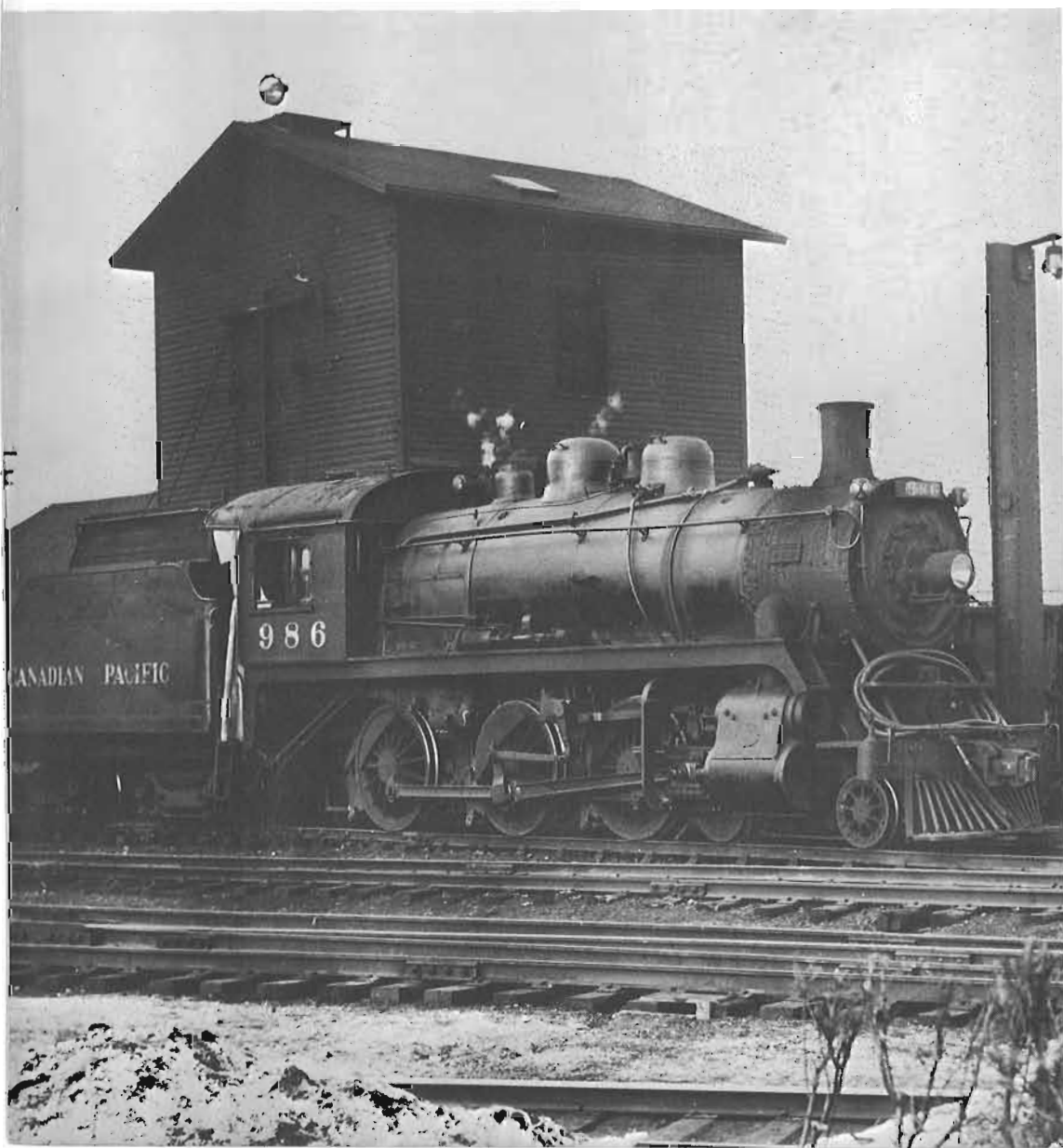
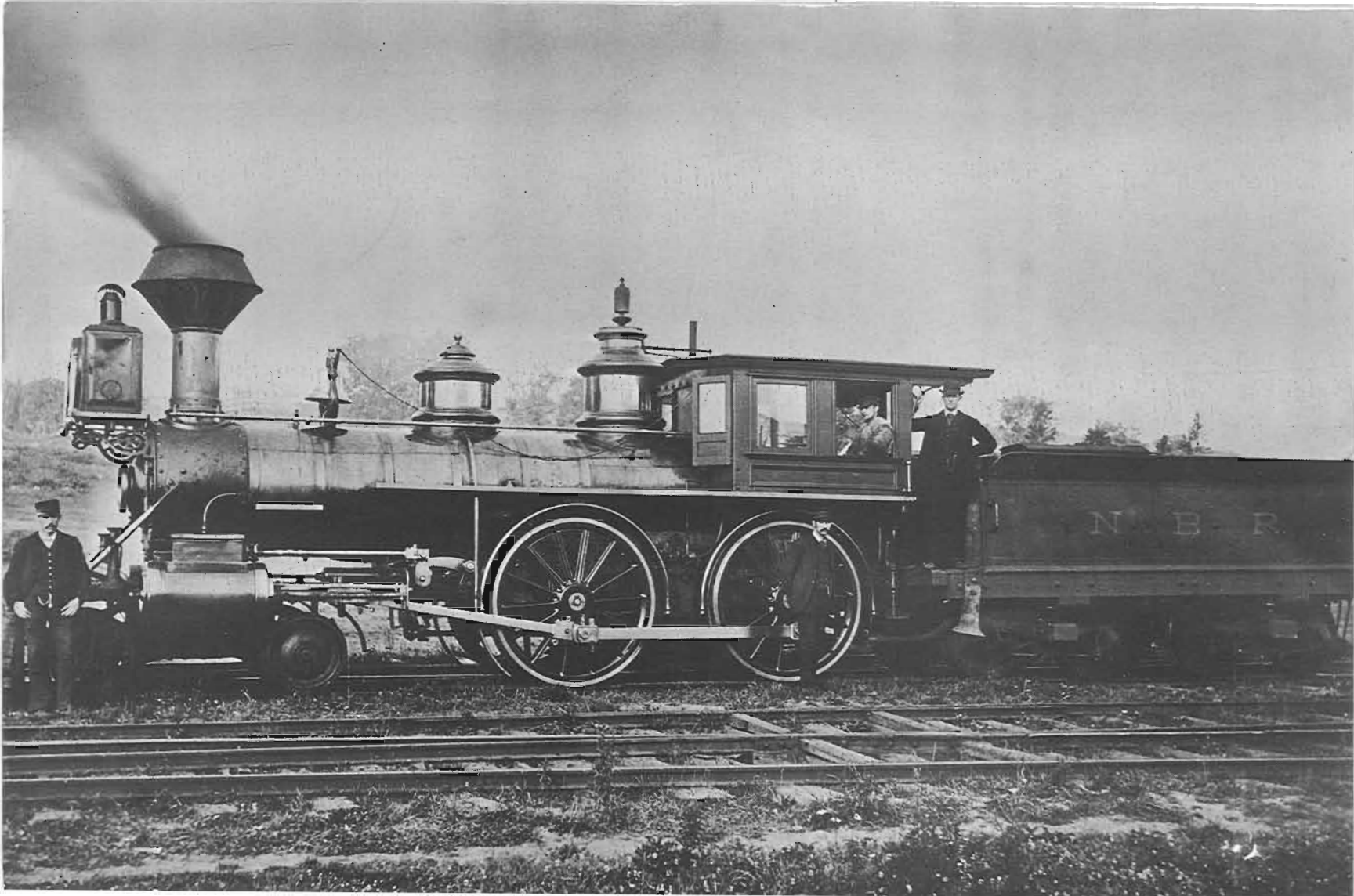


# Canadian Rail



NO. 215  
NOVEMBER 1969





# A CENTURY AGO

## The Fredericton

### "Branch" Railway :

### 1869 - 1969

C. Warren Anderson

**B**efore the Year of Our Lord 1869, the city of Fredericton, capital of the Province of New Brunswick, Canada had to be content with steamboat service on the St. John River for transportation to the thriving seaport of Saint John, on the Bay of Fundy. Horse-drawn stagecoaches on such roads as were to be found, joined Fredericton with other parts of the Province. This was hardly a sufficient or suitable means of transportation for the day and it was not long before agitation ensued to provide a railway from the Provincial capital city to the not-too-distant western extension of the European and North American Railway, then building.

The Fredericton "Branch" Railway, as it was commonly called, was constructed between the years 1867 and 1869 and provided Fredericton with its first rail connection with the coastal portions of the Province and so, this year, we are observing the one-hundredth anniversary of its completion.



A UNIQUE EXAMPLE of the ubiquitous D-10 class of the Canadian Pacific Railway graces our cover. Class D-10-j no. 986 was built by Montréal Locomotive Works in 1912 (C/n 51120). Pictured at Fredericton, N.B. on April 8, 1960, she was the last steam locomotive in the area as of April 12 of that year. Photo collection of C.W. Anderson.

← NEW BRUNSWICK RAILWAY no. 28, built by the Portland Locomotive Works in 1877 (c/n 343). Engineer W.B. Smith stood in the gangway at Fredericton, in 1886, when the picture was taken. No. 28 became C.P.R. no. 505 and was scrapped in October, 1895. Photo collection C.W. Anderson.

