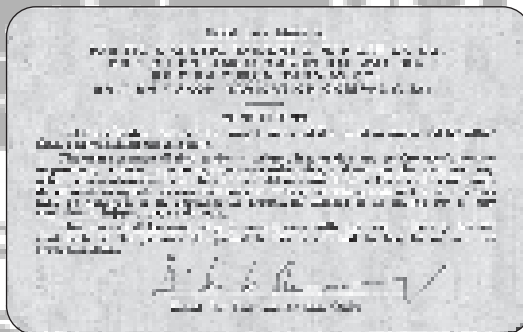
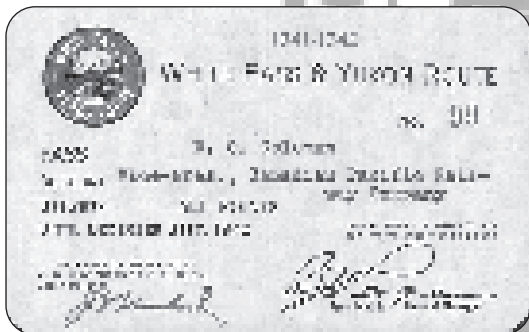
Cette draine d'inspection est la vedette de cette photo prise en gare de Whitehorse en 1942. La scène, très paisible, trahit en réalité l'activité chaotique qui s'empare du chemin de fer lorsqu'on décide de construire l'autoroute de l'Alaska. La draine ne survivra pas à la guerre; elle sera détruite lors d'un accident. Archives du Yukon, Fonds R. A. Cartter, no 1555.



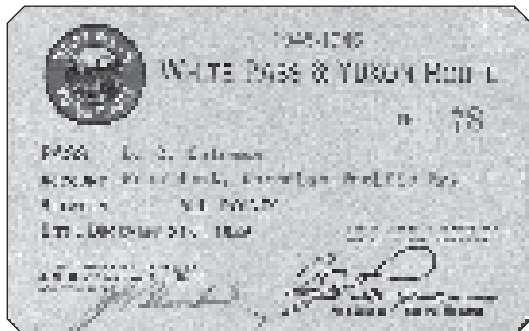
During the period of Army operation, wrecks claimed 6 box cars, 8 flat cars, 3 tank cars, 2 work cars, 1 passenger car and 2 cabooses. This equipment was destroyed in eleven incidents between October 1942 and December 1943. Of the 22 pieces of equipment destroyed, 63% occurred in five wrecks between August 28th and September 30th, 1943. The number and severity of the wrecks probably were a result of the demands being placed upon both man and machine. Surprisingly only

three of the wrecks, involving one car each, occurred on the steeply graded line between Skagway and White Pass. Two other pieces of rolling stock were the victims of accidents: a US Army Fairmont motor car and the WP&Y sixteen passenger Ford fitted for use on the railway.

The Army also condemned the following WP&Y rolling stock as unfit for use: 11 flats, 7 dump cars, 1 box car and 1 tank car.



White Pass & Yukon Route All Points Pass # 99, issued to D. C. Coleman, Vice President of the Canadian Pacific Railway in 1941. A similar pass # 78, was issued to Mr. Coleman as President of the CPR in 1945. Both passes had the accompanying NOTICE of restriction because of the leasing of the WP&Y to the US Army during World War II. Ronald Ritchie.



N O T I C E

En raison de la location de la ligne de chemin de fer White Pass & Yukon Route à l'armée américaine pendant la Seconde Guerre mondiale, les trains de voyageurs ne sont pas assurés par le gouvernement fédéral pour traverser le Rivier Lével.

WHITE PASS & YUKON ROUTE

Laissez-passer no 99 de M. D.C. Coleman, vice-président du CP en 1941 et no 78 de 1945. On devait y joindre un avis de restriction du fait que la ligne était louée à l'armée américaine durant la Seconde Guerre mondiale. Ronald Ritchie.



This may be the same train as presented to the left, the engineering challenges of building the railroad back in the late 1800s are evidenced in this CPR Archives (3467) view.

Le pont à chevalets à la sortie du tunnel (le seul de la ligne) fut sans doute l'endroit le plus photographié sur la ligne du WP&Y. Durant les années de guerre (c. 1942), une 2-8-2 avec son tender marqué USA progresse dans ce paysage magnifique. Archives du CP 3568.

This tunnel (the only one on the White Pass) and trestle location turned out to be probably the most photographed spot on the WP&Y. In the war years c1942, an unidentified 2-8-2 with USA tender markings works through this magnificent scenery. CPR Archives 3568.

Possiblement le même train qu'à la photo précédente; on voit ici les défis que représentait la construction de la ligne à la fin des années 1800 sur cette photo d'archives du CP (3467).



Another war time view of the Dead Horse Gulch viaduct with a USA Army 2-8-2 hauling a mixed train with a WP&Y helper following. CPR Archives 3468.

Un autre moment durant ce temps de guerre : une 2-8-2 de l'armée américaine tirant un train mixte avec une machine d'appoint du WP&Y franchit le viaduc du Dead Horse Gulch. Archive du CP 3468.

Winters were always tough on the White Pass particularly on the section between Skagway and Fraser, BC. To battle the heavy snowfalls, the company purchased Rotary No. 1 from Cooke Locomotive & Machinery Works (Cooke) in 1898. One rotary was not sufficient to battle the snow and Rotary No. 2 was acquired in either 1900 or 1901. Augmenting the rotaries were long snow sheds built in some of the exposed areas where drifting snow could rapidly fill cuts. Two of the largest were at White Pass Summit – a 1,042 foot shed at Mile Post 19.4 and another 1,064 foot shed at Mile Post 21.

To strengthen the snow fighting forces, the US Army purchased Rotary “ON” from the Denver & Rio Grande Western Railroad in 1942. It was one of two built by Cooke for the D&RG in 1889. The “ON” had been

based in Salida, Colorado for use on legendary Marshall and Poncha Passes as well as occasional use on the branch for Gunnison. Each rotary required a crew of four: a pilot, an engineer to control the blades and two firemen. Two or three locomotives had to push the rotary as it could not move on its own. When Rotaries No. 1 and No. 2 were snowed in during February 1943, the WP&Y fired up the No. 3 for the first time.

Making life much more difficult for the railroaders was the incredible winter weather in 1943 and 1944 as continuous storms swept in from the Pacific dumping mountains of snow which thawed when temperatures rose only to freeze as the mercury dipped. The line was closed for 10 days in 1943 and 25 days in 1944.

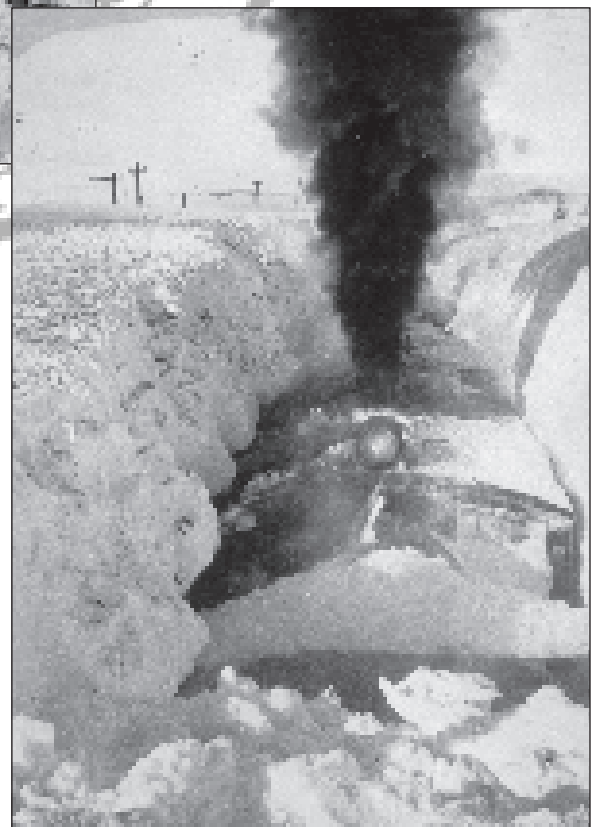


What the rotaries could not clear, manpower had to move! A cadre of US privates shovel out what appears to be a buried piece of rolling stock as the crew on the rotary take a well-deserved break in the winter of 1942-43. Yukon Archives, William Preston fonds, 85/78, #15.

« Ce que les chasse-neige ne peuvent faire, les pelles le feront ». Durant l'hiver 1942-1943, un groupe de soldats américains dégage à la pelle ce qui paraît être un wagon enneigé tandis que l'équipe du chasse-neige profite d'un repos bien mérité. Archives du Yukon, Fonds William Preston 85/78, no 15.

An example of the horrendous operating conditions experienced by the US Army Transportation Corps that battled to keep the narrow railed life-line to the Yukon open in the brutal winters of 1943 and 1944. With only the tops of the pole line showing, the rotary is buried in a trench as it fights to clear the line the track. – Yukon Archives, William Preston fonds, 85/78, #50.

Un exemple des conditions d'exploitation exécrables qu'a connues l'armée américaine pour garder opérationnel le chemin de fer à voie étroite durant les durs hivers de 1943 et 1944. On ne voit plus que le bout du mât de ce chasse-neige enfoui dans une tranchée, qui s'efforce avec peine de dégager la voie. Archives du Yukon, Fonds William Preston 85/78, no 50.



The winter of 1943 was the coldest since 1910. Snowshoe rabbits froze in their lairs, lynx were found dead, anti-freeze hardened in the cans as the temperature plunged to 72 below. When the trains stopped for water, the locomotive wheels froze to the rails. Often they could not move again until a locomotive was sent to push the stuck train. In the yards, engines had to be moved every ten minutes to keep from freezing to the track. The water in the water tanks along the line froze solid.

Captain Richard Neubeger in his article “Highballing at Sixty Below” in the November 27, 1943 issue of the Saturday Evening Post wrote of the bitter conditions: “Couplings that were wet had to be separated with acetylene torches. Metal became brittle and drawbars snapped under the loads. Fire doors in the snorting, straining locomotives were coated with half an inch of frost. Exhaust steam, pouring back into the engine cabs, froze the overalls of the G.I. crews as stiff as planks. Only one injector could be used, the second being turned into the water tank to keep the water from freezing.”

Colonel Wilson and 22 men were on a train doubleheaded by locomotives 81 (the Sumpter Valley 2-8-2) and 62 (a 4-6-0) that became marooned in a snowstorm near the Fraser Loops. With the water towers frozen, the men shoveled snow into the tenders of the two locomotives. When the coal supply gave out, they fed the

locomotives spare ties. Having burnt the last tie, the 23 men found shelter in a small cabin near the track, which had been built to hold no more than six. The wait for rescue proved a long one. After the fourth day, their food supply was nearly exhausted. On the next day, the telegraph line told them that the rescue train from Skagway was frozen to the rails half way up to Fraser. The situation looked grim as the Number 66 (a 4-6-0) and 69 (a 2-8-0) were the only operational locomotives on the line.

It was expected that the 253, one of the Denver & Rio Grande Western engines, would arrive in Skagway around this time. However, the barge carrying this locomotive from Prince Rupert, BC became overloaded with ice and sank near the Chilkoot Barracks at Haines, Alaska, about 16 miles from Skagway. The engine was eventually delivered to Skagway. It seemed not to have suffered any major lingering effects from the incident as the 253 appears on the daily Train Register sheets.

Thankfully a bulldozer dispatched from Carcross successfully crossed the frozen surface of Lake Bennett and got through to the men in the isolated cabin with food and supplies. The line, however, remained closed until engine 71 pushing one of the rotaries got through from Skagway, 11 days after Wilson and his men were stranded.

Two heritage photos of the WP&Y rotary No. 1 show the unit at work in 1899. The top view shows the narrow ledge that the railway occupied for many miles as it worked its way from the Pacific coast at Skagway to White Pass. The heavy snow, close confines and omnipresent danger of falling ice and rocks made this section of the line particularly difficult for railroaders to keep open. – Yukon Archives, H. C. Barley fonds, #5446 (top) and #5451 (bottom).

Deux photos d'archives du chasse-neige no 1 du WP&Y au travail en 1899. La photo du dessus montre l'étroitesse de la corniche que la voie emprunte sur plusieurs kilomètres en s'éloignant du Pacifique, de Skagway à White Pass. La neige abondante, les passages étroits, et le danger permanent de chutes de glace et de rochers rendent la tâche particulièrement difficile pour les cheminots qui doivent assurer le passage sur cette partie de la ligne. Archives du Yukon, Fonds H. C. Barley, no 5446 (première photo) et no 5451 (deuxième photo).



