

Canadian Rail



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KENTVILLE'S SECRET INGREDIENT

Glenn Wallis & Sandy Worthen

Photos by Glenn Wallis

Sometimes what seems to be an innocent venture, turns out to be a GENUINE HAPPENING.

To generate a little interest during what would otherwise be an ordinary, bucolic summer, the Town of Kentville, Nova Scotia, this year decided to organize an "Old Home Week" celebration. This event or week-long series of events was intended not only to persuade former residents of the Town to return to renew old friendships, but also to stir up a little publicity, which would do the Town no harm.

As Premier G.I. Smith of Nova Scotia explained, "An 'Old Home Week' is more than just a pleasant get-together - a renewing of old ties, old friendships. It is also a time for pride in community For most of our towns, only a short drive is required to show the visitor new industry, new highways, new developments. We are happy to show returning friends and relatives these 'renovations' which have been made in the old home in their absence".

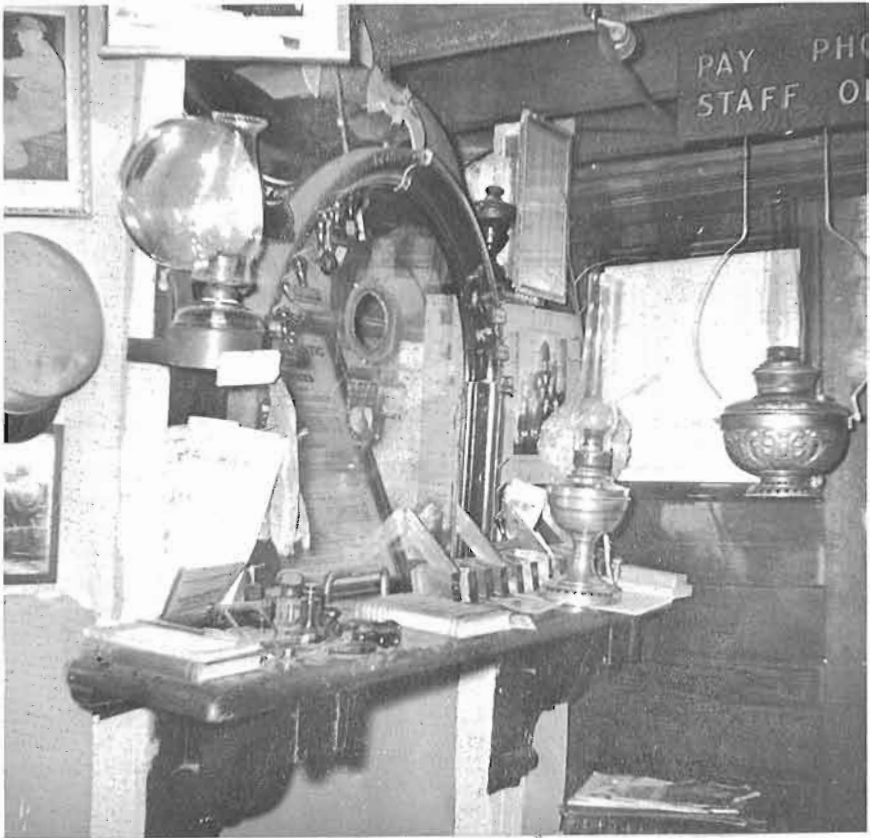
Kentville's "Old Home Week" celebrations were first-class. Premier Smith commended the Town: "I congratulate the Kentville Town Council for organizing this 'Old Home Week' celebration. With the active co-operation of many civic-minded organizations and citizens in Kentville, I am certain this week will be a success".

It was.