The surveys for the new line were made in the months of November and December, 1864 and January, 1865. The survey began at the main line of the western extension of the European & North American Railway (under construction), at the crossing of the northwest branch of the Oromocto Stream. The line was to skirt along between the high ground and the stream-freshet level, until, after passing the Rusagonis River ten and a half miles from Hartt's Mills (the junction point), it was located through a very easy and level countryside, coming to Mill Stream. Following on from this little river, on nearly a straight line and with no severe grades, the location approached the southeast bank of the St. John River, near Morrisons Mill and entered the town of Fredericton at the rear of the principal streets, thus doing very little damage to property. By making the terminus near the O'Dell Grove, the whole distance of the line was  $21\frac{1}{2}$  miles from Hartt's Mills (the junction with the E. & N.A.) to Fredericton, the nearest thing to an "air-line" that could be found practicable.

A company was duly organized in 1866, under the provisions of an Act of the General Assembly of the Province of New Brunswick, made and passed in the 29th. Year of Her Majesty's reign, entitled "An Act to Incorporate the Fredericton Railway Company and further to choose a Board of Directors and a President".

After choosing the Directors and the President, the next important thing was money. Stock to the amount of \$ 28,560 was subscribed by seventeen stockholders and the Company obtained from the City of Fredericton a sum of \$ 50,000 and from the County of York \$ 30,000, as well as a grant from the Provincial Government under an "Act in Aid of the Survey & Construction of the Line". A petition was sent to the Government under date of June 14, 1867, requesting that the necessary consent be given to the building of the railway without undue delay, between Fredericton and some point on the western extension of the European and North American Railway, at that time building between Fairville, N.B. and the United States border. The actual point selected was Hartt's Mills, mentioned above, nowadays known as Fredericton Junction, N.B.

It should be mentioned that the first officers of the newly-formed railway were as follows:

President

Thomas Temple, Esq.

Directors

Alexander Gibson, Esq.

Julius Inches, Esq.

John Glasier, Esq.

Thomas Dowling, Esq.

Secretary

Mr. John Richards

Treasurer

Mr. A. F. Randolph

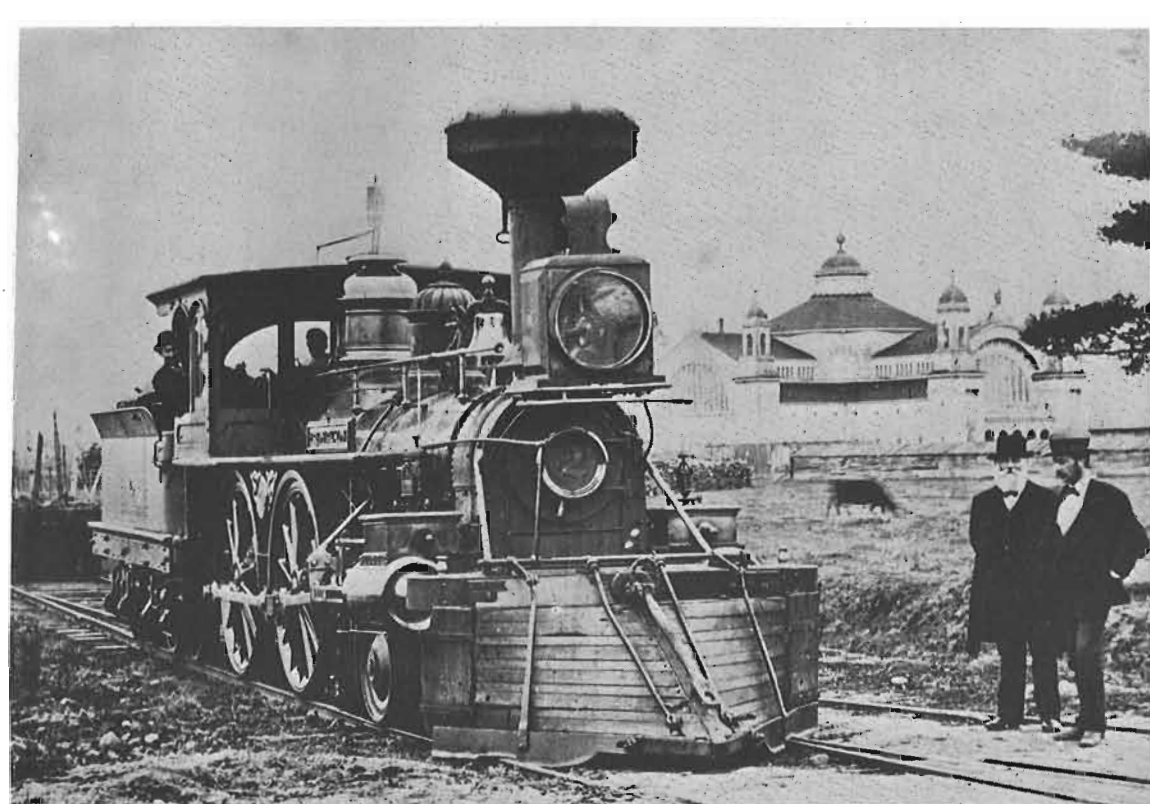
Solicitor

John James Fraser

Engineer

E. R. Burpee, C. E.

The first earth was turned for the new road (with much ceremony as

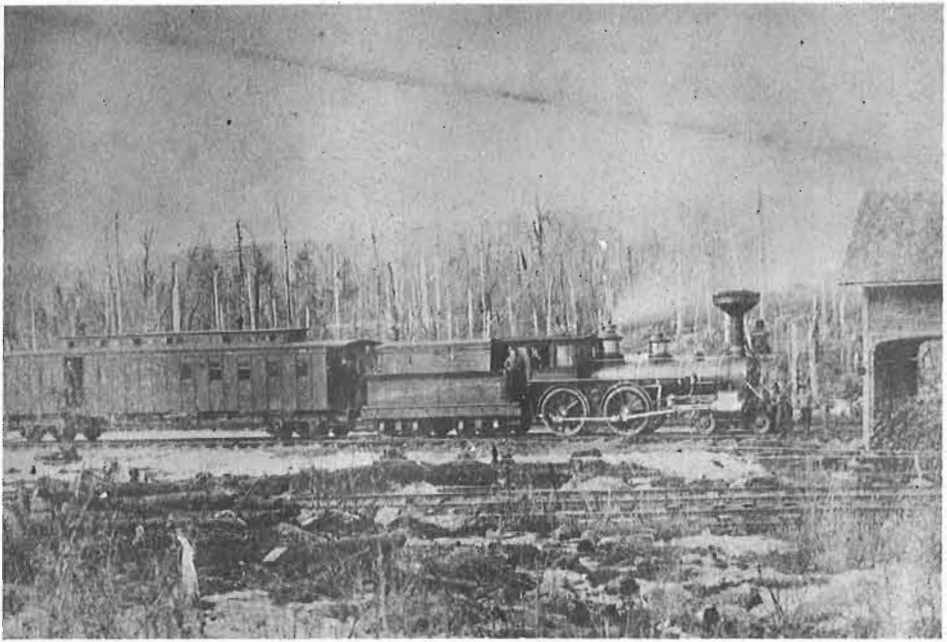


FREDERICTON "BRANCH" RAILWAY'S 4-4-0 no. 2, the "Fredericton" (1875) poses at Fredericton (Westmoreland Street) on October 18, 1875. Built by Rogers in 1869, her pilot is fitted with the patented "flanger". The building in the background is the Exhibition Building in Fredericton, which was built in 1864 and burned in 1877. Photo collection of C.W. Anderson.



was then customary) at Rose Valley near the present culvert just north of Salamanca, N.B., on November 4th., 1867. Thomas Temple, Esq. President of the railway, cut the sod and Mrs. William H. Needham wife of the Mayor of Fredericton, put it in a wheelbarrow. Then Colonel Harding wheeled it over the run and dumped it. Everyone applauded. Of course, these ceremonies had been preceded by an appropriate prayer by the Reverend John M. Brooks of St. Paul's Presbyterian Church, Fredericton. Colonel Harding was the commanding officer of the last Imperial troops stationed in Fredericton (1866-1869), the 2nd. Foot, later the Royal Cheshire Regiment. In passing, it is noted that the wheelbarrow and spade used on this memorable occasion were the same barrow and spade used at Saint John, N.B., on the occasion of the sod-turning ceremony for the European and North American Railway, in 1853. These items were illustrated in the January, 1969, issue of CANADIAN RAIL (page 6) and are now displayed at the University of New Brunswick, Fredericton, and are used on occasion.

The original plan was to have the line run along the south bank of the St. John River, with a terminal station near where the York County Court House now stands. But William Needham, the Mayor of the City, was instrumental in having the City grant land to the Railway at the rear of the community and the rails finally entered Fredericton over the present-day right-of-way. For a short time, the rails ex-



↑ THE LOCOMOTIVE THAT BROUGHT THE FIRST TRAIN INTO FREDERICTON, no. 3, the "William Parks" of the western extension of the European & North American Railway. Here, she is drawing postal car no. 1 at Fredericton Junction, N. B., in 1872. Collection of C.W. Anderson.

tended beyond their present terminus and ran down Westmorland Street to a boat landing on the shore of the river.