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Perils of the Rotary

The most serious [accident up to 1908] was the derailment of rotary No. 2 by an avalanche near Milepost 18 at noon on Sunday, February 12, 1906. Simpson (Rotary Bill) was the engineer in charge of the rotary, and locomotives Nos. 61 and 62 (two of our biggest) were pushing him through a five foot snow bank at the rate of about five miles an hour, when suddenly the snow on the mountainside above began to slide. Before the locomotives could back the rotary clear, she was caught in the avalanche and carried with it off the track and over the side of the mountain. Luckily she broke her coupling to the leading locomotive, so both locomotives remained on the track. The avalanche in striking the rotary turned her clear over, and she was left with her "feet" (as they call

locomotive wheels) in the air. Simpson was not hurt, but his fireman and another man on pilot duty in the rotary were slightly injured. However, a few days in our hospital at Skagway set them right. The tender of the rotary was got back on the track again, but the rotary itself had to be taken to pieces where it lay in the deep snow on the side of the mountain, as there was danger of starting the snow sliding again if any attempt were made to right the rotary preliminary to hauling her up on the track again. The pieces, of course, were rebuilt at our Skagway shops, so that in a few days Rotary No. 2 was back in service again, none the worse for her slide down the mountain.

On the White Pass Pay-Roll, S. H. Graves, Lakeside Press, 1908

ROTARIES IN SERVICE Jan 25 to Feb 27, 1944			
Rotary	#1	#2	#3
Jan 25	X	X	
Jan 26	X	X	
Jan 27	X	X	X
Jan 28			
Jan 29	X		X
Jan 30		X	X
Jan 31	X		
Feb 1	X		X
Feb 2			
Feb 3		X	X
Feb 4	X		
Feb 5		X	
Feb 6		X	
Feb 7	X	X	
Feb 8	X		
Feb 9		X	
Feb 10	X		
Feb 11			
Feb 12		X	X
Feb 13			
Feb 14		X	
Feb 15	X	X	
Feb 16	X	X	
Feb 17		X	X
Feb 18	X		
Feb 19	X	X	
Feb 20	X	X	
Feb 21	X	X	
Feb 22	X	X	
Feb 23	X	X	X
Feb 24	X	X	X
Feb 25	X		
Feb 26	X		
Feb 27	X	X	
Total	22	21	9

Source: WP&Y Register of Trains Arriving

The next day Rotary No. 1 succeeded in plowing its way to the [snow] shed at White Pass, followed by [two locomotives pulling] the tool car. [From the description it appears that Rotary No. 1 then returned to Glacier – Ed.] Work was begun immediately on the wreckage within the shed. One engine was put back on the track, but was derailed again and it became necessary to jack it back on the track. While the crews were working the wind came up hard again, snowing in the tool car and its two locomotives. Rotaries No. 1 and No. 3 tried to reach them from Glacier, but upon uncoupling to cross the bridge at Dead Horse Gulch, a snow slide came down and stalled No.1. In trying to break loose, a drawbar on one of the locomotives was broken and the caboose derailed across the track. Rotary No. 3 had to return to Glacier to prevent being drifted in.

The story of the next twelve days was a repetition of what happened during the preceding days, a struggle to get through to the shed at White Pass and clear the track. But the rotaries could offer little help, for each day they themselves had to fight against the snow and ice. They appeared to be fighting a losing battle.

Finally, on February 14th, a triple-header pushing Rotary No. 3, succeeded in reaching Whitehorse and the line was once more open – 18 days after the original traffic interruption at White Pass. There were 100 accumulated loads in Skagway yard by that time or approximately 2,000 tons of freight. The yards were clear the morning of February 21st and all damaged equipment repaired and back in service.

Reading Railroad Magazine, September 1944

Surprisingly, the dispatcher sheets have been preserved from this period. For the period from January 25 to February 29, 1944, there were 552 locomotives dispatched. Surprisingly, the four yard goats in steam put in the heaviest use. Ex Klondike Mines 4 operated 29 of the 36 days during this period and averaged 2.6 shifts each of the days it was fired up. Two of the three ex-Silverton and Northern locomotives worked in the period and averaged 2 shifts for each of the 61 days the pair worked. Even one of the two oldest locomotives on the roster, ex-Colorado & Southern engine 21, averaged 1.5 shifts each of the 8 days it worked.

LOCOMOTIVE SERVICE ON WP&Y ROUTE FROM JANUARY 25 TO FEBRUARY 29, 1944

Loco Number	Origins	NUMBER OF SHIFTS OPERATED					Average Shifts Per Day	Comments
		Road Service	Helper	Rotary	Switcher	Total		
4	Ex KMR				74	74	2.6	Incredible performance! Worked three shifts on 18 days, 2 shifts on 8 days and 1 shift on 2 days
10 and 14	Ex ET&WNC					Nil		Out of service account of fire damage
20 and 21	Ex C&S				12	12	2.0	20 did not steam in this period
22 to 24	Ex SN				122	122		22 did not steam in this period
61 to 62	WP&Y					12	1.5	61 did not steam in this period
66 and 69	WP&Y							Neither in steam in this period
70 and 71	Ex SV			47		47	1.1	
80 and 81	WP&Y			45		45	1.0	
152	Ex AR							Did not steam in this period
190 to 200	USATC	96	45	10		151	1.3	
250 to 256	Ex D&RG	9	88	4		101	1.4	
Total		105	133	106	208	552		

Abbreviations:
 AR = Alaska Railroad
 C&S = Colorado & Southern
 D&RGW = Denver & Rio Grande Western
 ET&WNC = East Tennessee & Western North Carolina
 KMR = Klondike Mines Railway
 SN = Silverton Northern
 SV = Sumpter Valley
 USTAC = United Station Army Transportation Corps
 Note: * Average Shifts Per Day Operated = total number of shifts divided by the total number of days the locomotive(s) steamed

The road power and helpers were all 2-8-2 engines. Rotary No. 1 was usually pushed by locomotives 70 and 80, while rotary No. 2 was followed by locomotives 71 and 81. Rotary No. 3 used what power was available including 70, 80, 190 and 250 series engines in various combinations. Over the 35 days that the line was snowed under, the No. 1 worked for 23 days, the No. 2 for 22 days and the No. 3 for nine days. The new United States Army Transportation Corps Mikados were most often in the lead position on revenue trains, while the ex Denver & Rio Grande locomotives were generally used as helper power. A summary of the service rendered by the fleet is shown in the table.

By 1944 traffic levels had decreased and most of the second hand locomotives were withdrawn from service. The combination of heavy use, minimal maintenance and storage in the damp salty air at Skagway left many of the locomotives unfit for any further railway service. The D&RG 2-8-2s were shipped to Washington State during 1944 and all were scrapped by 1946. After the war, the ex-Alaska Engineering Commission 4-6-0 was sold to a scrap dealer in Stockton, California. Passing through the hands of several private owners, it became the property of the Huckleberry Railroad at Flint, Michigan in 1975. Assigned the number 2, this handsome locomotive operates regularly at Crossroads Village hauling vintage passenger cars during the summer months.

The two 4-6-0s from the East Tennessee & North Western, USA 10 and 14, had a short career on the WP&Y. Both were severely damaged in an engine fire at Whitehorse on Christmas Day 1943 and were not repaired.

The pair of Sumpter Valley 2-8-2s were purchased by the WP&Y after the war and remained in service until the end of steam in 1963. After years in storage, they were moved back to Oregon in 1977 by the Sumpter Valley Railway and Railroad Restoration group. Today, the 81, renumbered to its original Sumpter Valley number, steams again.

The US Army 2-8-2s had a chequered history. The army moved the 198, 199 and 200 to Washington State. These were sold to the Hacienda Casa Grande Railway in Peru in 1948. The WP&Y purchased the 190, 192 and 196 in 1946 and they remained in operation until the late 1950s. The WP&Y sold the 190 to the Tweetsie Railroad in North Carolina in 1960. The 192 went to the Rebel Railroad and later Dollywood Theme Park in Tennessee. These latter two locomotives are still in operation. The 196 was dumped as fill into the Skagway River in 1967. The Army scrapped sisters 191, 193, 194 and 197 in 1951. Locomotive 195, which appears to have been abandoned by the military, was placed on display in Skagway in 1962.

Doughty little 4, the ex Klondike Mines 2-6-2 remained in service on the WP&Y after the war ended. It was sold to a group in Milwaukee, Wisconsin in 1955. After passing through various owners, it is listed in operational status on at Dry Gulch USA near Pryor, Oklahoma.

The Plymouth switcher 3 was acquired by the WP&Y in 1946. It proved to be the longest lived of the American locomotives on the railway remaining in service until a fire in the Skagway shops damaged it in 1969.

**WHITE PASS & YUKON ROUTE:
TRAIN REGISTER EXTRACTS FOR
JANUARY 26, 1944**

Loco Number	Duty	Conductor	Engineman
192	Regular	Hendricks	Connors
255	Helper	Smith	Jackson
256	Helper	Biska	Buckley
196	Regular	Nightingale	Burnett
254	Helper	Barkley	Burrell
250	Helper	Kaldar	Grumston
190	Regular	Lusback	Burn
252	Helper	Nichols	Green
253	Helper	Byrnis	Cole
197	Regular	Illegible	Lambetto
200	Helper	Glover	Collins
251	Helper	Illegible	Craddock
Rotary #1	Rotary	Castello	Drummer
70	Pusher	Illegible	Nichols
80	Pusher	Illegible	Sayner
Rotary #2	Rotary	Shelby	Illegible
71	Pusher	McVey	Burgess
81	Pusher	Durham	Chambers
24	Switcher	Hanson	Kincaid
24	Switcher	McVey	Burgess
24	Switcher	Durham	Chambers
62	Switcher	Latham	Illegible
4	Switcher	Ballas	Snow
4	Switcher	Kallar	Schmartz
4	Switcher	Jordan	Bean
70	Shuttle	Anderson	Anderson
23	Switcher	Hall	Not entered
23	Switcher	Illegible	Roberts

A total of 28 crews, 26 locomotives and 2 rotaries were dispatched. It appears that two crews were called twice in the same day.

As for Rotary No. 3, it last was used by the WP&Y in 1947. After years of storage in the Skagway yards, the railway unceremoniously dumped it into the bank of the Skagway River as fill in 1968. It and two steam locomotives were dug out of the embankment two decades later. No clear information could be found as to the present whereabouts of the remains of the rotary. WP&Y Rotaries No. 1 and No. 2 remained in used until 1963 when they were replaced by bulldozers. After spending many years on display in Skagway and Lake Bennett, No. 1 was rebuilt in 1996 and sees occasional service on the grade up the White Pass in the late spring. Sister No. 2 is on display at Breckenridge, Colorado, masquerading as Denver, Leadville & Gunnison Railway No. 1.

WP&Y rail superintendent retires after long and faithful service

Mr. V. I. Hahn, at the end of this month, leaves the employ of the WP&Y Route in a few days with over 47 years of service. Coming to Skagway to work in the draughting office of the company in May of 1898, he was intimately connected with the location and construction of the railway, becoming Chief Engineer shortly after the construction was over. In 1906, he was promoted to Superintendent, which position he still holds. In this position he has combined operating and engineering. He is a graduate engineer and obtained part of his professional education in Europe.

Not knowing whether Mr. Hahn may be sensitive about his exact years, we will only say that he

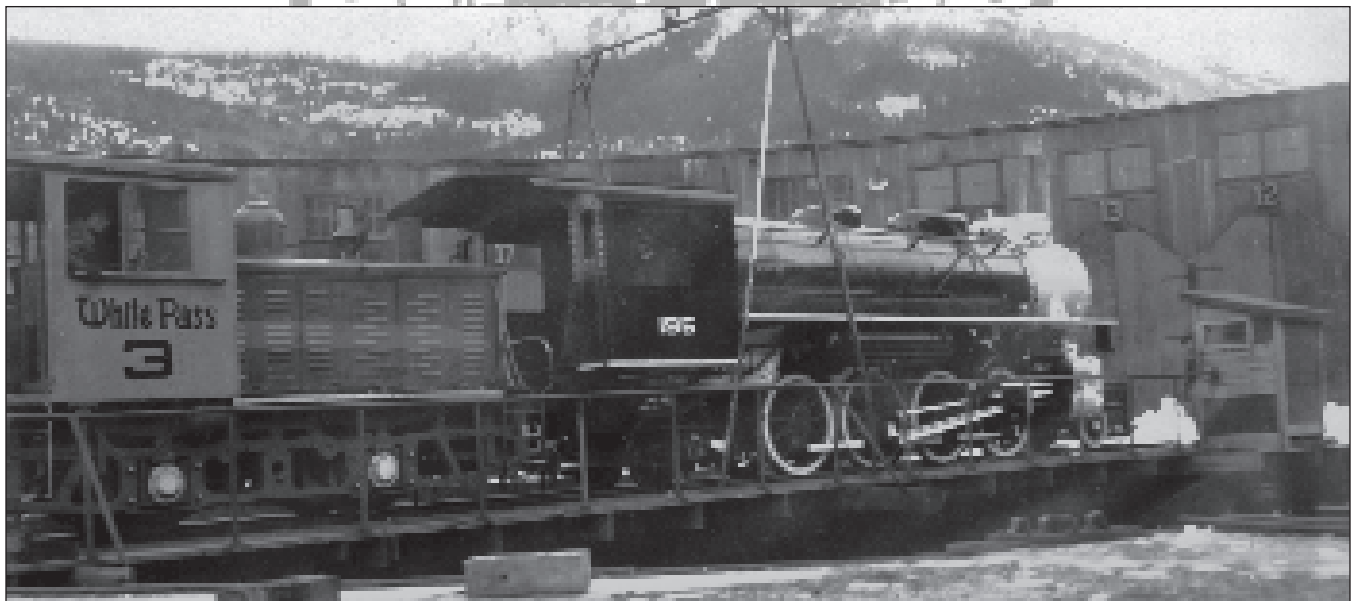
is considerably over three score and ten years. The White Pass people tell us that if it had not been for the war, Mr. Hahn would have retired before, but when the railway was called upon to handle the enormous tonnage that it has in the past three years, Mr. Hahn agreed to remain and, with his nearly half a century of experience on the railway, assist the military in their operation. Now that the necessities allow it, he has tendered his resignation.