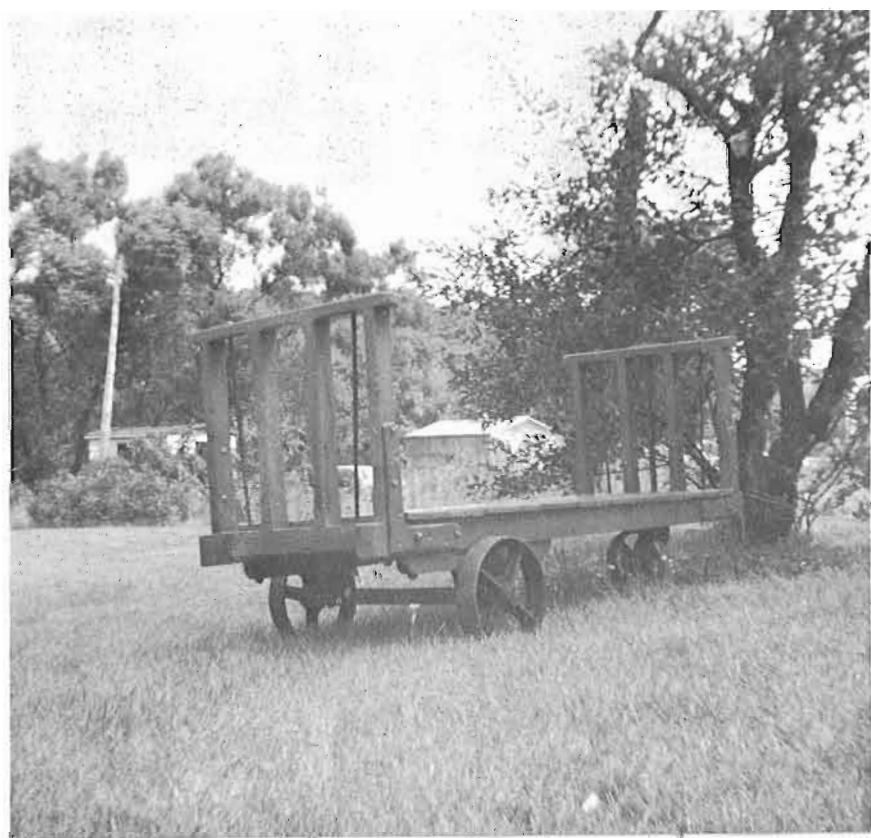
For two nights, the Kentville Fire Department were hosts at the Fire Hall to "Nova Scotia Square Dance Holiday" (just \$ 1 per person) and a light lunch, courtesy of the Fire Department, was served on both evenings and generously included in the price of admission. Miss Lyne Padilla of Kentville was crowned "Towers Store Queen". The Halifax CHRONICLE-HERALD, dean of Nova Scotia newspapers printed several stories on the celebrations.

← A MEDIUM SHOT OF THE GEORGE WARDEN RAILWAY MUSEUM AT 85 RIVER STREET, Kentville, N.S. appears on this month's cover. CP RAIL heavyweight cars in the Kentville Yard of the Dominion Atlantic Railway appear in the background. The locomotive bell came from the DAR via King's College School, Windsor, N.S.

← IN ANOTHER CORNER OF THE MUSEUM ARE CPR G5 4-6-2 no. 2551 (C.R., FEB. 1970, p.45) and a photo of Montreal Junction (C.R., June, 1967, p.146). The entrance to George Warden's Museum is topped by an ex-DAR loco bell and flanked by DAR marker lamps.







And one citizen opened his own private museum to the public.

This museum was one of the many "secret ingredients" which blended together to make Kentville's week-long celebration a great success. This specific project was the sole endeavour of Citizen George Warden. Please note that Mr. Warden's usual job is that of conductor on the Kentville-Halifax afternoon passenger train of the Dominion Atlantic Railway - a wholly-owned subsidiary of CP RAIL. Indeed, that may explain one aspect of the unique project. On the other hand, Mr. Warden lives at 85 River Street in Kentville and this qualifies him as a tax-payer. Hunting around for an idea for a personal contribution to the Town's "Old Home Week", he finally came up with a dandy!

It all began back in 1967 - indeed, a year to be remembered, when George was looking through his collection of family photographs for a picture of his grandfather - also a Dominion Atlantic employee. He found grandpa's picture all right. But in the search, he also discovered an additional and not inconsiderable amount of material relating to the railways of Nova Scotia. When George's idea for 1970 really began to germinate, much of the material required for its realization was at hand. This accumulation, together with the contributions from Dominion Atlantic management, CP RAIL friends and many other interested persons in a variety of places, provided a more-than-adequate foundation for the project.

George Warden's personal contribution to Kentville's "Old Home Week" - The George Warden Railway Museum - was officially opened at 1.00 p.m. on August 9, 1970. The attendant ceremonies began when Mr. William Hopkins, a (brisk) 82-year old retired D.A.R. conductor with 47 years service, pulled the bell-cord of the locomotive bell over the Museum entrance. The guests were enchanted by its cheerful clang, which in other years had called students of King's College School, Windsor, N.S. to chapel and, before that, rang out from atop the boiler of a Dominion Atlantic engine.



ON PAGE 308, we begin a tour of George Warden's Museum: the 19th. century "pot-belly" stove was an indispensable decoration of most period railway stations. The ticket-wicket from the DAR station at Windsor, N.S. is surrounded by other railway memorabilia. Small items displayed include marker lamps, lanterns, sections of rail, pinsch-gas lamps and a lighter and spare lamp burners. Naturally, there is a swallow-tail coat - part of a 19th. century conductor's uniform on the DAR and the inevitable station clock.