Work on the construction of the railway was begun almost immediately and was completed amid a number of difficulties. One of the most significant of these was a strike of the construction workers, who chose this means of objecting to the withholding by the contractor of wages due them. Troops from Saint John were hurriedly sent to the construction site, to quell the disturbance and, interestingly enough, the soldiers marched the 22½ miles from the Junction to Fredericton, along the railway grade.

From the RELIGIOUS INTELLIGENCER of Saint John, N.B., of Saturday, November 26th., 1869, we read the following:

#### Fredericton Branch Rail Road

On Wednesday, the 17th. instant, trains carrying excursionists passed over the Fredericton Branch R.R. The road is said to be in excellent condition and in a very short time, the ballasting on the whole line will be completed. There are five stopping places between Fredericton and the Junction. Trains will run regularly after December 1st. Mr. C. A. Wood will be conductor.

Thus, on this date, the City of Fredericton was officially connected to the outside world by railway, but in all probability, a few work, freight and mixed trains were operating before this "official" opening date.

Mr. C. A. Wood was, in fact, Captain Wood, formerly in the St. John

river steamer service. Mr. William Hagerman, baggage-master on the line, had hitherto been the stagecoach driver between Saint John and Fredericton. Mr. Hagerman retired from railway service in 1903 and died February 6th., 1906. He was greatly respected by all who knew him. The brakeman on the infant railway was Mr. McLaughlin.

The first train was hauled to Fredericton by the locomotive "William Parks", no. 3 of the western extension of the European and North American, which was also the first locomotive on the south end of the latter line. Mr. Thomas Rand, a native of Bangor in the neighbouring State of Maine, U.S.A., was the engineer. The locomotive was, in all probability, either leased or borrowed by the Fredericton Railway for this inaugural trip.

The main water supply for the locomotives on the "Branch" was a tank at Rusagonis Stream. There was also an emergency tank at the station at Fredericton, which had to be filled by hand by the section-men. Mr. Paul Mooney was foreman of the first section gang at Fredericton. Others of the crew were Michael O'Leary and Mat Toomey. At the Junction, the first foreman was Mr. Charles Ward. The Branch was divided into two equal portions of a little over 11 miles each, for the purposes of maintenance. The first agent at Fredericton was Mr. Fred B. Edgecombe who, at an early age, decided to become a railroad man. He had been trained in telegraphy and other matters relating to railway work at Ossekeag Station (now Hampton, N.B.) on the Saint John to Shediac portion of the European & North American. While at Ossekeag Mr. Edgecombe was instructed by Mr. Lew Carvell, Mr. Allison Barlett and others. The first operator at Fredericton Junction was Mr. Moses Burpee.

After some years, Mr. Henry Miller succeeded William Tower as engineer on the north end of the line and he had, as his fireman his brother John, who subsequently became an engineer. Previous to 1874, all the work which today comes under the Bridge and Building Department was performed by Mr. John Hamilton, a young man who stood about six feet one in his bare feet. On the few occasions when Mr. Hamilton felt the need of assistance, he called on the section gang. Mr. Hamilton was a very inventive sort of genius and he is credited with the idea of the world's first engine-flanger, for the removal of snow from the rails in winter. The flanger was a simple arrangement, consisting of a pair of iron blades attached to the pilot of the locomotive. They could be raised or lowered by a lever in the cab. This innovation was quickly pre-empted by two members of the railway company and patented and it became known as the Miller Flanger. Hamilton tried to get a lawyer to fight his case for restitution of his rights, but having no large amount of capital for this purpose, he had to abandon the pursuit, al-

though some say he did get something out of it, in the end. The flanger remained as a piece of standard engine equipment on the "Branch" locomotives for some years, but was finally abandoned, as it scraped up all of the signal torpedos from the rails. The "Patent Model" of the device, which was fitted to the pilot of the locomotive "Fredericton", and which had been built by or for Hamilton, was found in a shed about 1953, on Westmorland Street, about to be demolished and, after being somewhat rebuilt, is now in the collection of the author.

The Locomotives of the "Branch".

During the construction period, the "William Parks", no. 3 of the western extension of the European & North American Railway was used in 1869, when the rails were being laid up from Fredericton Junction (Hartt's Mills) towards Fredericton, probably because the locomotive "Oromocto" had not been delivered, or was working on the Fredericton end of the line.

No. 3 "William Parks" 4-4-0 15x24 60" 1869 Portland  
No. 152  
1887 - re New Brunswick Railway no. 25  
1890 - re Canadian Pacific Railway no. 502  
1895 - scrapped.

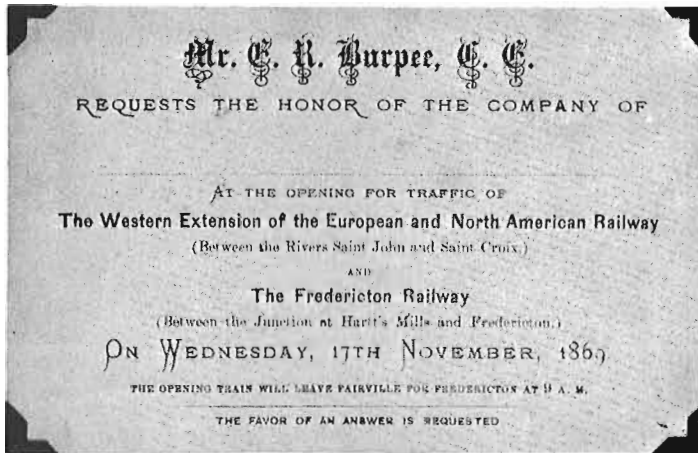
Fredericton Railway:

No. 1 "Oromocto" 4-4-0  
1869 - acquired from an unknown source  
1877 - disposed of, possibly to the western extension of the European & North American Railway as part-payment for the locomotive "Fredericton".

2nd. No. 1 "Oromocto" 4-4-0 15x22 60" 1877 Portland  
No. 343  
1887 - re New Brunswick Railway no. 28  
1890 - re Canadian Pacific Railway no. 505  
1895 - scrapped.

No. 2 "Fredericton" 4-4-0 13x22 60" 1869 Rogers  
No. 1620  
1875 - October; bought from the western extension of the European & North American Railway; ex E. & N.A. no. 1  
1887 - re New Brunswick Railway no. 30  
1890 - re Canadian Pacific Railway no. 507  
1890 - re Willard Kitchen Co. No. 1 (contractors)  
1890 - re Tobique Valley Railway no. 1  
- scrapped some time after 1901;  
the bell from this engine is now preserved in the Perth-Andover, N.B., fire-hall.





↑ AN UNUSUAL ITEM is this invitation to attend the opening of the western extension of the European & North American Railway between the rivers Saint John and Saint Croix AND the Fredericton Railway, on November 17, 1869. "The favor of an answer is requested". Coll. C.W. Anderson.

According to an insurance policy dated January 1st., 1878 to November 17th., 1878, the locomotives "Oromocto" and "Fredericton" were insured for \$ 3,500 each, while the baggage and second-class combination cars, nos. 1 & 2 were valued at \$ 800 each. Box cars nos. 1 to 5 inclusive were \$ 500 each and platform (flat) cars were \$ 200 for nos. 1 to 11. Snow-plow (unnumbered) was worth \$ 600. The policy was issued by the Royal Insurance Company of Liverpool, England and the Railway was insured for the full amount of \$ 36,700 gold dollars; "said locomotives, tenders and cars are to be covered wherever they may be on the said line of Road or any Branch road or wherever they may be....." Rather ambiguous!

Apropos of the insurance, about midnight, Tuesday, December 6th., 1881, a fire broke out in the engine house of the Fredericton Railway at Fredericton. There were two engines in the house at the time; one of them was run out, but the other one could not be moved, probably because she was not under steam. The building burned very rapidly and completely and was soon a heap of ashes and metal. Fortunately, there was no wind that evening; if there had been, the station house and other buildings would have been swept away. (This information from the RELIGIOUS INTELLIGENCER of Saint John, N.B., December 9th., 1881.) The name and/or number of the destroyed locomotive is unknown.

By December, 1882, the Fredericton Railway was operating 4 trains daily to and from the Junction and two through trips between Fredericton and Saint John, over the rails



of the western extension of the E. & N.A., which, by this date had become the New Brunswick Railway. Probably, this through run was made without changing engines at the Junction. The morning train left Fredericton at 7.00 a.m. and the evening train left Saint John at 7.20 p.m. By 1887, the passengers could still expect to see Mr. William Hagerman, who had been promoted to conductor. Mr. James Patterson was baggage-man. Robert Donaldson was the engineer, Robert McMillan the brakesman and Bert Yerxa, the fireman. James Buchanan was the agent at Fredericton Junction.

Bob Donaldson, the engineer, became a legendary figure on the "Branch". He was an engineer of the old school. Born in March, 1842, he became a blacksmith on the New Brunswick Railway in 1872. Later, in 1875, he went firing and was subsequently promoted to engineer in 1878. He continued his railway career until July 1, 1907, when he was pensioned by the Canadian Pacific Railway, at the age of 65. He was accidentally killed on September 8th., 1914, as he was walking along the line of the Valley Railway and lies buried in the Rural Cemetery, Woodstock Road, Fredericton, N.B. On his grave-stone, carved in bas-relief, is the outline of his favourite engine, number 517, of the Canadian Pacific Railway.