Mr. H. J. Tierney has been appointed Superintendent of the Rail Division effective June 1, 1945.

Source: Whitehorse Star, May 25, 1945

Clifford Rogers, the President of the WY&Y Route, summed up the wartime experience as follows: "The soldiers had a lot of difficulty when they first started. They didn't believe that this was the toughest 110 miles of track in the world. And they didn't know what an Arctic

winter could be like. But today they are doing a remarkable job. I venture to say that the 770th will occupy a place in the history of the Yukon right alongside Klondike Mike, the Mounties, Ma Pullen and Dan McGrew and that's some place indeed."



US Army Transportation Corps 195 was donated to the Skagway Museum as a memento of the valiant work done by its personnel along the WP&Y during World War II. The WP&Y shop diesel moves the engine out of the Skagway roundhouse on February 14, 1962. – Yukon Archives, White Pass & Yukon Route fonds, 94/58 B.8, #f.3#3.

La locomotive 195 de l'US Army Transportation Corps est offerte au musée de Skagway en souvenir du travail courageux que le personnel du WP&Y a réalisé durant la Seconde Guerre mondiale. Elle sort de la rotonde du WP&Y de Skagway tirée par le diesel de l'usine, le 14 février 1962. Archives du Yukon, Fonds White Pass & Yukon Route, 94/58 B.8, #f.3#3.

Acknowledgement: The author would like to extend his deep appreciation and thanks to the staff of the Yukon Archives for their invaluable assistance with research material and photographs for this article.

Stan's Photo Gallery

JULY – AUGUST 2011

By Stan Smaill

French Version, Michel Lortie

Introduction

The lure of Klondike gold attracted tens of thousands to what would become White Pass and Yukon country back in the last years of the nineteenth century. One of those hopeful souls seeking instant riches was my grandfather's brother, Uncle George Smaill who travelled to the Klondike in 1898. The details of Uncle George's prospecting efforts are sketchy, but apparently he worked with the construction crews building the White Pass and Yukon. It seems that George failed as a prospector and took the railway job to finance his return to Quebec. About the only thing George brought back from his Klondike experience was a set of gilt edged White Pass and Yukon playing cards passed on to me by my father and recently donated to the Canadian Railroad Historical Association. These cards are remarkable as archival railway photo material since the back of each card (except for the Joker!) features a White Pass and Yukon railway scene made from a glass plate negative taken between 1898 and 1900.

To complement Douglas Smith's account of wartime operations, this issue's Photo Gallery features a selection of White Pass and Yukon images taken through the years by a variety of Canada's best railway photographers. All aboard for the Yukon!

Les photos de Stan

JUILLET – AOÛT 2011

Par Stan Smaill

Version française : Michel Lortie

Avant-propos

À la fin du 19^e siècle, une véritable frénésie s'empara de milliers de personnes qui partirent vers le Klondike à la recherche de mines d'or. L'un de ces optimistes chercheurs d'or était le frère de mon grand-père paternel. Ce grand-oncle, George Smaill, partit pour le Klondike en 1898. L'histoire ne dit pas très bien ce qui lui est arrivé, mais on sait qu'il a travaillé à la construction du chemin de fer White Pass and Yukon. En effet, « l'oncle George » n'a apparemment pas trouvé d'or et il a dû accepter ce travail pour s'acheter un billet de retour au Québec. Tout ce qu'il put rapporter de ce voyage est un paquet de cartes à jouer émises par le White Pass and Yukon (WP&Y); ce paquet m'a été légué par mon père et j'en ai moi-même fait don à l'ACHF. Ces cartes ont une valeur historique, car, à l'endos de chacune (à l'exception du joker), on trouve une photo d'un paysage traversé par ce chemin de fer. Ces photos remarquables ont été prises entre 1898 et 1900, en utilisant la technologie des plaques de verre de l'époque.

Comme complément à l'article de Douglas Smith sur les chemins de fer en temps de guerre, nous vous montrons ici une magnifique collection de photos du chemin de fer White Pass and Yukon, prises par les meilleurs photographes ferroviaires du Canada. En voiture pour le Yukon!



Engineer Ripuzzi and fireman pose on WP & Y steam locomotive 73 at Bennett, British Columbia in June 1959. Omer Lavallee, Ronald Ritchie collection.

M. Ripuzzi, le conducteur de la locomotive 73 pose devant celle-ci avec son chauffeur, à Bennett, Colombie Britannique en Juin 1959. Omer Lavallée, collection Ronald Ritchie.

The White Pass and Yukon playing cards that George Smaill brought back from his Klondike exploits in 1900 are pictured here. Gilt edged and very ornate, cards such as these were popular promotional items offered by railways back in the day. J.P. Viaud, CRHA Archives.

Les cartes à jouer rapportées de son séjour au Klondike par George Smaill en 1900. À cette époque, de telles cartes, avec leur tranche dorée et leurs illustrations à l'endos, étaient un cadeau publicitaire très populaire souvent offert par les sociétés de chemin de fer. J.P. Viaud, archives SCHF.



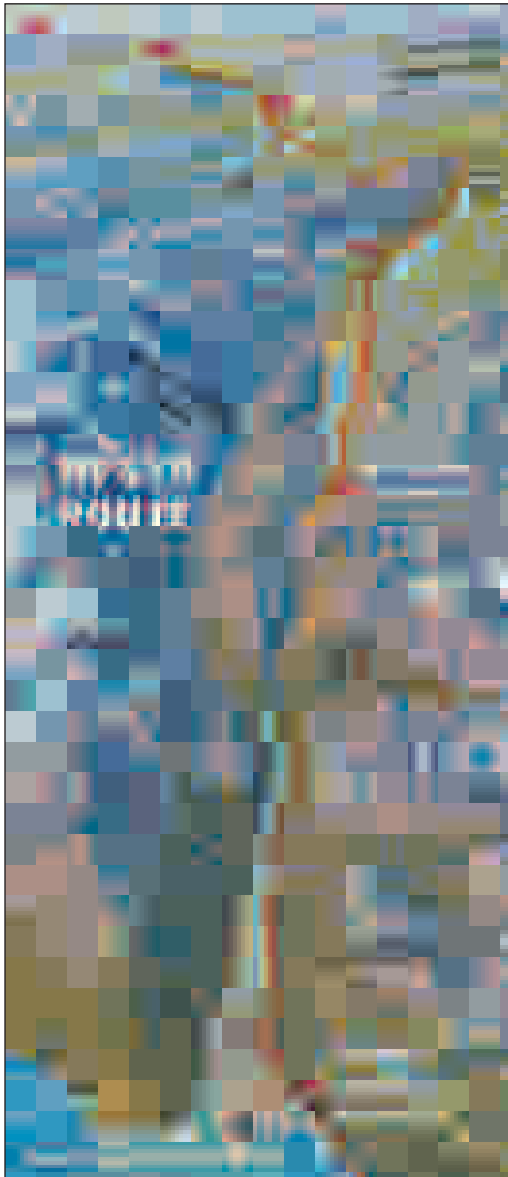
Glass plate negative photographs were used on the back side of a White Pass and Yukon playing card. This one shows the first passenger train over the WP&Y to reach Summit on February 20, 1899. J.P. Viaud, CRHA Archives.

Photo d'époque, prise sur une plaque de verre, et reproduite à l'endos d'une carte à jouer. On y voit le premier train à franchir le plus haut sommet du chemin de fer WP&Y, le 20 février 1899. J.P. Viaud, archives SCHF.

George Smaill acquired this playing card photo showing a passenger train stopped at the summit of White Pass circa 1899. White Pass was named for Canadian Minister of the Interior, Sir Thomas White. J.P. Viaud, CRHA Archives.

Photo à l'endos de l'une des cartes à jouer rapportées par George Smaill et montrant un train de passagers arrêté au sommet du défilé White vers 1899. Ce défilé a été baptisé en l'honneur du ministre canadien des Affaires intérieures d'alors, Sir Thomas White. J.P. Viaud, archives SCHF.





Colour Map of the White Pass & Yukon Route
Courtesy of the WP&Y.

Carte topographique en couleur montrant la ligne du White Pass and Yukon, offerte par WP&Y.



Two C-C GE's bracket Alco 101 as they pilot a WP&Y excursion train over the new bridge over Dead Horse Gulch. In the distance is the original cantilever bridge that was built in 1901 and replaced with the new one in 1969. Wouter Radstake.

Deux locos diesel de type C-C de GE encadrant l'Alco 101 sont en tête d'un train touristique traversant le nouveau pont sur le Dead Horse Gulch. On peut voir à l'arrière-plan l'ancien pont construit en 1901 et remplacé en 1969. Wouter Radstake.



WP&Y GE 91 leads an Alco cousin and another GE on a southbound excursion train over bridge 15C. Number 91 was one of eleven units built by General Electric between 1954 and 1966. Interestingly, they featured a small 251 Alco diesel engine. Wouter Radstake.

La locomotive diesel 91 avec une Alco et une autre GE en tête d'un train touristique qui traverse le pont à chevalet 15-C. Cette loco fait partie d'un groupe de onze du même modèle construites par GE entre 1954 et 1966, toutes munies d'un petit moteur diesel de type 251 fabriqué par Alco. Wouter Radstake.



Like a time machine. WP&Y 2-8-0 69 emerges from the tunnel at bridge 15c with a southbound excursion train. The 2-8-0 69 was built by Baldwin in June 1908. After retirement from the WP&Y in 1956, went to the famous Black Hills Central tourist railroad in South Dakota. Later it was displayed at the Stuhr Museum of the Prairie Pioneer at Grand Island, Nebraska before returning to the White Pass as an operating exhibit in 2005. Wouter Radstake.

Tel un fantôme revenant du passé, la loco vapeur 2-8-0 69 du WP&Y émerge d'un tunnel pour engager son train touristique sur le pont 15-C. Cette locomotive, construite par Baldwin en juin 1908, fut retirée en 1956 et vendue au chemin de fer touristique des Black Hills Central au Dakota du Sud. Elle fit ensuite partie de la collection du musée Stuhr à Grand Island, Nebraska, et fut reprise par le WP&Y. Il la remit en état de marche en 2005 et l'utilise maintenant pour tracter certains trains touristiques. Wouter Radstake.

The 2-8-2 73's whistle calls across Fraser Lake as it handles a short excursion train between Skagway, Alaska and Bennett, B.C. The Mikado is one of two steam locomotives presently operating on the WP&Y. Built by the Baldwin Locomotive Works in May 1947, it remained on the active roster until 1968 when was sent to Bennett, B.C. as a static exhibit. The 73 returned to service hauling White Pass excursion trains in 1988. WP&Y.

Le sifflet de la loco vapeur 2-8-2 73 raisonne sur l'immensité du lac Fraser, alors qu'elle amène un court train touristique entre Skagway Alaska et Bennett, Colombie-Britannique. Cette Mikado, construite par Baldwin en mai 1947 et l'une des deux locos vapeur utilisées par le WP&Y, fut en service constant jusqu'en 1968, puis elle fut mise au rancart et utilisée comme pièce de musée en gare de Bennett. Elle fut remise en état de marche en 1988 pour tracter certains trains touristiques. Photo WP&Y.





The ever-itinerant Ken Goslett made the WP&Y a mission for his photographic talents before the end of regular White Pass freight and mixed train service in 1982. In this view from 1972, containers follow GE 99 out of Bennett, B.C. Locomotive 99 is one of the last three GE's built for the White Pass in 1966 and displays the very attractive green/yellow paint scheme complete with 'Thunderbird' emblem on the nose. Ken Goslett.

