



COMMUNITY CHAMPIONS: 2003

Hornepayne, Ontario

Hornepayne, Ontario, is the quintessential railway town.

Hewn out of the wilderness of northern Ontario, the town of Hornepayne is symbolic of the railway's determination to develop that region, and of the character of its inhabitants.

Originally called Fitzbach, it was established in 1913 as a divisional point on the Canadian Northern Ontario Railway's main line between Montréal and Port Arthur. It was renamed Hornepayne about 1920.

The locomotives and the crews of through trains ran to turnaround points in either direction. Hornepayne was home to the operating crews as well as those employees entrusted with the maintenance and running repairs of the locomotives and rolling stock and it was the headquarters for the Superior Division. Primarily because of its importance as a railway terminal, its future was assured. The town prospered.

Hornepayne was utterly dependent on the railway; the community's sole means of communication with the outside world. All of life's staples — and its luxuries — were brought in by train. All of its residents were inextricably tied to the ebb and flow of railway traffic along the tenuous link of iron through town. Subject also to the whims of Mother Nature and the revolutions wrought by the dieselization of the fifties and sixties and ongoing technological change, Hornepayne persevered. Out of adversity grew self-reliance.

It was not until the 1980s, when the highway was extended into town, that the community's dependence on the railway was ended. Even so, the railway continues to play a vital role in the community.

Hornepayne exemplifies the spirit of the railway town.

Revelstoke, British Columbia

Located within the Columbia Mountains in the interior of British Columbia, Revelstoke's history as a railway centre began in the 1880s during the construction of the Canadian Pacific Railway (CPR). Revelstoke is located on the Columbia River between the Selkirk and Monashee mountain ranges. When the original CPR survey crews located the line it was known simply as Second Crossing owing to the presence of the Columbia River. Prior to being named in honour of Lord Revelstoke — which was the title bestowed upon British financier the Right Honourable A. C. Baring — the community was known as Farwell, named for A. S. Farwell, a local land owner and surveyor. It was the underwriting of a bond issue by A. C. Baring's financial institution that would provide the funds that would lead to the completion of the CPR.

In 1899, the community of Revelstoke became a major divisional point on the transcontinental mainline of the CPR, complete with divisional offices and large locomotive shop facilities for the



servicing of steam locomotives. CPR employees for over a century have called Revelstoke home, and have ensured the safe operations of trains and maintenance of the Shuswap Subdivision running west to Kamloops and the Mountain Subdivision west to Field. Until the upper Arrow Lake reservoir was flooded with the creation of manmade dams, Revelstoke also served as the junction of the mainline and the Arrow Lake Subdivision. This branch line connected Revelstoke with CPR steam boats operating on the Arrow Lakes system.

The CPR also constructed a railway hotel in Revelstoke. This facility was constructed primarily as a meal stop prior to the introduction of dining cars on main-line passenger trains through the mountains. This facility however was closed and demolished in 1928.

Revelstoke remains an important railway centre for the operation of CPR's Calgary to Vancouver corridor. Revelstoke-based crews continue to safely handle trains of coal, merchandise, and grain, today using modern fuel-efficient diesel locomotives. The dedication of the maintenance of way personnel located at Revelstoke ensures maintenance of the line, which includes huge geographical and operational challenges, together with managing record snow falls in the Rogers Pass each winter. Revelstoke's railroaders continue to carry on a tradition today established by those who ensured that the trains ran safely and on time over a century ago. It is in this spirit that the Canadian Railway Hall of Fame honours Revelstoke as a Hall of Fame community in 2003.

Transcona, Manitoba

Transcona, Manitoba — on the eastern outskirts of Winnipeg — received its name from the National Transcontinental Railway. The NTR was conceived by the Grand Trunk Railway as a means of achieving its transcontinental aspirations and to compete with its primary rival, the Canadian Pacific Railway. The robust economic boom of the early 1900s provided fertile ground for the project.

For construction purposes the line was divided into the eastern division (the NTR) and the western one, the Grand Trunk Pacific Railway. Each of these divisions commenced from Winnipeg. Being virtually equidistant from the NTR/GTP's respective coastal termini, Transcona was developed as the company's principal repair shops.

In 1908, a 610 000-square-metre parcel on the open prairie — 10 kilometres east of Winnipeg — was selected as the site of Transcona. Construction of the extensive works commenced the following year. But it was much more than just a maintenance facility; it was also a railway community. The adjoining town site provided housing, services and recreation for the workers.

It was not until the formation into the Canadian National Railways in 1920 that Transcona began to hit its stride, becoming the main repair shops for the CNR's western lines. Countless locomotives and rolling stock were repaired at Transcona. Indeed, an entire class of CNR steam locomotives was constructed here, constituting the only such locomotives built in their entirety in western Canada.

Dieselization — the conversion from steam to diesel-electric motive power — brought many changes to Canadian railways took a heavy toll on Transcona. But it was a brief pause as by the 1960s and 1970s the Transcona facilities were completely modernized. With the closure of the Moncton Shops, Transcona became the principal shop on the CN system.



Thanks to its strategic location at the crossroads of Canada, Transcona continues to be an essential component of CN's modern railway system.