Under Dominion Statute 47 Vic. cap. 75, dated 1884, the New Brunswick Railway Company was authorized to acquire capital stock in the Fredericton Railway Company and the first locomotive to come into Fredericton after the New Brunswick Railway took over was number 40, a Dubs engine of 1872, originally from the Intercolonial Railway. Bob Donaldson was the engineer. A few years after the New Brunswick Railway had acquired the "Branch", it lost its own identity through the same methods by which it had grown. In 1886, the Canadian Pacific Railway had completed its "short line" from Winnipeg to Montreal, as well as its "main line" from Winnipeg to the Pacific Ocean. It now began looking about for an eastern connection to the Atlantic seaboard. The eastern parts of New Brunswick and Nova Scotia were already served by the Intercolonial Railway, so the Canadian Pacific began a policy of leasing lines, rather than building them. It was of particular importance to the C.P.R. to have a line to the Atlantic which would offer some advantage, such as a shorter haul and one of the first steps in the realization of such a line was the leasing of the Saint John and Maine section of

← THE "TOONERVILLE TROLLEY" not as ever imagined by Fontaine Fox, was Canadian Pacific Railway's oil-electric car no. 9003 and trailer 9005. The motor unit was built by Ottawa Car Company and Westinghouse in 1930. The two vehicles were hauled "dead" out of Fredericton on April 30, 1962.

Photo courtesy C.W. Anderson.



↑ THE "BRANCH" RAILWAY'S ORIGINAL STATION in Fredericton, N.B. is today a private dwelling at the corner of Northumberland Street - number 205-207 Victoria Street. Photo courtesy C.W. Anderson.



the New Brunswick Railway. This subsequently brought the Canadian Pacific to Saint John, as well as to Fredericton.

After the acquisition of the Fredericton "Branch", the Canadian Pacific continued to give good service in both passenger and freight operations and while the Fredericton Railway was considered a "branch line", so to speak, it merited and received the "main line" operation. But, due to the inroads of the private automobile, the bus and finally the aeroplane, the passenger business gradually declined and all but disappeared.

In September, 1941, some 52 years after the Fredericton Ry. had been opened for business, the places along the line had increased from an original five, to nine. They are enumerated in that month's issue of the Canadian Official Railway Guide, under time table 630, Canadian Pacific Railway, Saint John, N.B. - Fredericton, N.B. - Vanceboro, Me. - Portland, Me., Boston and Montreal:

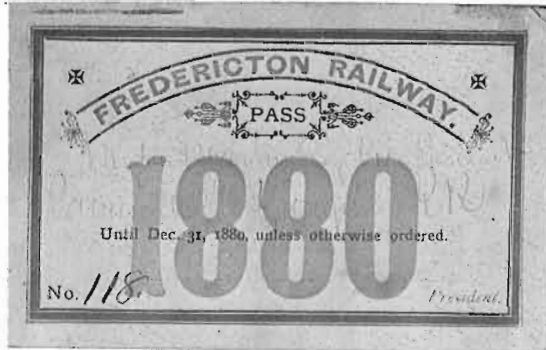
<u>109</u>	<u>39</u>	<u>41</u>	<u>101</u>	<u>M</u>	<u>Atlantic Time</u>	<u>105</u>	<u>42</u>	<u>102</u>	<u>110</u>
a m	p m	p m	a m			a m	a m	p m	p m
10 40	8 20	5 45	8 25	44	FREDERICTON JCT.	6 07	10 10	7 45	5 15
f	f	5f51	f	47	Three Tree Creek	f	f	f	5f07
f	f	f	8f30	52	Rusagonis	f	f	f	f
f	f	f	f	56	Waasis	f	9 47	7f22	f
11f07	8f47	f	8f52	61	Glasier	f	f	f	-
f	f	6f15	f	62	Doak	5f37	9f37	7f12	4f42
f	f	-	8f57	63	Osborne	f	f	f	-
f	8f54	-	f	64	Morrison	f	f	f	-
f	f	6f20	9f00	65	Salamanca	5f33	9f33	7f08	4f38
11 20	9 00	6 25	9 05	66	FREDERICTON Lv.	5 30	9 30	7 05	4 35

Read down

f Flag-stop

Read up

All trains daily except Sunday.



↑ A RARE ANNUAL PASS dated 1880, for the Fredericton Railway, good until December 31 of that year. It was issued to M.R. Marlin, Esq., Vice-President Painesville and Joplin Railroad and numbered 118. Coll. C.W. Anderson.

Patently, New Brunswick's Capital City of Fredericton should not have been left without railway passenger service. Unquestionably it caused much inconvenience to a large segment of the population, both urban and rural, but notwithstanding the excellent connections offered with Canadian Pacific's through trains to Saint John and Montreal, the preference for automobile travel, exercised by the local citizenry, made any continuation economically disastrous.

Steam locomotive operation on the C.P.R. in the Fredericton area had ceased some two years previously. The last steam locomotive on the Fredericton Branch was Canadian Pacific D-10, number 986. She made her last run in freight service on April 12th., 1960.

With the passing of the steam locomotive, - the most human of man-made machines, something went out of the once manly occupation of railroading. The cycle, as far as the Fredericton Railway was concerned, had now come full-circle and the City, insofar as railway passenger service is concerned, is the same as it was in the "good old days", before 1869, - without a passenger-carrying railway. Can this be progress? The reader may decide for himself!

In the twilight of steam locomotive operation on the Canadian Pacific, the last steam locomotive to operate, in passenger service on the "Branch" was Jubilee-class 4-4-4 no. 2929. For years the engineer on this locomotive was Charles Elgee with Stillman

Brown as fireman. Number 2929 made her last run on Thursday, February 16th., 1956. On the morning of Friday, February 17th., Gas-electric Car No. 9003 and trailer 9005 were put into service on the run from the Junction to Fredericton. It was not long before the nickname "Toonerville Trolley" was applied to this consist, in derision.

FIRST	<b>CANADIAN PACIFIC RAILWAY</b> Via Direct Line
COACH	GOOD FOR ONE PASSAGE BY CLASS DESIGNATED <b>REGULAR ONE WAY TICKET</b> <b>Fredericton Jct. N.B.</b>
From	Fredericton, N.B.
To	Fredericton, N.B.
Not Good After	.....19.....
Fare	GOOD FOR ONE YEAR FROM DATE OF ISSUE IF
Exch.	LIMIT NOT SHOWN.
Tax	GOOD FOR STOP-OVER
Total	NOT TRANSFERABLE.
<i>Paul Warren</i> Form 01 <b>168667</b> <small>Gen'l Passenger Traffic Manager</small>	



THE LAST STEAM LOCOMOTIVE to operate in passenger service on the "Branch" was Canadian Pacific Railway's no. 2929, a Jubilee-type 4-4-4. This engine was built by Canadian Locomotive Company at Kingston, Ont., in 1938, was rebuilt at Angus Shops, Montréal in 1945 and made this last run on Thursday, February 16, 1956. Photograph courtesy Darrell Phillips.

After 93 years of passenger operation, the end of it finally came on April 28th., 1962, with the change of timetable. The last passenger train, number 112, otherwise Gas electric Car no. 9003 and trailer, left the Union Station in Fredericton at 8.35 p.m., for the Junction, arriving there at 9.15 p.m. The return trip, Train 111, left Fredericton Junction at 10 p.m., loaded with many passengers who were saying "good-bye" to the service. The last passenger train arrived at Fredericton Union Station at 10.40 p.m.

# A TRIP WORTH TAKING !

Photo Story by

Doug Cummings.

**E**astern railway enthusiasts may, if they choose, delude themselves into believing that only they are privileged to participate in meaningful fantrips.

Just to persuade them that their west-coast cousins are not all that slow about organising meaningful things, this series of pictures is presented. Taken on August 11, 1962, they portray the remarkable result of some negotiations between the model railroad fraternity of Vancouver, B.C., the Pacific Great Eastern Railway and Railway Appliance Research Limited. The day, the superb British Columbia scenery and the incredible motive power combined to produce an occasion which would make the most conservative railway enthusiast really drool!



THE FUNNY LOOKING CAR behind P.C.T.'s no. 115, northbound to Brunswick Beach on P.G.E.'s coast line is a water car, which was followed by modern and vintage PGE passenger coaches.