En 1972, Ken Goslett voulait absolument prendre en photo souvenir les trains de marchandises sur le WP&Y. Avant la fin de ce service en 1982, la locomotive diesel GE 99 est ici en tête d'un train de conteneurs en provenance de Bennett, C.-B. Cette loco est la dernière d'une commande de trois construites par GE en 1966; elle arbore la belle livrée vert et jaune et le fameux emblème de l'oiseau de tonnerre. Ken Goslett.

Engine 95 was the lead unit in a three GE lashup at Bennett, B.C. in July 1980 on the scheduled Whitehorse to Skaway passenger train. Before the completion of the White Pass highway, even Greyhound buses would be ferried by train as evidenced in this photo. Ken Goslett.



En juillet 1980, la loco diesel 95 et deux autres semblables en gare de Bennett, C.-B., avec le train de passagers entre Whitehorse et Skagway. Avant la construction de la route du défilé White, même l'autobus Greyhound devait voyager par train! Ken Goslett.



In spring 2011, the White Pass ran one of the most unremarked, but possibly most fascinating, steam operation of the decade. The 1898 Cooke rotary snow plough, 2-8-2 73 and 2-8-0 69 were all fired up to clear the 20 miles of main line between White Pass Summit and Bennett. This venture was a training session to teach younger folk how to operate the rotary, but I think a fun time was had by all! Clinging to the side of the mountain at Clifton, the rotary entourage makes its way toward the high country snows. Ken Storey.

Au printemps 2011, le WP&Y devait enlever la neige accumulée au sommet du défilé White. Pour ce faire, ont fit appel à un chasse-neige rotatif construit par Cooke en 1898 ainsi qu'aux deux locos vapeur 69 et 73. Ces pièces de musée provenant d'un autre âge furent mises en service pour déblayer plus de 20 milles de voie entre le sommet et Bennett. L'aventure fut bien appréciée par les jeunes travailleurs ainsi que par les plus âgés. On voit ici le train qui s'accroche au flanc de la montagne à Clifton. Ken Storey.

In a scene that could be from the post gold rush era in the late 1890s, rotary No. 1 attacks the new snow just north of Canadian Shed, B.C. Photographer Storey snow shod for over a mile to make this spring 2011 photo! Ken Storey.

Sur cette photo, qui aurait pu être prise au début du siècle dernier, le chasse-neige rotatif à vapeur et les deux locos vapeur du WP&Y s'attaquent à un énorme banc de neige en pleine montagne. Le photographe a dû faire une marche en raquettes de plus d'un mille pour prendre cette photo. Ken Storey.





Rotary No. 1 slakes her thirst at Fraser, B.C.'s enclosed water tank on the great White Pass rotary expedition of spring 2011. The 2-8-2 73 will get her turn next followed by 2-8-0 69. Ken Storey.

Le chasse-neige rotatif à vapeur no 1 se ravitaille en eau au château d'eau isolé de Fraser, Colombie-Britannique, au printemps 2011. Après, ce sera le tour des locomotives 2-8-2 73 et 2-8-0 69. Ken Storey.



White Pass & Yukon 69 with a photo freight runpast at Glacier, MP 13.8 on the American Subdivision. Kevin Dunk.

La locomotive à vapeur 69 pose pour le bénéfice des photographes, avec un court train de marchandises au point milliaire 13.8 de la ligne du côté américain en Alaska. Kevin Dunk.



Riding high and behind Alcos at that! Twin 1969 WP&Y Alcos lead a southbound excursion train over a wooden trestle on the descending grade from White Pass to Skagway. The grade between Skagway and White Pass summit is as steep as 3.9 per cent in places. WP&Y.

En pleine montagne avec deux diesels Alco! Un train touristique traverse un pont à chevalet sur la ligne entre le défilé White et Sakagway, Alaska. La pente entre le sommet du défilé et Skagway atteint en certains endroits un dénivellement aussi prononcé que 3,9 %! Photo WP&Y.

Four GE's haul a Skagway bound passenger train over the wooden trestle near White Pass Summit over the retaining wall that holds the mountain back. The WP&Y was designated as a Historic Civil Engineering Landmark in 1994. This is an honour shared by just 36 world civil engineering marvels such as the Eiffel Tower, the Statue of Liberty and the Panama Canal. Edward Danskin.

Quatre locomotives diesel GE type C-C emmènent un train de passagers en direction de Skagway. Il traverse un pont à chevalet en bois ainsi qu'un mur de soutènement tout près du sommet du défilé White. Le chemin de fer WP&Y a été nommé en 1994 l'une des grandes réalisations mondiales en matière d'ingénierie en compagnie de 36 autres œuvres aussi prestigieuses que la tour Eiffel, la statue de la Liberté et le canal de Panama. Edward Danskin.





Magnificent mountain vistas that only the WP&Y can provide dwarf a Skagway bound excursion train hauled by a pair of 1969 Alcos. This is the railroad that Uncle George Smail helped build back in 1900! Philip Wormald.

Au milieu de ce magnifique paysage de montagnes, comme seul le WP&Y peut en offrir, un train tracté par deux diesels Alco construites en 1969 passe sur ce chemin de fer que l'oncle George Smail a aidé à construire au début du siècle dernier! Philip Wormald.

A trio of diesels, 95-110-92, haul lengthy excursion train 21 across bridge 14A at Glacier bound for Fraser, B.C. Kevin Dunk.



Une équipe de trois locos diesel, deux GE et une Alco emmène le train touristique 21 qui traverse un pont à chevalet entre Glacier et Fraser en Colombie-Britannique. Kevin Dunk.



Canadian Pacific Steamships service up the British Columbia and Alaska coast included a stop at Skagway, Alaska. The company's office is on the right in this 1930's view showing a WP&Y train chugging down Broadway Street. During World War II, the line was moved off the street, two blocks to the left. Canadian Pacific Archives M 1530.

Pendant de nombreuses années, la Canadian Pacific Steamship faisait du cabotage le long des côtes de la Colombie-Britannique et jusqu'à Skagway en Alaska. Sur cette photo datant de 1930, on peut voir son bureau de la rue Broadway, avec un train circulant au milieu de celle-ci. Durant la Deuxième Guerre mondiale, le chemin de fer fut déplacé à la gauche de cette rue. Archives Canadian Pacific, M1530.

The late Omer Lavallee made a trip to the White Pass & Yukon from June 20 to 23, 1959. During that four day stay he recorded several images of both steam and diesel action on the railway. Here we see Baldwin 2-8-2 72 at Whitehorse, Yukon Territory. It was acquired new in 1947 and retired in 1964 for use as a stationary boiler. Its remains are now at Pigeon Forge, Tennessee. Omer Lavallee, Ronald Ritchie collection.

Au cours d'un voyage de quatre jours dans la région, en 1959, feu Omer Lavallée prit de nombreuses photos de locomotives diesel et à vapeur au travail sur les voies du WP&Y. On voit ici la 2-8-2 72 en gare de Whitehorse, Yukon. Construite par Baldwin en 1947 et mise au rancart en 1964, elle fut utilisée comme bouilloire stationnaire; ce qu'il en reste est maintenant rendu à Pigeon Forge au Tennessee. Omer Lavallée, collection Ronald Ritchie.





Another Baldwin, this time the 73, backs its freight train onto the southbound diesel hauled passenger train for the run over the White Pass to Skagway. Omer Lavallee, Ronald Ritchie collection.

Une autre loco construite par Baldwin, la 73, recule son train de marchandises afin de l'accoupler à la locomotive diesel d'un train de passagers avant de s'attaquer, toutes les deux, au défilé White en direction de Skagway. Omer Lavallée, collection Ronald Ritchie.

The silhouette of the open vestibule coach frames this image of mirrored mountains in Lake Bennett. This is just one example of the beautiful scenery that has made the White Pass Route one of the world's top railway excursions. Omer Lavallee, Ronald Ritchie collection.

La silhouette du toit abritant la plateforme à découvert d'un wagon de passagers encadre un merveilleux paysage se reflétant dans le lac Bennett. Cette très belle photo montre le genre de paysages de montagnes qui ont fait la réputation internationale de ce chemin de fer touristique. Omer Lavallée, collection Ronald Ritchie.





It looks like the rail enthusiast on top of a wooden narrow gauge box car getting ready to make an image of GM 93 and freight train in Whitehorse. The GM locomotive fleet consisted of 11 units numbered 90 to 100. All are still in active service to our knowledge. Omer Lavallee, Ronald Ritchie collection.

On dirait un amateur de train perché sur le wagon et qui s'apprête à prendre en photo la diesel 93 et son train de marchandises à Whitehorse, Yukon... La flotte de locos diesel construites par GE totalisait onze unités numérotées 90 à 100; en autant que je sache, elles sont encore toutes en service sur le chemin de fer WP&Y. Omer Lavallée, collection Ronald Ritchie.



Outside and inside views of wooden WP&Y cars – note the coal stove in the corner of parlour car 240. Omer Lavallee, Ronald Ritchie collection.

Vues de l'extérieur et de l'intérieur des wagons de passagers construits en bois au 19e siècle. On chauffait chaque wagon à l'aide d'une petite fournaise alimentée au charbon. Omer Lavallée, collection Ronald Ritchie.



Celebrating Canada's First Steam Railway

By Douglas N. W. Smith

French Version, Denis Vallières

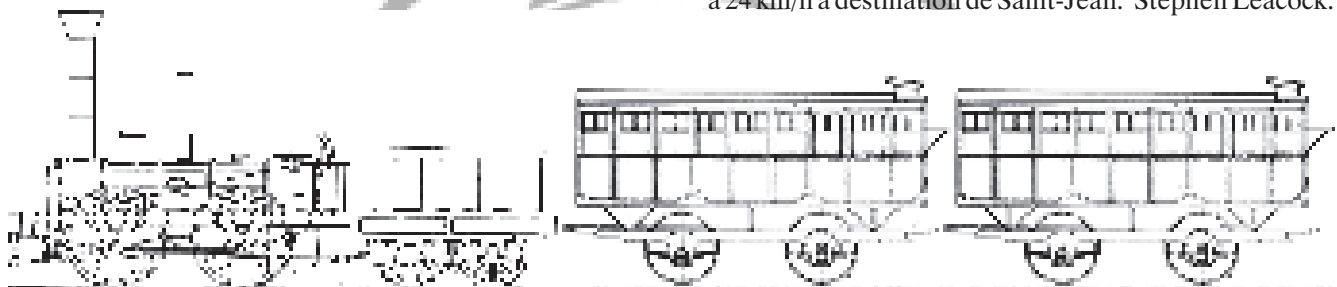
Commémoration du premier chemin de fer à vapeur au Canada

Par Douglas N. W. Smith

Traduit en français par Denis Vallières

There is the scene under the trees – the train on its toy track of wood with strips of iron, its engine thirteen feet long, its two quaint cars like wooden playhouses, and all about its sylvan scene of bright uniforms, gay crinolines, gentlemen in top hats, Lord Gosford, the Governor General, and off at fifteen miles an hour to St. Johns - Stephen Leacock.

Imaginez la scène : sous des arbres, un train repose sur des rails faits de bois et recouverts de lamelles de fer. Un engin de 4 m de long est en tête de deux curieuses voitures évoquant des maisons de poupées en bois. Dans ce décor sylvestre, de flamboyants uniformes, de joyeuses crinolines, des gens avec hauts-de-forme et un gouverneur général, Lord Gosford, se préparent à rouler à 24 km/h à destination de Saint-Jean. Stephen Leacock.



This year marks the 175th anniversary of the dawn of the steam railway in this country. The story of the Champlain and St Lawrence Rail Road (C&StL) has been extensively documented in the pages of this journal over past decades. On July 21, 1836, the small steam ferry Iron Duke brought His Excellency the Governor the Earl of Gosford, assorted politicians and public figures from Montreal to Laprairie, Quebec (on the south shore of the St. Lawrence River opposite Montreal). From that point, a small 0-4-0 Stephenson type locomotive called the Dorchester hauled a passenger train the 16.5 miles to St. Johns (now St. Jean sur Richelieu) launching the steam railway era. The C&StL quickly replaced the bone jarring stagecoaches saving several hours of travel time for those journeying from New England and New York points to Montreal. It was essentially a portage railway short circuiting the long round about Richelieu / St. Lawrence River water route via Sorel, Quebec.

THE CHAMPLAIN AND ST. LAWRENCE RAILROAD COMPANY.

An arrangement with the Steamer PRINCESS VICTORIA, will be prepared to convey Passengers between MONTRÉAL and ST. JOHNS, on MONDAY, the 21st inst., as follows:—

<p>Steamer.</p> <p>FROM MONTRÉAL.</p> <p>6 o'clock, a. m.</p> <p>9 do p. m.</p> <p>4 do p. m.</p>	<p>Locomotive.</p> <p>FROM ST. JOHNS.</p> <p>8 o'clock, a. m.</p> <p>9 do p. m.</p>
<p>Locomotive.</p> <p>FROM ST. JOHNS.</p> <p>6 o'clock, a. m.</p> <p>9 do p. m.</p>	<p>Steamer.</p> <p>FROM MONTRÉAL.</p> <p>6 o'clock, a. m.</p> <p>9 do p. m.</p> <p>3 do p. m.</p>

July 21, 1836. 107

L'année 2011 marque le 175e anniversaire de naissance du chemin de fer à vapeur dans ce pays. L'histoire du Champlain & St. Lawrence Rail-Road (C&StL) est largement racontée dans les pages de Canadian Rail depuis des décennies. Ce 21 juillet 1836, le petit traversier à vapeur Iron Duke transporte le gouverneur général, Son Excellence le Comte de Gosford, ainsi que d'autres politiciens et personnages publics de Montréal vers Laprairie (sur la rive sud du fleuve Saint-Laurent, face à Montréal). Une petite locomotive Stephenson de type 0-4-0, nommée Dorchester, tire un train de passagers sur les 26,5 km qui le séparent de Saint-Jean (maintenant Saint-Jean-sur-Richelieu), ouvrant ainsi l'ère du chemin de fer à vapeur. Le C&StL remplace rapidement le service de diligences cahotantes, réduisant ainsi de plusieurs heures le trajet de Montréal vers les localités de la Nouvelle-Angleterre et New York. Ce chemin de fer constitue essentiellement un parcours terrestre qui court-circuite le trajet fluvial via Sorel.

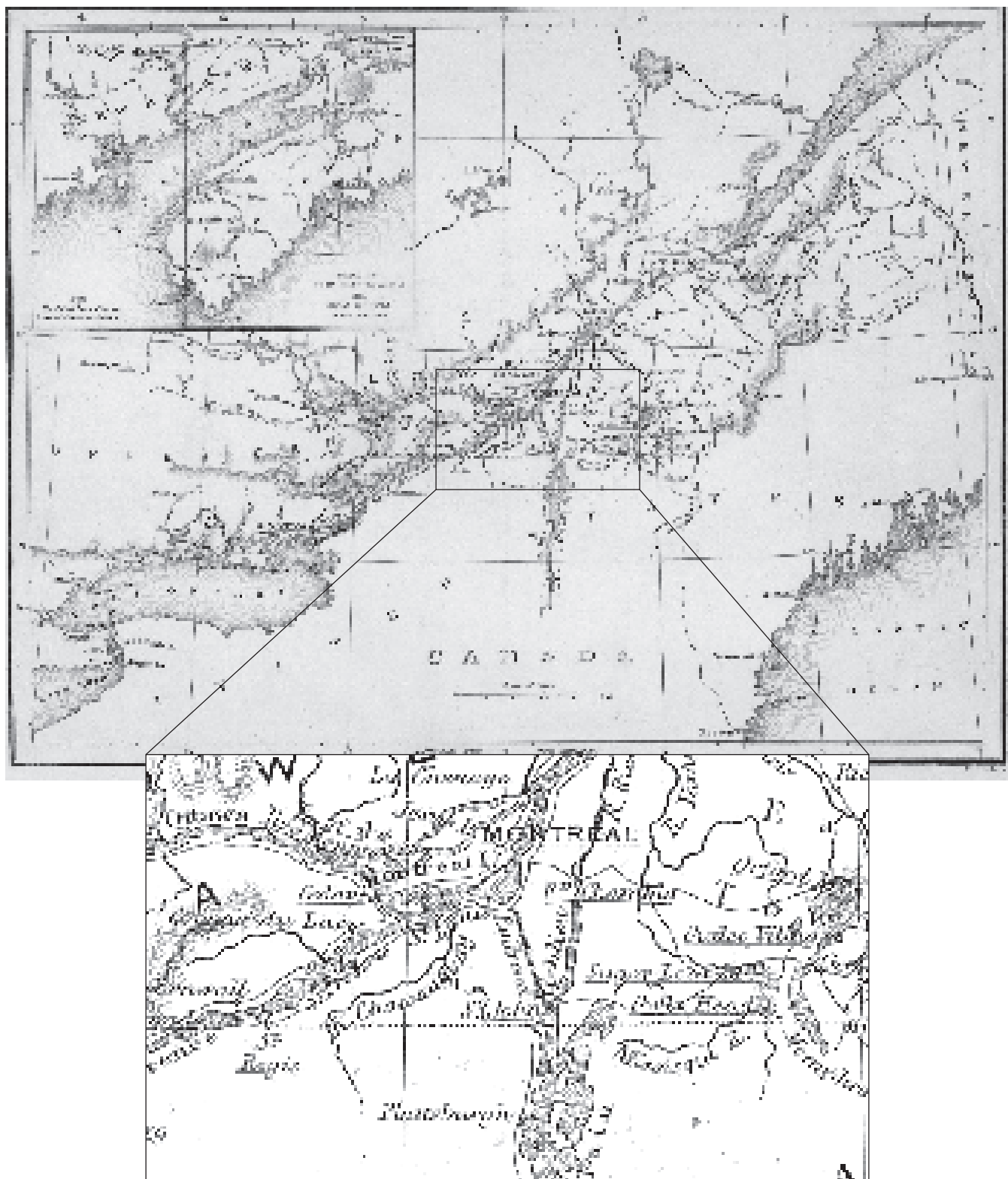
Canada's [first] public railway was called the Champlain and St. Lawrence Rail Road. It ran from Laprairie to St. Johns, Lower Canada, and was opened on July 21, 1836. The first locomotive was built in England and was in service on the opening day. Due to damage to the tubes, horses were used to pull some cars, but soon the locomotive was doing most of the work. The cars were built in Troy, New York to the standards used for American passenger cars. The track was of standard 4 foot 8½ inch gauge and the rails were of wood topped with iron bars.

A second locomotive, a 4-2-0, was bought in the United States in 1837 and, subsequently, the original locomotive was re-built as a 4-2-0 also. About 1846 the first locomotive was named Dorchester and it remained on the line until it was sold in 1849. In the mid-1860's it was badly damaged in a wreck, but remained in storage until 1873, when it was sold to a mill. There are no authentic contemporary pictures of the early Champlain and St. Lawrence equipment, but there are of similar equipment elsewhere. (Setting the Record Straight, A Tribute to Canada's First Railway on its Sesquicentennial by Fred Angus, published by the CRHA in 1986.)

Le Champlain & St. Lawrence Rail-Road est le premier chemin de fer public. Inauguré le 21 juillet 1836, il relie Laprairie à Saint-Jean dans le Bas-Canada. La première locomotive mise en service lors de l'ouverture de la ligne ferroviaire est de fabrication anglaise. À cause de dommages aux tubes de la chaudière, on doit utiliser des chevaux pour tirer certaines voitures au moment de l'inauguration de la ligne, mais bientôt la locomotive exécutera sans problème la plus grande partie de sa tâche. Les voitures de passagers sont construites à Troy, New York, selon les normes américaines. L'écartement des voies répond au gabarit standard de 4' 8 ½" (1,4 m) et les rails de bois sont recouverts de lamelles de fer. En 1837, on acquiert une deuxième locomotive d'une firme américaine, une 4-2-0, et la locomotive originale est reconstruite pour devenir elle aussi une 4-2-0. Baptisée Dorchester en 1846, cette première locomotive demeure en service jusqu'en 1849, année où elle sera vendue. Elle est grandement endommagée à l'occasion d'un accident au milieu des années 1860, puis entreposée avant d'être acquise en 1873 par une entreprise de moulin à scie. On n'a pas trouvé de gravures d'époque montrant le C&StL, mais des illustrations comparables de matériel d'ailleurs permettent d'en avoir une idée. (voir Setting the Record Straight, A Tribute to Canada's First Railway on its Sesquicentennial de Fred Angus, publié par l'ACHF en 1986).

Faced with competition for the export/import trade to Britain by the building of the Montreal-Portland rail line), the C&StL expanded to develop an all-rail link to Atlantic coast ports of Boston and New York in 1851. Up to this time, the C&StL had relied upon steamboats running from St Johns to Whitehall, NY and American railroads beyond that point. One extension was built northward to a mid river pier in the St Lawrence opposite Montreal (near present day St Lambert) and the other to Rouses Point, where connections were made with the New England and northern New York railways.

En 1851, le C&StL développe un lien ferroviaire avec la côte de l'Atlantique en desservant les ports de Boston et de New York afin d'entrer en compétition avec la ligne Montréal-Portland pour le commerce export-import avec la Grande-Bretagne. À ce moment, l'entreprise offre déjà une liaison entre les bateaux à vapeur de Saint-Jean et Whitehall, New York, et les chemins de fer américains qui s'y rattachent. L'une de ses extensions chemine en direction nord vers une jetée qui s'étend jusqu'au milieu du fleuve Saint-Laurent en face de Montréal (près de l'actuelle ville de Saint-Lambert) et une autre vers Rouses Point, d'où les correspondances se font avec la Nouvelle-Angleterre et les chemins de fer au nord de New York.



This map showing part of Upper and Lower Canada appeared in *Canadian Scenery* by N. P. Willis, Esq. Illustrated in a series of views by W. H. Bartlett, London, George Virtue, 1840. Volume 1, page 1. The enlarged detail shows a 'Railway' between Laprairie and St. Johns in Lower Canada. This may be the first published map of Lower Canada showing a Canadian Railroad. CRHA Archives, Fonds Janet McMichael Cheasley.

Cette carte montrant une partie du Haut et du Bas-Canada figure dans le volume 1, page 1 de Canadian Scenery, un ouvrage de N.P. Willis, Esq., illustré par W.H. Bartlett, publié par George Virtue à Londres en 1840. Dans le détail de l'agrandissement, on peut voir un « chemin de fer » entre Laprairie et St-Johns (plus tard St-Jean-sur-Richelieu) dans le Bas-Canada. C'est probablement la première carte du Bas-Canada montrant une ligne de chemin de fer canadienne. Archives de l'ACHF, Fonds Janet McMichael Cheasley.

The C&StL amalgamated with the competing Montreal & New York Railroad (M&NY) in 1857 to form the Montreal and Champlain Railroad. The M&NY operated a through line from Bonaventure Station in Montreal to Lachine where a ferry crossed passengers and freight to Caughnawaga and thence down to Mooer's Junction to connect with the American railways. The two systems had no connection until the Grand Trunk (GT) completed the Victoria Bridge in 1859. The GT worked out a deal to use the Bonaventure Station in 1861 and leased the M&NY in 1864. Thus the C&StL stands as the earliest component of today's Canadian National Railway.

To mark this anniversary Canadian Rail's editors are pleased to provide a selection of newspaper and archival documents relating to the Champlain and St Lawrence from 1836 through to the lease of the Montreal and New York to the Grand Trunk. These period pieces are largely produced as written with the incredibly lengthy run-on sentences that were so favoured by writers of the time.

Other activities are planned by the CRHA to mark this anniversary. Four days of special events will be held at Exporail from July 21st to 24th. These include the unveiling of a major new exhibit titled *Tour of the Railway Witnesses: Memory of a Nation*, an art exhibit, and on-site animation to bring to life distinguished characters from the past. The highlight for the rail historian will be a talk by Exporail's curator Paul Viaud on the locomotive *Dorchester* at 2pm on July 23rd.

Le C&StL se fusionne avec son compétiteur, le Montreal & New-York Railroad (M&NY), en 1857 pour former le Montreal and Champlain Railroad. Le M&NY exploite déjà une ligne entre la gare Bonaventure à Montréal et Lachine, où un traversier prend en charge les passagers et la marchandise jusqu'à Kahnawake et de là vers la jonction Mooer pour faire le lien avec le réseau de chemin de fer américain. Les deux lignes ne seront reliées qu'au moment où le Grand Tronc (GT) achèvera le pont Victoria en 1859. Le GT négocie une entente en 1864 pour l'utilisation de la gare Bonaventure et loue le M&NY. Le C&StL devient ainsi la plus ancienne composante du chemin de fer du Canadien National.

Pour souligner cet anniversaire, les éditeurs de Canadian Rail vous offrent une sélection d'articles de journaux et de documents d'archives en lien avec le Champlain & St. Lawrence Rail-Road à partir de 1836 jusqu'au moment du bail entre le Montreal and New-York et le Grand Tronc. Ces épisodes sont à la source de nombreux textes rédigés en de longues phrases, comme il était d'usage chez les auteurs de l'époque.

L'ACHF planifie d'autres activités afin de souligner l'événement. Quatre jours de festivités sont prévus sur le site d'Exporail du 21 au 24 juillet 2011. Cela inclut le dévoilement d'une importante exposition dont le titre est *Témoins du rail : mémoire d'une nation*, d'une exposition d'art et d'une activité avec des personnages animés du passé. Le 23 juillet à 14 h, les amateurs d'histoire ferroviaire auront l'occasion d'entendre un exposé sur la locomotive *Dorchester* par Jean-Paul Viaud, conservateur du musée.