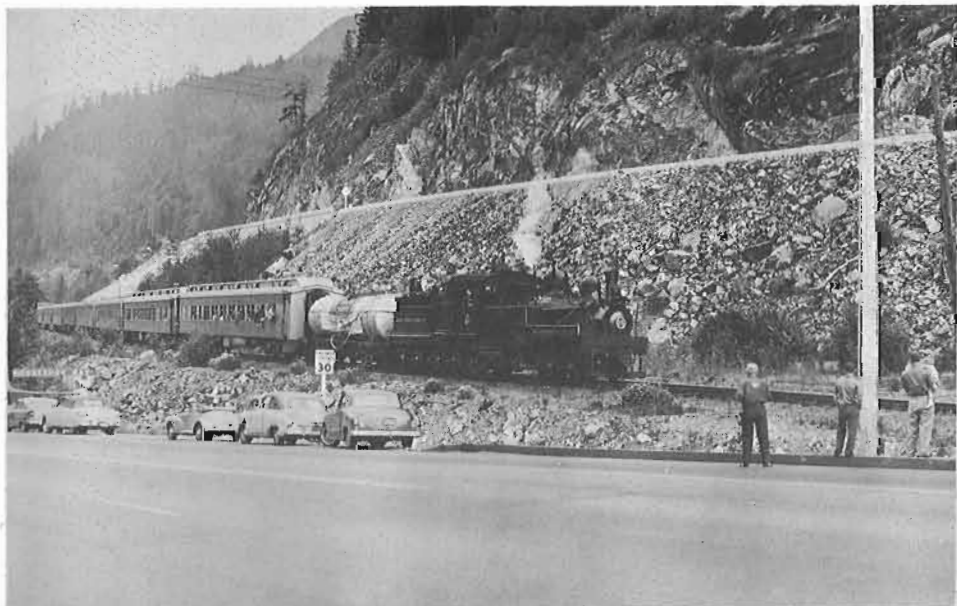


ON THE SOUTHBOUND TRIP, near the close of a very perfect day, Pacific Coast Terminal's PC Shay no. 115 pauses and poses on the trestle at mile 6.7 of Pacific Great Eastern's Vancouver Squamish line.

THE PICTURE ON PAGE 292 shows what happened on August 11, 1962, when the local "model railway fraternity" in Vancouver, B.C., organized an excursion from North Vancouver to Brunswick Beach, on Howe Sound, using three-cylinder PC Shay no. 115, owned by Railway Appliance Research, Limited. She looks great on Nelson Creek Trestle.

ON THE OPPOSITE PAGE (293), the "August Excursion" over the P.G.E. winds its way south, heading back to Vancouver, after a day full of satisfaction for the local enthusiasts.

Rail, road and Nanaimo Ferry meet at Horseshoe Bay, B.C. Pacific Coast Terminal's PC Shay no. 115 slows for the main highway crossing, while the photographers have a field-day.



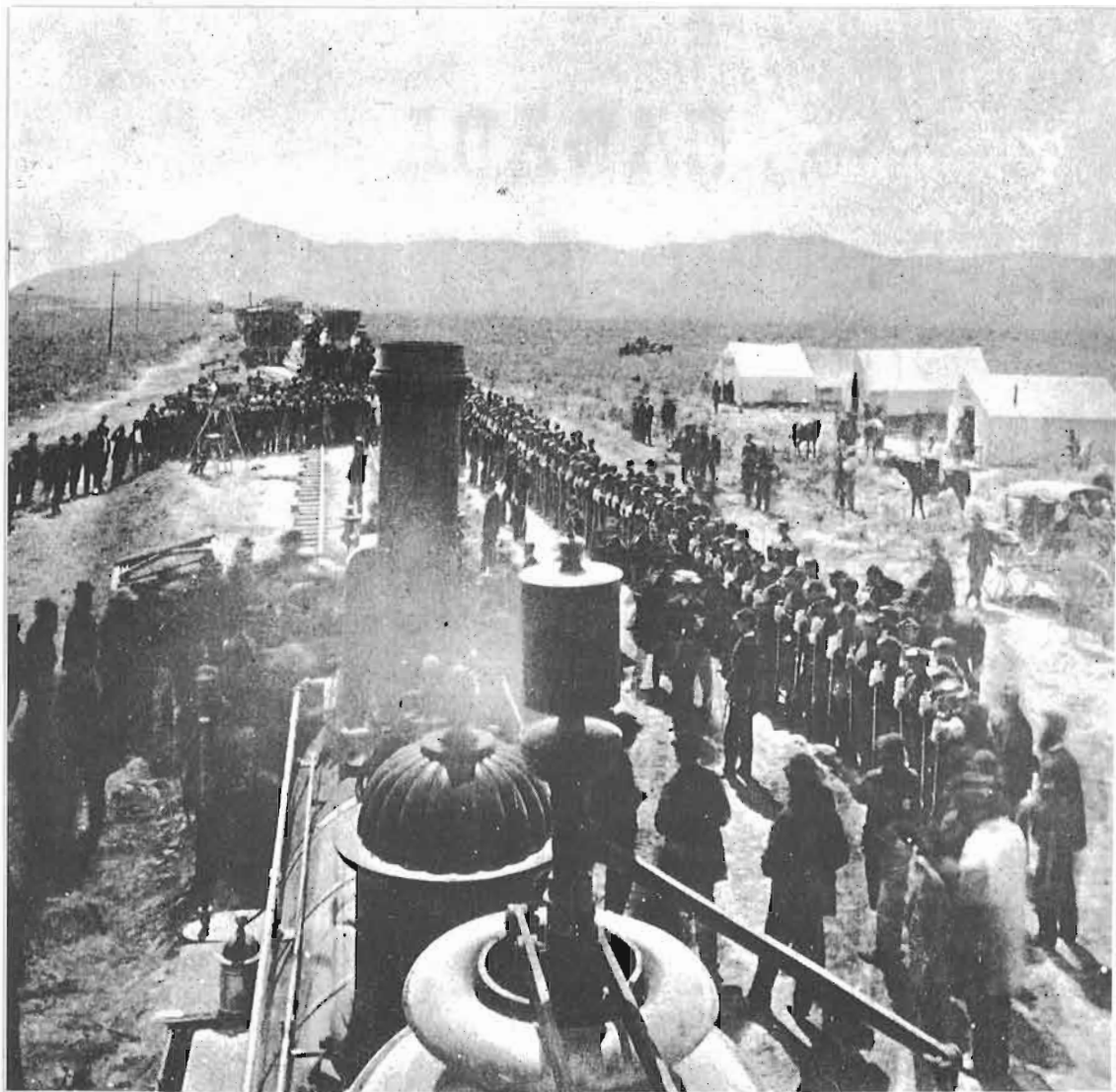
# CANADA AND TWO EVENTS OF 1869

J.I.Cooper

**T**he current year, 1969, will witness two memorable centenaries. May 10, 1969, marks the completion of the first North American transcontinental railway and November 17 is the one hundredth anniversary of the completion of the Suez Canal. Although both of these events took place far outside Canada, they had important consequences for our nation and therefore have a place in any estimate of late nineteenth century Canadian history.

In the United States of America, the transcontinental railroad was completed when two lines of track, one from the west and the other from the east, met at Promontory Point, Utah. Seven years earlier, two companies, the Central Pacific the western and the Union Pacific the eastern, had been chartered by the Congress of the United States. The Civil War (1861-1865) delayed construction, but from the end of that war, building was rapid and, early in May, 1869, the western and eastern lines approached each other. By May 7, train loads of dignitaries began to arrive at the squalid trackside settlement of Promontory Point. From the west came two of the Central Pacific's "Big Four": Leland Stanford, the President and Mark Hopkins, the Treasurer of the railroad. Comparably important personages from the east were delayed by a strike, but on the afternoon of May 10, the "wedding of the rails", as it was touchingly described, took place.

A laurel-wood tie was put in place and the last rail laid. There were spikes of various metals: iron, silver and gold, symbolic of the mineral wealth of the western territories, although legend remembers only the golden one. In fact, California supplied two golden spikes and a silver sledge-hammer. Armed with this tool, Leland Stanford undertook to drive the last spike, - and missed. The telegraph operator who covered this event was primed for such a mishap. He struck his telegraph key to simulate the blows of the silver spike maul and the waiting United States heard "One - two



A SELDOM-REPRODUCED PICTURE of the "Great Ceremony" at Promontory, Utah, shows the gala scene of May 10, 1869 from the cab roof of the Union Pacific Railroad's engine. In the background is the Central Pacific's steamer and to the left of the U.P.'s stack is the photographer taking the pictures which made this scene immortal. UPRR photograph.

three: done". Such were some of the advantages of the pre-radio and pre-television age!

After that anticlimax, the final ceremonies were carried out. At a signal, two locomotives, the "Jupiter" of the Central Pacific and Number 119 of the Union Pacific, gingerly approached one another, on the newly laid track, until their pilots almost touched, or did touch. The band of the United States Twenty-First Infantry struck up "America". There were prayers, speeches and the two engine-drivers were regaled with champagne, drunk straight from the bottles. Finally, the three photographers moved their ponderous box cameras into position, to perpetuate this historic scene.

It is a fair guess that no one among the actors or spectators at Promontory Point, on that May afternoon, had any connection with the beginnings of the transcontinental railway project. It dated back some 17 years to 1852, when the Honorable Stephen Douglas, the United States Senator from Illinois, commenced agitating for a railway that would make Chicago, his home town by adoption, the railway capital of America. Chicago was, or soon would be, connected with the Atlantic coast, so Senator Douglas' project was a railroad to the Pacific. Alas, he did not live to see it. The bitter sectional rivalry of North and South in the early 1860's soon blighted Douglas' hopes, as they blighted his presidential ambitions. He died in 1861 and when his dream became a reality, it was shared by two corporations, the Central Pacific Railroad, with Leland Stanford, Mark Hopkins, Charles Croker and above all, Collis P. Huntington, California-based and the Union Pacific Railroad, its eastern counterpart. Thus, the reality fell short of the dream. In fact, there were two railroads. Moreover, they did not form a true transcontinental line of themselves, since their eastern terminus was Omaha, Nebraska, on the banks of the Missouri River.

Some six months later, on November 17, 1869, the Suez Canal was opened. This important maritime link was constructed in a setting of unsurpassed monotony, - a desert between two seas. The Canal, by its nature, was a featureless trench cut through a "sea" of sand, to join the old Red Sea town of Suez with the new Port Said, on the Mediterranean.