Champlain & St Lawrence Clippings

We are glad to learn that the locomotive engine is again in operation on the St Johns rail road. The new engineer has given it an examination and made a trial of its speed yesterday. With four cars attached to it, it went to St Johns in 48 minutes and returned with five cars in 41. From Montreal to St Johns, a person may now be conveyed in an hour and a quarter – a slight change from the old system of travelling when some four or six hours of most uncomfortable jolting were by no means unusual. (Montreal Gazette in the St Catharine's Journal, August 25, 1836)

Bridge lost to fire

A report has reached us that the bridge near L'Acadie, on the line of Railroad from Laprairie [to] St Johns has been destroyed by fire, evidently by design. The burning took place about midnight on Sunday, and communicated so rapidly that it was quite impossible to do anything towards extinguishing it.

Indeed, a belief was entertained that it was covered over with pitch or tar to ensure its immediate destruction.

Who the villains are, who are the perpetrators of this wanton outrage, it will, we fear, be no easy task to discover, though the police are already actively engaged in the pursuit. Mr. Coffin, the ever-active Commissioner, left early on Monday, for St Johns, and immediately entered upon the most judicious measures for the detection of the incendiaries. (Montreal Messenger in the Western Herald, Windsor, Upper Canada, October 28, 1841)

Arrest of Rail Road Conductors

The Rouse's Point Advertiser of the 21st instant, assures us that a great excitement exists at that place, and all along the shore [of the Richelieu River], on account of the arrest of two Conductors on the Champlain and St. Lawrence Railroad, named Modest Dufresne and George Griswold, "on the charge of receiving fare and embezzling the same."

They were arrested and taken to Montreal, and there locked up in the common jail, and on Thursday last the prisoners were brought to the Court House, but for lack of evidence or some other cause, they were remanded back to jail, and the examination adjourned till Saturday. Both are said to be men who have hitherto sustained characters for honesty and integrity above suspicion, and the public, where they are best known, are very reluctant to believe them guilty. (The Republican, Ogdensburg, NY, April 24, 1851)

Champlain and St. Lawrence Rail Road

We are happy to learn that the above company will have their line complete from St Johns to Rouses Point in the course of the present month, the contractor being now actively engaged in laying down the rails. This will give the city of Montreal an uninterrupted communication by rail with Boston and New York. The public will further be gratified to learn

that the same company have put under contract their branch road from St Lambert, or Moffat's Island, opposite the town, to Laprairie Common (there to connect with the old road), and that the contractor, Mr. Campbell, has broken ground and has a large number of men already at work. He is bound to have the whole line complete to Moffat's Island before the close of the navigation. The same contractor has also undertaken to build the wharves opposite the city (on the Longueuil-side) and to complete a sufficient portion of them to have them in use simultaneously with the latter branch of the road. These wharves, we are informed, are to come out in the stream nearly parallel to St Helen's Island, extending over a space of near 4,000 feet and will have a facing fronting the town [Montreal] of 1,800 feet. The price of the contract for the wharves and latter branch of road is \$350,000. (Montreal Herald in the Niagara Chronicle, July 17, 1851)

Royal Engineers, Head Quarter Office

Montreal, 4th October 1851

The Military Secretary
Head Quarters

Sir,

With reference to your letter of the 8th November 1850, notifying the concurrence of the Lieutenant General Commanding to the Railroad between St Johns and Rouse's Point being carried across the Ordnance property at the former place, the Railway, with the approval of the Master General and Board has been constructed in accordance with the line then submitted by the Engineer for the St Lawrence & Champlain Railroad Company, and the passengers from St John's and the vicinity are taken up at the junction of the Rouse's Point extension with the Road from Laprairie to St Johns, a distance of half a mile from the Steam boat wharf.

This arrangement has been found so inconvenient to the inhabitants, and detrimental to the interests of the Town, the Mayor, Corporation, and Citizens of St Johns have petitioned the Board of Ordnance to permit a temporary track to be laid down on the Government property leading directly [from the steam boat wharf] to the station house, and the Railway Company have consented to incur the expense consequent upon this measure.

On referring to my predecessor's letter of the 14th September 1850, and the enclosed plan, the Lieutenant General Commanding will perceive that the junction line now proposed is the one which was

submitted for approval by the Company in the first instance, and objected to, as it would pass through the site of a projected Redoubt. If, there, the Master General and Board should acceded to the prayer of the Petition, with the concurrence of His Excellency [the Governor], it is clear that it can only be with the proviso that the Ordnance may have the power to break up the line, whenever the land may be required, should the company neglect to remove the rails, etc after fifteen day's notice, and that an annual acknowledgment should be paid while the Company is in occupation [of the land].

The commercial prosperity of St Johns seems so intimately connected with the present proposition that with the foregoing stipulation I see no objection to recommend their Memorial to the Master General and Board for favorable consideration.

I have the honour to be, Sir, Your most obedient humble servant,

FN Whingster

Lt. Col. Commanding, Royal Engineers

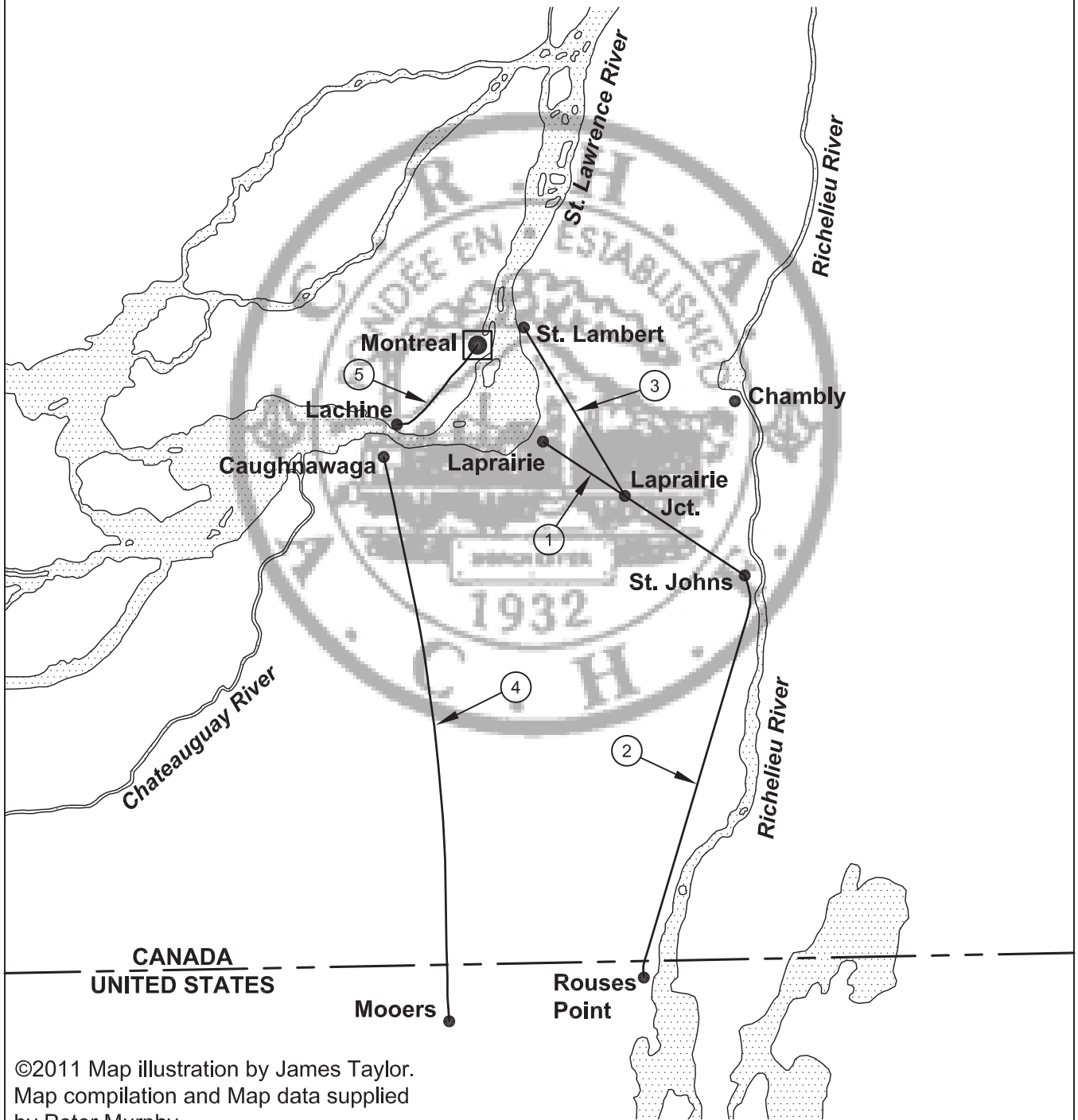
Colonial Papers, Library Archives Canada Collection

Accident on the C&StL

An accident occurred on Thursday last on the Champlain and St Lawrence Rail Road, about a mile from Laprairie. A train of sand cars, the cars being [used to move sand] for leveling the road, ran off the rail. Of the six labourers who were riding upon them, three escaped unhurt, one, Nicholas Bateman, was instantly killed, another, John Hastings, had his left

CHAMPLAIN AND ST. LAWRENCE RAIL ROAD

- ① Champlain and St. Lawrence Rail Road 1836 (Laprairie to St. Johns)
- ② Champlain and St. Lawrence Rail Road 1851 (St. Johns to Rouses Point, New York)
- ③ Champlain and St. Lawrence Rail Road 1851 (Laprairie Junction to St. Lambert)
- ④ Montreal and New York Railroad 1852 (Caughnawaga to Mooers, New York)
- ⑤ Montreal and Lachine Railroad 1847 (Bonaventure Station, Montreal to Lachine Wharf)



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Map compilation and Map data supplied
by Peter Murphy.
Not all routes shown. Not an official map.

ear and part of his cheek torn off, and had his lower jaw fractured, and the third, Walter Webb, had his left foot so severely bruised (crushed) as to require amputation of three of his toes. (Quebec Chronicle in the St Andrews Standard, October 1, 1852)

Understand arrangements have been made between the Grand Trunk Railway and the Montreal and Champlain (the successor to the Champlain & St Lawrence) for the Grand Trunk to occupy vacant land at Bonaventure Station. Work to start immediately to lay rail and expand the terminal. [At this time, the Grand Trunk's Montreal passenger station was more than a mile from the centre of the city being situated out in Point St Charles near the site of the old stockyards.] (Montreal Gazette, October 7, 1861)

A trip from Montreal to the Eastern Townships in 1837

Mr. X started from Montreal on August 30, 1837. "I crossed to Laprairie by the Princess Victoria

–", which Mr. X stated, "is the Queen of Canadian steamboats. After a pleasant passage we exchanged the steamboat for the railroad cars. I have never previously been towed by the locomotive engine, having on two or three former occasions been drawn by horses; but I found that the speed of the train was not much more than half what it used to be during the first season. The truth is, that extremely rapid motion on railroad costs more than it is worth by shaking and loosening the rails and sleepers; and a little experience has taught the managers of most railroads, that however fine a show may be a flight of thirty or forty miles an hour, the more sober pace of fifteen miles is more likely to pay handsomely and wear well, and, what is of equal importance, is less likely to lead to serious accidents."

Source: Along Old Roads, Harry Shufelt, Knowlton, Quebec, 1956

RESERVED SEATS ON TRAINS ARE NOT A RECENT INNOVATION

By Douglas N W Smith

VIA Rail Canada introduced reserved coach seating in the Quebec-Windsor Corridor in September 2001 when it applied this policy to all seats to Trains 66 and 67, the Montreal-Toronto express train. This has been followed by the gradual introduction of this amenity to other Corridor trains.

This led to question "when the railways first began to assign seating to its passengers?" Some will recall the era of Canadian National's great passenger push when it introduced reserved coach seats on the famed Rapido trains, others the reserved coach seats in the 1950s on Canadian Pacific's new luxury transcontinental train, The Canadian. Sleeping car space had been sold on an assigned basis since the nineteenth century.

While doing research I came across the following newspaper clipping which claims that Canadian railways have been engaged in the process for more than 160 years:

At a half-yearly meeting of the stockholders of the Champlain & St Lawrence Rail Road in 1848 [this was Canada's oldest railway having started operations in 1836], a number of new rules, by-laws and regulations were adopted, which show that already the company had commenced to dictate to the public, and the public to encroach upon the company.

Several of these regulations are interesting as indicating the conditions of travel at that time. Passengers were required to procure tickets before the train started, and to occupy places in the cars indicated by the tickets, under a penalty of ten shillings. The regulations go on to say: "No person allowed to go upon the locomotive or tender; no smoking allowed in the first-class cars; no person allowed to go on top of the passenger cars; no dogs allowed in first-class cars." The company refused responsibility for packages of bank notes placed in charge of its servants, or for animals, glass, earthenware, stoves, marble in slabs or manufactured, and furniture "which will be carried at the risk of the owner."