Yet the opening ceremonies were undeniably brilliant. They were graced by the presence of an Empress of the French, an Emperor of Austria, a Crown Prince of Prussia and a galaxy of lesser notables. The Khedive of Egypt was a charming and spendthrift host, who spared no expense, - as his unhappy subjects knew to their cost, to make all the foreign guests happy. The Empress Eugenie, in the French imperial yacht, led the procession of vessels through the Canal. There was a stunning performance of the opera "Aida", which the Khedive had commissioned the Italian maestro Giuseppe Verdi to compose for the occasion.

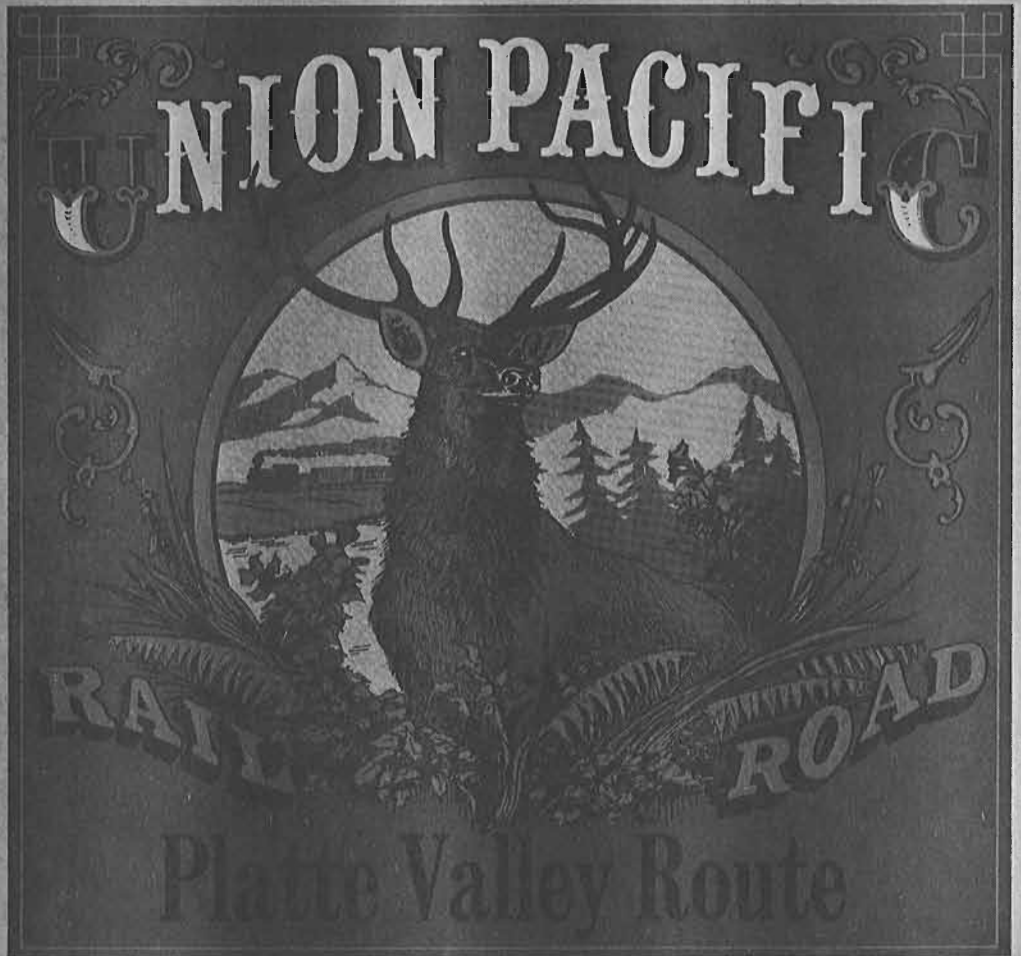
It must have been intensely gratifying to the designer and executor of the work, Count Ferdinand de Lesseps. It is substantially true that the Suez Canal was the work of this one man. Over thirty years before, de Lesseps had gone to Egypt in the French consular service. He had conceived the plan of joining the Mediterranean and Red Seas by means of a canal across the Isthmus of Suez. Of course, the plan was not entirely original except, perhaps, in timing. The progress of steam navigation in the Mediterranean and the appearance of steam vessels in the Red Sea, - it was in 1839 that the English had acquired Aden as a coaling-station, put a premium on speed and on the continuous voyage.

De Lesseps persisted in the venture and finally accomplished his object, in the face of the frank hostility of Britain, the crass incompetence of Egypt and Turkey and the wavering support of France. While de Lesseps had powerful allies in a group of Austrian and German bankers and, indirectly, of the Austrian government, he owed his success to no one more than to himself. His was a triumph of individual enterprise.

# Rail Road from the Atlantic to the Pacific

## GRAND OPENING

← OF THE →



A NEWS REPORT IS ON PAGE 5.

↑ FROM THE ATLANTIC TO THE PACIFIC? Well, almost. From Chicago to the Pacific, at any rate. Passengers east of Chicago took their own chances!



The impact of these events on Canada resembled that of a stone thrown into a pond. The agitation was felt immediately at the centre; later, towards the outer edges. The completion of the trans-continental railroad in the United States brought Omaha, its east-

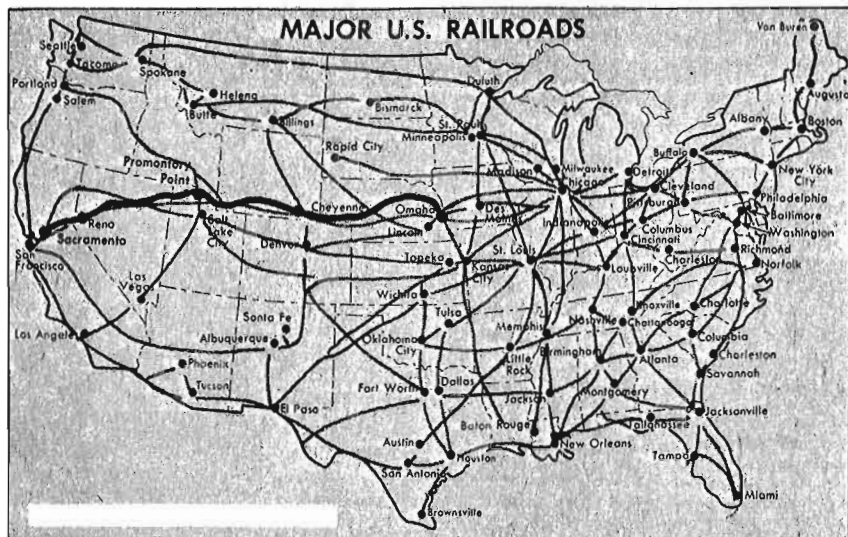
ern terminus within ninety hours of the Pacific. In 1869, Canada was half-a-continent away from the Pacific. Indeed, unless something was done quickly, Canada might find no spot on the Pacific to reach. The Crown Colony of British Columbia was poised precariously between Washington Territory and Alaska, the latter bought from Russia as recently as 1867. Rupert's Land, today's Prairie Provinces, was held weakly by the ancient Hudson's Bay Company. In this dilemma, however, Canada acted promptly. In the late autumn of 1869, Rupert's Land was purchased from the Hudson's Bay Company and in 1871, British Columbia was induced to enter Confederation. The decisive element in Canada's successful offer was the promise to construct a transcontinental railway to the new Province.

Canada's transcontinental railway, the Canadian Pacific, was completed on November 7, 1885. The last spike, or spikes, as every Canadian school child ought to know, was driven by Donald Smith, soon to be Lord Syraethona. The place was Craigellachie, in the heart of the third mountain pass over which the railway had fought its way. The spike(s) used was a utilitarian, iron one and William Notman, the official photographer, was not able to introduce very much drama into what is surely Canada's best-known railway photograph. There were no prayers, no set speeches and no champagne and there was most certainly no band. In addition to W.C. van Horne's rather terse comment on the work as a whole, nothing very apt was said at this great occasion, unless the parting exclamation by the train conductor is counted. Six months later, when the first transcontinental train prepared to leave Dalhousie Square Station in Montreal, an inspired conductor called out "All aboard for the Pacific!" and made this phrase immortal. Such was Canada's response to the two events of May and November, 1869.

The real response to the event of November, 1869, came a little later. The opening of the Suez Canal and the continued expansion of steam navigation brought the Pacific area closer to Europe. A vast seacoast, from Singapore north to Vladivostok, as well as all of southeastern Asia, became a market for European wares. The multiplication of European-dominated port cities, - Singapore, Hong Kong, Shanghai and Yokohama, offered opportunities for North Americans, as well. A key member of the Canadian Pacific Directorate was alert to such opportunities. He was George Stephen, who had risen to the presidency of the railway through the same position with the Bank of Montreal. He was a keen student of oriental history and a collector of oriental objets d'art. George Stephen was fond of finding practical applications for his hobbies and in midsummer, 1886, Port Moody, some miles east of the future City of Vancouver, witnessed the arrival of the first tea cargoes from Japan, consigned to wholesalers in Montreal. The C. P. R. entered Pacific shipping by first leasing and then building its own vessels.

In 1891, the first "Emperesses" began their Pacific crossings. Thus, the opening of the Suez Canal, which stimulated the late nineteenth century development of southeast and eastern Asia was effectively capitalized on by Canada. Our Pacific Northwest became a frontage to Asia and Canada itself soon formed an essential link

between Europe and Asia. As the English publication PUNCH characterized it, there was a "New Northwest Passage by Land", which was the title of Sir John Tenniel's famous cartoon. And, indeed, there was a new northwest passage by land, between Europe and the East, thanks to George Stephen and the Canadian Pacific Railway.

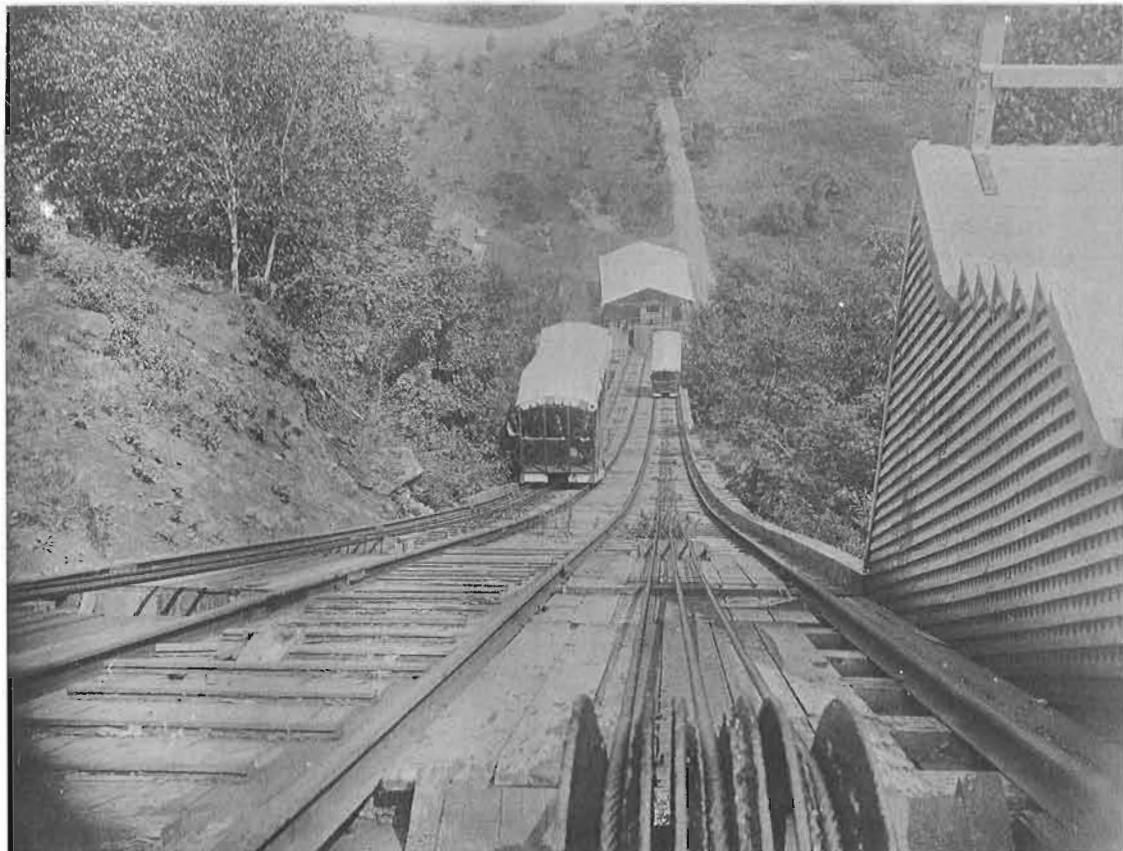


Map shows routes of major railroads in the U.S. today. Heavy black line shows approximate route of the first transcontinental railroad between Omaha, Nebraska, and Sacramento, California.

# MONTREAL'S INCLINE

➔ RECEIVED SUBSEQUENT TO THE PUBLICATION of the article "Man Conquers Mountain" by Mr. Philip Mason, in the April, 1969, issue (no. 209) of CANADIAN RAIL, we herewith present two rare photographs of the Mountain Park Railway of 1890-95. These photographs, kindly provided by Mr. David R. Henderson from his collection, show the line as seen from the top of the incline with a car coming up from the base station and in the second view, a broadside shot of an open car ascending the incline. From the inside of the car, five dignified male patrons of the funicular coldly contemplate the perspiring photographer, carefully concealed by his dark cloth.







BY F. A. KEMP

PASSENGER CONFUSION..... Conflicting statements by high officials of Canadian National Railways, concerning passenger services, have resulted in some confusion among writers, editors and railway enthusiasts, but the reason for the statements can be summed up in one word: SUBSIDIES. For the last 10 years, the Canadian government has paid a general but diminishing annual subsidy to the railways to cover the cost of unprofitable passenger and branch line services. There is also a provision for payment of a subsidy of up to 80% of the cost of specific services. To be eligible for the specific subsidy, the railway must apply for permission to discontinue the service and then submit evidence to prove losses, under a government "costing" formula which has only recently been released.

CP RAIL was granted leave recently by the Supreme Court of Canada to appeal this formula. The application to discontinue service is necessary however and it was for this reason that Dr. Robert Bandeen, CN Vice-President, Corporate Planning, stated that CN would apply for abandonment of all passenger services, except those linking major cities in eastern Canada, in the general area between the City of Quebec and Windsor, Ont. This statement evoked a flurry of editorial comment from several Canadian and U. S. papers, so that Mr. J. Frank Roberts, CN General Manager, Passenger Sales and Service, was kept busy making a number of "defence statements" to the effect that passenger service was NOT being downgraded.

"DEFENCE STATEMENTS" to the contrary, CN released advice notes showing service cuts in Ottawa-Toronto, Montreal-Ottawa and Montreal - Hervey, Que., service, to take effect October 26, 1969. Ottawa-Toronto Trains 44-45 will again be combined with the "Bonaventure" Trains 54-55, between Brockville and Toronto. One train has been cut from the Montreal-Ottawa service, which thus returns to 4 runs. The competing bus line, it is noted in parentheses, has run hourly service all summer! The Montreal-Chicoutimi and Montreal-Senneterre trains are to be combined between Hervey and Montreal, reducing this line to once-a-day service. CP RAIL will also cut off its Sunday Trains 204-205 between Montreal and Sherbrooke.

CP RAIL STATIONS: The famous landmarks at Winnipeg, Man. and Vancouver, B.C. may be abandoned in favour of their CN counterparts in both cities. The former rank as medium-sized terminal stations, but are served by only one train (guess its name!) in each direction. Many smaller stations are being closed along CP RAIL lines, as "Customer Service Centres" are being established on each division, replacing local agencies. One large centre to feel the axe is Windsor, Ont., where it is intended to remove the agent, despite the fact that a large amount of freight is handled here. Already tickets are sold only on trains and baggage is checked without tickets.

A NEW WAY TO NEW YORK ! On just another day in June, the 22., 1969, Delaware & Hudson Railway trains began running from Ballston Spa via Schenectady and trackage rights on the Penn Central through Albany to Rennselaer, on the east side of the Hudson River, where coaches are switched into Penn Central trains for forwarding to New York. This was necessitated by abandonment of Albany Union Station and demolition of the adjacent lower N.Y.C. bridge across the Hudson to make way for a new highway project. For several months, D. & H. trains executed a switch-back move through the abandoned station to get onto the upper N.Y.C. bridge. Work was continued through the summer to make a direct connection between the lines at Albany, but it is not certain whether D. & H. passenger trains will revert to their old route.

AN OPERATING ROYAL HUDSON: That is the dream of an organization called the Royal Hudson Company, which is said to have purchased former Canadian Pacific H-1-c class 4-6-4 no. 2839 with the intention of moving it to the U.S.A., and restoring it to operating condition. This engine was built in September, 1937, by Montreal Locomotive Works and was used in passenger train service out of Toronto, often hauling 14-car sections of "The Dominion" between Toronto and Fort William, on a run where its booster was helpful in starting loads of more than 1200 tons from difficult places on the Schreiber Division. No. 2839 was officially retired in March, 1963, but had actually ended service in 1960 as a helper on triple-headed transfer trains up the steep grade from Montreal's Hochelaga Yard to Mile End. It was also used to supply steam at west-end Glen coach yard early in 1961, operating under steam for the last time. It was stored outdoors at St. Luc and Angus Shops and was sold to the Ontario government in 1965 for restoration and display at the proposed Centennial Science Centre at Toronto. It was moved to North Bay (O.N.R. shops), then to Etobicoke, outside Toronto, where it has since remained. Restoration to an operating condition will be a difficult as well as costly undertaking. Classes H-1-c, -d and -e, nos. 2820 to 2864 were designated "Royal Hudsons".