(H Gerald Wade in the Toronto Globe, reprinted in the Woodstock Daily Sentinel Review, August 5, 1911)

The Champlain and St. Lawrence Rail Road inspires the founding of the Canadian Railroad Historical Association

Compiled by Peter Murphy

Translation: Denis Vallières

In 1932, a group of fourteen railway historians who were members of the Antiquarian and Numismatic Society mounted an exhibition at the Chateau de Ramezay Museum in Montreal, commemorating the granting of a charter to the Champlain and St. Lawrence Rail Road in 1832. They, along with two other members who joined a month later were deemed 'charter' members. This group formed the Canadian Railroad Historical Association. The purpose of the new entity was to form an Association of like minded railroad historians and to prepare plans to celebrate the one hundredth anniversary of the C&St.L in 1936. A detailed account of the early days of the CRHA may be found in the November – December 2007 issue of Canadian Rail.

The first issue of The Bulletin of the Canadian Railroad Historical Association, six mimeographed and stapled one sided sheets was published in April of 1937. In it, John Loye's 1936 President's Report is featured. We are pleased to reproduce an abbreviated version of his report below, from the start of this movement, our forefathers faced and overcame numerous challenges both physical, logistical and financial to achieve their goal.....not much has changed!

Le Champlain and St.Lawrence Rail-Road à l'origine de la création de l'Association canadienne d'histoire ferroviaire

Conception : Peter Murphy

Traduction : Denis Vallières

En 1932, un groupe de 14 historiens ferroviaires, membres de la Société d'archéologie et de numismatique de Montréal, organisent une exposition au Musée du Château de Ramezay de Montréal pour commémorer l'adoption en 1832 de la charte du Champlain and St.Lawrence Rail-Road (C&St.L). Un mois plus tard, deux autres personnes se joignent au groupe pour former ensemble l'Association canadienne d'histoire ferroviaire (ACHF). Le premier objectif que se donne la nouvelle entité est de préparer un programme afin de souligner le centième anniversaire du C&St.L, qui aura lieu en 1936. On peut trouver un compte rendu détaillé des débuts de l'ACHF dans l'édition de novembre/décembre 2007 de Canadian Rail.

En avril 1937, on produit une première édition de six pages, imprimées au recto seulement par ronéotype et agrafées, du Bulletin of the Canadian Historical Association; le président, John Loye, y présente alors son rapport annuel pour l'année 1936. Nous vous offrons ci-dessous une reproduction en version abrégée de ce document. Au début de cette aventure, nos précurseurs ont dû surmonter plusieurs épreuves tant sur le plan physique, logistique que financier pour atteindre leurs buts... et de nos jours, ces défis demeurent inchangés!

The year of 1936 was most eventful in our five years of existence. It marked the 100th Anniversary of the opening of the first railway in Canada, that of the Champlain & St. Lawrence, an event which was duly observed on Saturday and Sunday, July 18th and 19th in St. Johns and Laprairie, respectively and there were other public marks of observance on Tuesday, July 21st which was the day of the Anniversary proper.

Our Association initiated proceedings in preparation for the celebration, and in creating the Canadian Railway Centenary Committee, which organized and conducted it. Although this Association did not appear as the body directing the celebration, nevertheless it did receive credit for all that was done from those comprising the Centenary Committee.

The Centenary came at an inopportune time, a time when debts were easily contracted. The period of hard times which, at the time of our Foundation in 1932, we had hoped would have passed when the year of celebration arrived, was still prevailing in 1936. Consequently, the financing of the celebration was a continuously difficult one, because none of the

De nos cinq années d'existence (1932-1937), c'est celle de 1936 qui est la plus fertile en événements. Elle marque en effet le 100e anniversaire de l'inauguration du premier chemin de fer au Canada, le Champlain & St.Lawrence. L'événement est dûment souligné le samedi 18 juillet à Saint-Jean, puis le 19 juillet à Laprairie, et enfin, le mardi 21 juillet, jour de l'anniversaire, en d'autres endroits publics.

Notre association prépare un programme dans le cadre des célébrations et crée le Comité du centenaire du chemin de fer canadien. Elle n'est pas présente à la direction des festivités, mais elle reçoit le crédit pour tout ce qui est fait, y compris sa participation au Comité du centenaire.

Le centenaire arrive à un moment inapproprié, une période où les dettes s'accroissent. Nous avons cru que ces temps difficiles de 1932, année de notre fondation, passeraient, mais ils persistent toujours tout au long de 1936, l'année du Centenaire. Conséquemment, le financement des festivités est difficile, car les participants n'ont pas les fonds nécessaires pour réaliser leurs projets en entier.

participants could spend enough money to carry out what they designed at first; every feature of the event had to be curtailed, and as a result, it did not attain to the elaborate character we proposed for it.

This Association was called upon in an emergency to produce in a hurry the full size plans and details of a locomotive of the type of the Dorchester, together with a tender. We adopted the same design as that approved by our members at an earlier date, the research and drawings for which were produced by Robert R. Brown. This model was built by Mr. R. L. Renaud, our fellow member and curator at the Chateau de Ramezay with the assistance of others, Messrs W. G. Cole, Anna O'Dowd, and Terroux.



This locomotive and tender were required by Canadian National Railways as a feature display in their Centenary train, and the call came from President Hungerford. The plan of the Centenary train was submitted by your President, the engagement being given that if the CNR furnish the 6400 streamliner to haul the train, your President would guarantee the loan of Mr. Brown's model of the Dorchester as a contrast feature on the flat car drawn behind. [The Antiquarian Society, subsequently refused to lend Mr. Brown's model, it remained on display at the Chateau de Ramezay until it was donated to the CRHA}.

The CRHA's first President, Mr. John Loye (on the left) with Mr. E. W. J. Pangborn, grandson of one of the first locomotive drivers on the C&St.L taken at Bonaventure Station in Montreal at the 1936 Centennial celebration. On the flat car behind is the hastily built 'other' model of the Dorchester that was used in the ceremonies. Canada Museum of Science and Technology 6529.

Photo prise à la gare Bonaventure à Montréal lors de la fête du centenaire en 1936. M. John Loye, premier président de l'ACHF (à gauche), et M. E.W.J. Pangborn, petit-fils de l'un des premiers conducteurs de locomotive du C&St.L., posent pour la postérité. Derrière, sur le wagon-plat, on peut voir l' « autre » modèle, construit à la hâte pour les cérémonies. Musée des sciences et de la technologie du Canada, 6529.

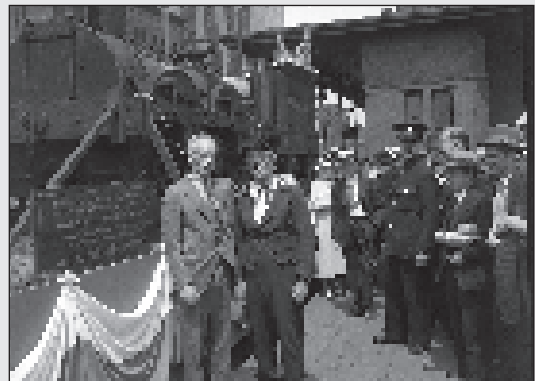
Toutes les activités sont ainsi soumises à un budget restreint. On ne peut donc pas atteindre les objectifs tels que proposés au début.

L'Association est sollicitée en catastrophe pour produire une réplique détaillée, grandeur nature, de la locomotive Dorchester et de son tender. Elle adopte alors un design précédemment proposé par ses membres. Robert R. Brown fait les recherches et prépare les plans. Le modèle est construit par un autre membre, R. L. Renaud, conservateur du Château de Ramezay. D'autres membres l'assistent, W. G. Cole, C.L. Terroux et Anna O'Dowd.

This is the full size replica of the Dorchester that was built by Robert R. Brown, Mr. R. L. Renaud and other members of the Chateau de Ramezay in 1936. Robert R. Brown worked for the Singer Sewing Machine Company in St. Johns, Quebec (quite fitting), much of the wood used in the model was garnered from Singer shipping crates. This model is the first display in the Angus Pavilion at Exporail. Peter Murphy.

Voici la réplique grandeur nature de la Dorchester qu'avaient construite MM. Robert R. Brown, R.L. Renaud et d'autres membres du Château Ramezay en 1936. M. Robert R. Brown travaillait alors pour la compagnie de machines à coudre Singer à Saint-Jean (Qué.) (cela tombait plutôt bien), la plupart du bois utilisé pour la construction provenant de la récupération des caisses d'expédition de chez Singer. Ce modèle accueille les visiteurs du pavillon Angus à Exporail. Peter Murphy.

Le président du chemin de fer Canadien National (CNR), Samuel J. Hungerford, demande d'utiliser la locomotive et son tender comme attraction pour son train du Centenaire. En réponse, le président de l'Association propose au CNR de placer la locomotive profilée 6400 en tête du convoi, suivie par le modèle de la Dorchester de M. Brown, monté sur un wagon plat, créant ainsi un contraste de deux époques. La Société d'archéologie refuse cependant le prêt du modèle de M. Brown et la Dorchester demeurera au Château de Ramezay avant d'être offerte plus tard à l'ACHF. Elle trône maintenant au pavillon Angus à Exporail.





The inability of the Antiquarian Society to lend Mr. Brown's model compelled the CNR to produce an improvised one within a limited time or abandon the feature altogether. The model reproduced was adjudged to be satisfactory, and our Association was duly credited for assistance, as we did, in the work by the officials of the CNR and CPR, and we were assured of the support of both Companies in the future.

The Royal Bank calendar bore a reproduction in colour of an historical subject picture by Sheriff Scott. It depicts the opening of the Champlain & St. Lawrence Railroad, July 21st. 1836. The calendar also bears a complete history of the event illustrated.

For the first time the complete history of our first railway has appeared, issued as a special number of the Bulletin of the Railway and Locomotive Historical Society of Boston. The author is our fellow member, Robert R. Brown

The Antiquarian Society provided the Canadian Railway Centenary Committee with a summer-long public exhibition of railway relics and general material on display in the Elgin Gallery at the Chateau de Ramezay.

The local committee of St. Johns subscribed to the reaction of a granite monument in that city, the CRHA furnished the text of the inscription and the sketch of the locomotive.

The local committee of Laprairie likewise caused to be erected near the site of the first railway terminal a concrete monument bearing the metal tablets of a former memorial plaque.

We are pleased to record the placing of a standard Provincial memorial tablet on the wall of the city hall in St. Lambert. The tablet commemorates the location of the Champlain & St. Lawrence Railroad terminals at that point from 1852 to 1863.

Our members had the pleasure of meeting the grandson of one of Canada's early locomotive drivers in the person of Mr. E. J. W. Pangborn of

Hundreds turn out to meet the 1936 ceremonial train hauled by the brand new streamlined 4-8-4 6400 which had just been delivered from Montreal Locomotive Works as it arrives at St. Lambert en route to St. Johns. The Dorchester model is on a flat car behind the locomotive. Canada Museum of Science and Technology 6546.

Des centaines de personnes accueillent à Saint-Lambert le train officiel de 1936 en route pour Saint-Jean. Il est tiré par la nouvelle 4-8-4 Streamlined 6400 flambant neuve tout juste sortie de la Montreal Locomotive Works. La réplique de la Dorchester trône sur le wagon plat derrière la locomotive. Musée des sciences et de la technologie du Canada, 6546.

Le refus de la Société d'archéologie impose un dilemme au CNR : improviser dans un temps limité la construction d'une nouvelle réplique ou abandonner simplement le projet. Le modèle est finalement construit et le résultat semble satisfaisant. L'Association, de son côté, prête main-forte à la réalisation du projet. Son geste est fort apprécié par les représentants du CNR et du CPR, et l'Association s'assure ainsi de leur soutien pour l'avenir.

Le calendrier annuel de la Banque Royale, illustré en couleur par Sheriff Scott, dépeint l'inauguration du Champlain & St. Lawrence le 21 juillet 1836. Le texte de l'histoire en lien avec l'illustration apparaît aussi sur le calendrier.

Pour la première fois, l'histoire complète de notre premier chemin de fer figure dans une édition spéciale du Bulletin of the Railway and Locomotive Historical Society de Boston. L'auteur en est Robert R. Brown, un membre de l'Association.

La Société d'archéologie prépare pour le Comité du centenaire du chemin de fer canadien une exposition d'objets anciens et de matériel divers reliés au chemin de fer, qu'elle offre au grand public à la Galerie Elgin du Château de Ramezay.

Le comité local de Saint-Jean souscrit à l'érection d'un monument en granite dans la ville du même nom. L'ACHF fournit le texte de l'inscription ainsi qu'une esquisse de la locomotive.

Le comité local de Laprairie, à son tour, érige un monument en béton sur lequel on installe la plaque métallique d'une stèle précédente, près du site du premier terminus ferroviaire.

Nous sommes heureux d'annoncer l'installation d'une plaque provinciale conventionnelle sur le mur de l'hôtel de ville de Saint-Lambert. Celle-ci commémore le site d'un terminus du Champlain & St. Lawrence en exploitation à cet endroit entre 1852 et 1863.

Nos membres ont le privilège de rencontrer le petit-fils de l'un des mécaniciens des premières locomotives canadiennes, E. J. W. Pangborn de Colton

Colton, California, who came to Montreal to participate in the centennial ceremonies.

The Centenary Committee had several disappointments. The Federal Government refused to issue a commemorative postage stamp, which it was expected to do so.

The City of Montreal gave no material aid to the celebration.

The Dominion Government did not participate directly, but it did so indirectly through the CNR.

The Quebec Provincial Government made a grant of three thousand dollars to the Municipalities of St. Johns and Laprairie, to be shared equally between them. This grant was later withdrawn and we are not aware if the Province ever advanced any money as first promised.

The Canadian Railway Centenary Committee terminated its existence on December 31, 1936.

All told the Centenary was a success. We are proud to record that the Canadian Railroad Historical Association shared largely in achieving the general success.

en Californie, qui vient à Montréal pour participer aux cérémonies du Centenaire.

Le Comité du centenaire subit quelques déceptions. Entre autres, le Gouvernement fédéral refuse d'émettre le timbre commémoratif proposé auparavant.

La Ville de Montréal refuse toute aide matérielle pour la célébration.

Le Gouvernement du Dominion ne participe pas directement, il le fait par l'intermédiaire du CNR.

Le Gouvernement du Québec accorde une subvention de trois milles dollars répartie également entre les municipalités de Saint-Jean et de Laprairie. Cette subvention est par la suite retirée sans que le Gouvernement en avise l'Association.

Le Comité du centenaire du chemin de fer canadien est dissous le 31 décembre 1936.

Tous sont d'avis que la célébration du centenaire constitue malgré tout un succès. Nous sommes fiers de la participation de l'Association canadienne d'histoire ferroviaire à la réussite de cet événement.



In 1936 the CNR erected two banners, one in English at the southern end of the abandoned roadbed of the C&St.L (at Laprairie Junction), the other, in French at the northern end in Laprairie. Our member Mr. Leonard Seton went back the day after the celebration with his parents (that's their car parked) and retrieved the French banner, Leonard recently donated the banner to the CRHA. Leonard Seton.

En 1936, le CN avait fait fabriquer deux bannières, l'une en anglais pour l'extrémité sud de la voie du C&St.L (à Laprairie Junction), l'autre en français pour l'extrémité nord, à Laprairie. Un de nos membres, M. Leonard Seton, reviendra le lendemain de la fête avec ses parents (dont on voit la voiture garée à gauche) et récupérera la bannière française. Leonard l'a récemment offerte à l'ACHF. Leonard Seton.



BUSINESS CAR

July – August 2011

By John Godfrey

Edited by David Gawley



HERITAGE

Canada's biggest model railway will be dismantled

In a warehouse in Montreal's historic Griffintown neighbourhood, model train enthusiasts have spent 38 years engaging in a labour of love. Inch by inch, they've constructed what is believed to be Canada's largest fully operational model railway.

More than 300 people have participated over the years, devoting thousands of hours to building life-like models across an eye-popping, detail-laden, 1,493-metre masterpiece. And it's about to be destroyed.

The reason for the imminent dismantling is not without irony; the make-believe trains are about to be forced away by a real train company, dealing with real-life issues like rising property costs. Canadian National owns the 9,000-square-foot warehouse space and wants to lease it out at a higher rent, starting in 2012. It warned the model-train association five years ago that its time was up.

As a result, opportunities for members of the general public to see the project are about to run out.

Twice a year, visitors have been allowed in to see the display. One final open house is expected to be held this October, at which point the last train will pull into the station. "When people come here, it's like a wonderland," said Pierre Lalanne, president of the Montreal Railroad Modellers Association.

"This is the largest fully operational layout in Canada — one of the few I'd say, even in North America, that's fully operational." The periodic rumbling of real trains can be heard just above the model railway, which is a scaled-down representation of 4,400 kilometres of track across several Canadian sites.

Some of the numbers are staggering. The project includes: 6,000 square feet of space, six train yards, 527 switches, 18 bridges, 17 tunnels, 12 major industrial areas and 68 medium-sized industries. It takes up to 40 minutes for a train to loop through the entire track.

And the builders didn't skimp on the details; there are tiny people in the tiny houses inhabiting the tiny towns. Along the way are odes to real-life Canadian places, with depictions of places as diverse as Georgian Bay, Mont-Joli, Grande Prairie, Stoney Creek Ridge and Montreal's stately Windsor Station.



What can be salvaged, will be — some of the buildings, trees and bridges might be carried off elsewhere. But about 70 per cent of the layout — the mountains, the roadbed and the rest — will have to be trashed. "Three-quarters of the layout is made of plaster and you can't move plaster," Lalanne lamented. "Even if it was movable, we'd have to find a place exactly like here to be able to move the thing."

After 38 years, CN said it had little choice. "CN had a long-standing relationship with them, it was a good relationship. But basically we had to re-evaluate the lease and come to a decision," said Julie Senecal, a spokeswoman for CN. "It is a business decision." The group hasn't been able to find a new home. "Trying to find another area as big as what we have with the price of real estate today — nobody can pay \$4,000 a month to be a member. It's impossible," Lalanne said.

When the project began, decades ago, the Griffintown district just west of Old Montreal was gritty and industrial and home to the railroad. Today, it's filled increasingly with high-end lofts and condos. "It's sad because it is a masterpiece of many years, with hours and hours of work. But it's ending — and that's how it is," said Robert O'Shaughnessy, an association member and former president. "We would have liked to stay but you see the development around this neighbourhood and it gives you a good idea of what's happening."

Space wasn't an issue when they started. Five men toiled away in the sprawling basement of an apartment complex in 1950. One of the members was the concierge and he lent out the space. In 1973, the group moved to its current locale and elected to build big. There are about 40 active members left, ranging in age from 23 to 83. Most never had anything to do with the railroad — the group includes lawyers, administrators, police officers and firefighters. Their common passion was trains.

Everyone had a different interest, whether it was designing towns, tracks or creating the increasingly complex, electronic model trains, said Denis Guerin, a long-time member. "It's a hobby that's pretty sophisticated but it's still accessible to everyone. Some people say it's probably the most diverse hobby there is," Guerin said. If and when they find a new home, the next step will be to rebuild. All current

members expect to take part. "That's part of the hobby," said Bernard Carez.

"The trains won't roll right away; it'll take a minimum of two years, depending on the size of the space and how many people are willing to help." As for what's being lost — thousands of square feet of handiwork, dreamed of and crafted over thousands of hours — O'Shaughnessy is somewhat philosophical. He said the group can always take pride in what it achieved, over a span of just under four decades. "It is disappointing because lots of hours have been put into the layout," said O'Shaughnessy. "But nothing is eternal, so it has to end sometime. It's sad that it's going, but it's like everything in life: it doesn't last forever." (Canada Press)

Trestle totaled

High water on Lake Champlain and high winds have caused major damage to the Marina at Lighthouse Point in Rouses Point, New York. The marina was built on a pier converted from part of the former Rutland Railroad's trestle across the top of the Lake.

Tim LaValley, service department manager at the Marina said that on April 23 he saw the lake vent its wrath on the trestle/pier. "I was watching it lift and come back down and lift ... And all of a sudden, it went." Waves 3 or 4 feet high crashed over the buildings.



Rutland Railroad train 7 with steam locomotive 73 on the point has just crossed the long curved trestle over Lake Champlain, New York. The train is enroute from Rutland, Vermont to Ogdensburgh, New York, just south of the USA / Canada border. Ronald Ritchie 72268.

Le train No 7 du chemin de fer Rutland, emmené par la locomotive 73 viens de traverser le long pont a chevalet jeté sur le lac Champlain état de New York, ce train, au départ de Rutland, Vermont, se dirige vers Ogdensburg, New York, situe immédiatement au sud de la frontière Canado Américaine. Ronald Ritchie 72268.

An entire section of the trestle fell in, leaving the gazebo stranded on an island made of heavy timbers once strong enough to support the weight of a train.

All that marina staff was able to save was a collection of historic photographs of the property,

LaValley said. He couldn't guess when the marina would be operational again. "The boats aren't going to be going in for awhile, quite a while." (Plattsburgh Press Republican)

BACK COVER TOP: Some historians say that a scene like this has not happened on the White Pass for over fifty years. The 69 is hauling a rail enthusiast charter and waits for the arrival of sister 73 and the regular steam excursion at the Fraser Loop, MP 27, Canadian Subdivision on June 13, 2011. Kevin Dunk.

HAUT DE LA PAGE COUVERTURE ARRIÈRE : D'aucuns disent que cette scène ne se voit plus depuis plus de 50 ans sur le White Pass and Yukon. Le 13 juin 2011, la No 69 tirant un train d'amateurs enthousiastes, attend sa sœur, la No 73 et le train régulier d'excursion dans la boucle Fraser au PM 27 de le division canadienne. Kevin Dunk.

BACK COVER BOTTOM: On 28 June 1886, CPR's 'Pacific Express' departed Montreal's Dalhousie Square Station for the Pacific coast, the first transcontinental passenger train across Canada. It arrived in the Town of Calgary on Dominion Day to a 'great fireworks display'. One has to imagine that an event like this would have drawn many of the town's population of 1000 or so to the CPR station. The train continued on to Port Moody, B.C., then the end of track, arriving there 5 days and 19 hours after leaving Montreal, on 04 July 1886, behind CPR 4-4-0 # 371, which had hauled the 6 car train on the last leg of its journey from North Bend, B.C.

125 Years Later - CPR operated a passenger special, Train No. 31B-02, named the 'Royal Pacific Express', to mark the 125th anniversary of that first transcontinental train. The train departed Calgary on July 2, 2011 westbound with 4 tuscan and gray diesels and 18 cars, Business Car 'Mount Stephen' bringing up the markers. The train was a private charter that was scheduled to arrive on the Pacific coast (Port Coquitlam) on July 4, 2011. It stopped in Banff for 3 hours and also in Lake Louise for about a half hour before heading on to Golden for the first night's layover. The consist on this run was: CP 4107, 4106, 3084, 1900, Generator 96, H.B. Bowen, Baggage 99 (Archives Display), Dominion, Baggage 100 (Observation), Ernest 'Smoky' Smith, Coach 103, Coach 104, Mount Royal, Generator 95, Killarney, N.R. Crump, Banffshire, Strathcona, Van Horne, Royal Wentworth, Craigellachie and Mount Stephen. Cor van Stennis.

BAS DE LA PAGE COUVERTURE ARRIÈRE : Le 28 juin 1886, le « Pacific Express » du CP quittait la gare du square Dalhousie à Montréal pour la côte pacifique. C'était le premier train de passagers transcontinental à traverser le Canada. Il arrivait à Calgary pour le grand feu d'artifice de la fête du Dominion. On peut s'imaginer que l'événement attirait toute la population de la ville (alors environ 1000 habitants) vers la gare du CP. Le train continuait jusqu'à la fin de la ligne, à Port Moody (C.-B.) qu'il atteignit le 4 juillet, soit 5 jours et 19 heures après avoir quitté Montréal. Lors de cette dernière étape, le train parti de North Bend (C.-B.), était composé de six wagons tirés par la CPR 4-4-0 No 371.

125 ans plus tard, le CP nolise un train, le No 31B-02 « Royal Pacific Express » qui part de Calgary le 2 juillet 2011 vers l'ouest. Ce train privé doit arriver à Port Coquitlam sur la côte pacifique le 4 juillet 2011. Il s'arrête trois heures à Banff et une demi-heure à Lake Louise avant de repartir vers Golden pour y passer la nuit. Les quatre diesels en livrée rouge toscan et gris (les CP FP9A Nos 4107 et 4106, la GP38-2 No 3084 et la F9B No 1900) tirent le convoi composé de 14 voitures et 4 fourgons : le fourgon générateur No 96, la voiture « H.B. Bowen », le fourgon No 99 (exposition des archives), la voiture « Dominion », le fourgon No 100 (panoramique), la voiture « Ernest " Smoky " Smith », les voitures coach Nos 103 et 104, la voiture « Mount Royal », le fourgon générateur No 95, les voitures « Killarney », « N.R. Crump », « Banffshire », « Strathcona », « Van Horne », « Royal Wentworth », « Craigellachie », et la première, la voiture de direction « Mount Stephen ». Cor van Steenis.

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