NEW UNITS FOR CP RAIL: CP RAIL has ordered 16 additional diesel-electric units from MLW-Worthington, Ltd., bringing the total to 67 and has renumbered the units to indicate the type of radio control installed. There are two types of equipment: PACESETTER will permit operation at very slow speeds during loading and unloading of coal unit-trains, while LOCOTROL-equipped units will be used to control mid-train slave units at road speeds. LOCOTROL repeater equipment will be installed in 6 ROBOT cars now being prepared. Road numbers and other details follow:

1. 3,000 hp. units:

4500-4507	DRF-30c	Existing units	PACESETTER	R
4508	DRF-30d	Delivery 1969	PACESETTER	R
4509-4516	DRF-30e	Delivery 1970	PACESETTER	R
4550-4553	DRF-30d	Delivery 1969	PACESETTER	M
4554-4555	DRF-30e	Delivery 1970	PACESETTER	M
4556-4557 (+)	DRF-30f	Delivery 1970	PACESETTER	M
4570-4575	DRF-30d	Delivery 1969	LOCOTROL	M
4576-4581 (+)	DRF-30f	Delivery 1970	LOCOTROL	M

2. 3,600 hp. units:

4700-4719	DRF-36a	Delivery 1969		
4720-4729	DRF-36b	Delivery 1970		
4730-4737 (+)	DRF-36c	Delivery 1970		

(+) new order

It is reported that the experimental 4,000 hp. unit will be numbered 4710 instead of 4729, class DRF-36a. Existing ROBOT cars 1000 and 1001 are being renumbered 1001 and 1002 and four additional cars 1003-1006 are being converted from silk express cars at CP RAIL's Angus Shops. They are also designated ROBOT 3 to 6 incl., and are painted royal blue, with red and white multimarks.

CP RAIL has recently sold several coaches to the Algoma Central Ry. enabling this line to replace most of its passenger equipment. All of the cars were from the 2200-2234 series, built in 1947. Also, two of the "View" series 6-bedroom observation cars, stored at Glen Yards, Montreal, for several years have been sold to the Cartier Railway Company at Port-Cartier, Qué., probably for that line's overnight sleeper service to Lac Jeanine.

Delivery of CP RAIL's bi-level suburban coaches has been delayed, due to engineering requirements to strengthen the underframes. They will NOT be ready as expected for the change of time on October 26 as planned. CP RAIL RDC-4 no. 9251 will be the first such unit to have the "new image". The pattern on the ends will remain the same but the colour will be changed to "action red".

ACI and data-processing equipment are now ready to gobble up and digest without pain the new numbers assigned by Canadian National to GO TRANSIT equipment in the Tor-

onto-Hamilton area:

<u>Equipment</u>	<u>Once were</u>	<u>Now are</u>
Diesel units	600-607	9800-9807
Self-propelled cars	D700-D708	9825-9833
Cab-control units	C750-C757	9850-9857
Coaches	4700-4731	9900-9931
Coaches	4740-4753	9932-9945

MEANWHILE, CP RAIL units, now at Ogden Shops, Calgary, Alta., after various accidents, include 4064, burned out July, 1969; 4076, wrecked at Wasa, B.C., on the Windermere Sub. on August 20, 1969; 8713 destroyed in the same wreck. In the east, four "written off" units are still in Angus Shops yard, Montreal: nos. 1415, 1801, 8148 and 8557.

Former Canadian National Railways No. 46, the last "uncommitted" 4-6-4 class X-10-a has been sold by its former owner and moved to a new location from the industrial siding at Dorval, Que. Opinions of the identity of the new owner vary, but it is reported that the gentleman is a scrap metal dealer and that he paid a price considerably in excess of the engine's scrap value. From this fact, it is reasoned that his intention is to preserve it, rather than converting it to scrap. The locomotive will be preserved in the Montreal area. The companion business car, whose original interior was torn out some years ago, will be scrapped.

PASSENGER TRAINS U.S.A. Train travellers in the U.S.A. will have a few more years available before their favorite means of transport disappears completely, but important gaps are being opened in the passenger service network. These can only be circumvented by long detours. One such gap was created by the removal of Louisville & Nashville Railroad Trains 11-12, between Flo-maton, Ala. and Chattahoochee, Fla., thus severing the through "Gulf Wind" service between Jacksonville, Fla. & New Orleans, La. The L. & N. has also applied to discontinue passenger service between St. Louis, Mo., Evansville, Ind., Chattanooga, Tenn. and Atlanta, Ga. This is the last passenger service over the State-owned (Ala.) Western & Atlantic Railway, over which the famous Civil War locomotive chase took place. It is also the last train to use Atlanta Union Station.

Other services terminated or applied for include Seaboard Coast Line's Florence-Augusta, Ga. and Jacksonville-St. Petersburg, Fla., via Gainesville and Atlantic and West Point-Western Railway of Alabama's Atlanta, Ga. to Montgomery, Ala. The Texas & Pacific has applied to discontinue its New Orleans-Marshall, Texas Trains 21-22. Its recent pull-out from Dallas made that city the largest in the world without rail passenger service, an un-

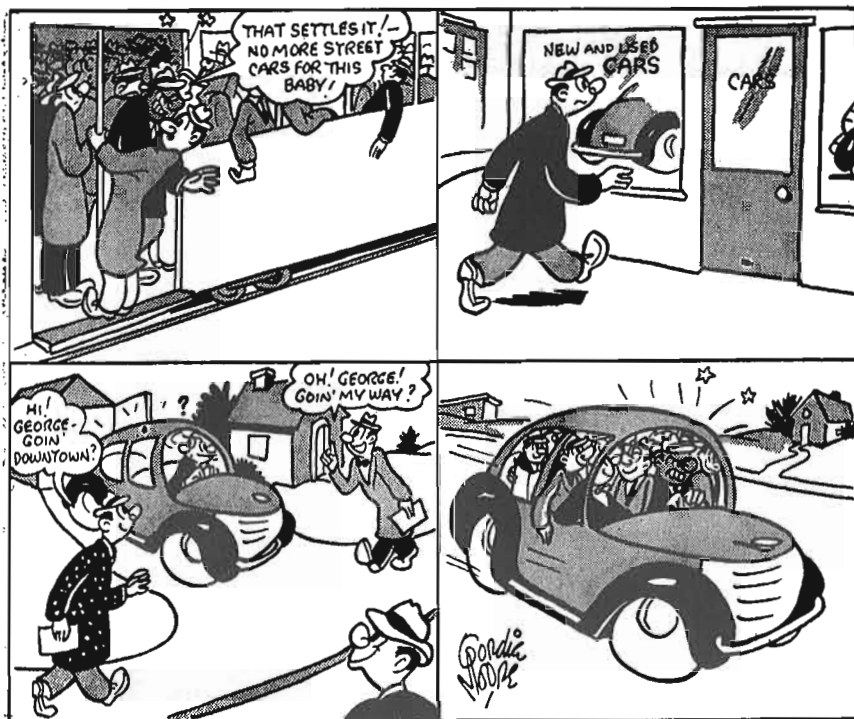


enviable title which it may not retain very long. The New Orleans Union Passenger Terminal, newest station in the U.S.A. (1954), is being altered to accommodate Greyhound buses, in addition to its diminishing roster of passenger trains. Several tracks have already been removed to permit this change.

**RAILWAY STATIONS U.S.A.:** Some of Chicago's six passenger stations are due to disappear shortly, as railroads with few passenger runs left move to other quarters. The B. & O.-C. & O. combine will abandon its own Grand Central Station to move into the North Western terminal, while Rock Island is expected to vacate LaSalle Street for a berth in busy Union Station, after alterations to that vast edifice are complete. Part of the latter has been pulled down to allow construction of a new office building above the tracks, subjecting commuters and casuals to the frustrations still fresh in the minds of those using New York's Pennsylvania Station during its latter-day transformation. Penn Central, following its successful rebuilding of Penn Station, is planning a similar defacement for Grand Central Terminal. This proposal is being resisted by a group which seeks to have GCT declared a national historic site, although it was only built in 1913! Penn Central recently closed its downtown stations at Albany and Schenectady, N.Y. and replaced them with out-of-town locations at Rennselaer and Colonie, which have large parking lots as well as large taxi bills for those not having their own transportation.



**THE BRITISH HAVE LANDED AT BOSTON....** Alan Pegler's famous locomotive ex-LNER no. 4472 "Flying Scotsman", motive power for the British Trade Exhibition train, was off-loaded from Cunard Steamship Lines' S.S. SAXONIA, in the middle of Boston Harbour on September 28 by a giant crane from the Charlestown Navy Yard. The locomotive was followed by the two tenders and two of the nine exhibition cars, some of which are converted coaches and some converted luggage vans. The cars are painted in what has been described as an emetic chocolate and cream. Previously, the S.S. MEDIA had discharged three cars and the S.S. IBERIA four, making a grand total of one engine, two tenders and nine cars. After preparation at the civilian portion of the nearby Army Base, the train began its tour at Boston on October 8, working in steam to Hartford, Conn., on the 12th. Rumor has it that "Flying Scotsman" will enter New York with a stone-cold firebox, the necessary steam being supplied by an oil-fired boiler in a train heating car, hauled behind the second tender of the locomotive. An intriguing idea! "Flying Scotsman" will complete its eastern tour at Houston, Texas, on November 15, 1969, having covered some 2,000 miles. Mr. Frank Kyper, Editorial Coordinator, Massachusetts Port Authority, Boston, Mass. sends this information.



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Mr. J.A.Beatty, 4982 Queen Mary Road, Montreal 248, Quebec, Canada.

ASSOCIATION BRANCHES

OTTAWA Mr.M.Iveson , Sect'y., P.O.Box 352, Terminal "A" Ottawa Ont.  
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