Mr. George Warden reaches for a book in one of the sets displayed at his Museum on page 310. Above the books, a display of pictures. Outside the Museum, a DAR standard 3-wheel station baggage cart, ca. 1900.



It should be pointed out at once that the George Warden Railway Museum has no "regular" hours, since it is located in the basement of the Warden residence. But you can be sure that when George is at home, he will be more than pleased to welcome former railway employees and interested railway enthusiasts. Weekdays, George goes to Halifax and back, as previously noted, usually with a CP RAIL "Dayliner" and boasts over 30 years of service on the D.A.R., having begun his career as a trainman in 1939.

In the Museum can be found more than a thousand items pertaining to the "life and times" of the Dominion Atlantic Railway and its predecessors - the Western Counties Railroad, the Windsor and Annapolis Railroad, the Cornwallis Valley Railroad and the Yarmouth County Railroad, as well as some curios from the Intercolonial Railway. This collection occupies the whole basement area and by its variety and interest, is bound to attract many former railroaders, particularly from the Pensioner's Room in the nearby D.A.R. building which is also CP RAIL's Kentville Station.

While the Dominion Atlantic Railway began its corporate history on July 22, 1895, the Museum exhibits other, older items, some belonging to the Nova Scotia Railroad of 1859. There are hat badges and rule books, a swallowtail coat and conductor's uniform (1895), baggage checks and railway tickets (1878), not to mention a monthly account of the D.A.R.'s year of 1888. There are annual passes of 1921 and track torpedos of the Intercolonial Railway, over 100 years old.

Other interesting printed material includes a Dominion Atlantic working timetable of 1885 and one for the through service to Halifax of 1894. The general instructions and rules, published for the Royal Tour of the Duke and Duchess of Cornwall and York in 1901 are most interesting, as are the miscellaneous items of small equipment - the marker lamps, station lanterns and pinsch-gas lamplighters. There are two ancient baggage carts, one of which is a three-wheeled variety used at the turn of the century.

And in addition, George Warden's Museum features photographs of all shapes, sizes and subjects, from a 12 x 15-inch portrayal of the fabled steam locomotive "Samson" of the General Mining Association of Nova Scotia, to colour reproductions of the most modern diesel-electric units. Of special interest to D.A.R. enthusiasts is a wreck scene of 1894 and photographs of the deep snows along the line during the hard winter of 1905.

Citizen George Warden, having made his own very special contribution to Kentville's "Old Home Week" - 1970, doesn't feel that the realization of his idea should just stop there. "It is not so much what it is at present", George says, "but the thought of what it will become".

With emphasis on the "will" !

A CENTENNIAL ----- WITH STEAM i

By. F.A.Kemp

On July 1, 1970, the Province of Manitoba celebrated its Centennial in Canadian Confederation with vim and gusto and television screens across the country were enlivened by the spectacle (live) of a steam locomotive, City of Winnipeg Hydro No. 3, smoking it up across the prairie from Winnipeg to Lower Fort Garry, Man., as it hauled a train of a wooden combine and two wooden coaches, transporting Canada's Prime Minister, the Federal Cabinet, the Provincial Premier and many and various other dignitaries and celebrities and a few guests.

All this was part of the commemoration of the founding of the Province one hundred years ago, the essential ceremonies being held at the old fort of the Hudson's Bay Company on the banks of the Red River.

Although Manitoba boasted no railways in 1870, no. 3 was and is typical of the 4-4-0-type used on the earliest lines. She has 17x24" cylinders and 63" driving wheels and was built in 1882 by Dubs and Company of Glasgow, Scotland for the Canadian Pacific Railway Company. Originally, she was numbered 22, was thereafter renumbered 133 in 1905, 63 in 1911 and 86 in 1912. In 1918, she was sold to the City of Winnipeg Hydro-Electricity Commission, which used her on a railway between Lac du Bonnet and a power plant at Pointe du Bois, Man., until 1963.

She was brought to Winnipeg in 1967, ostensibly for operation in connection with the celebrations of Canada's Centennial, but various technical difficulties and procedural delays prevented operation, except on yard trackage.

During May and June, 1970, she was retubed at Canadian National's Transcona Shops and her repair and restoration to operating condition was due to the efforts of the Vintage Locomotive Society, a group of volunteer steam locomotive enthusiasts, the Manitoba Centennial Corporation and City of Winnipeg Alderman and Manitoba MLA Leonard Claydon, whose long campaign to put the train in service at last gained it the title "Claydon Cannonball".

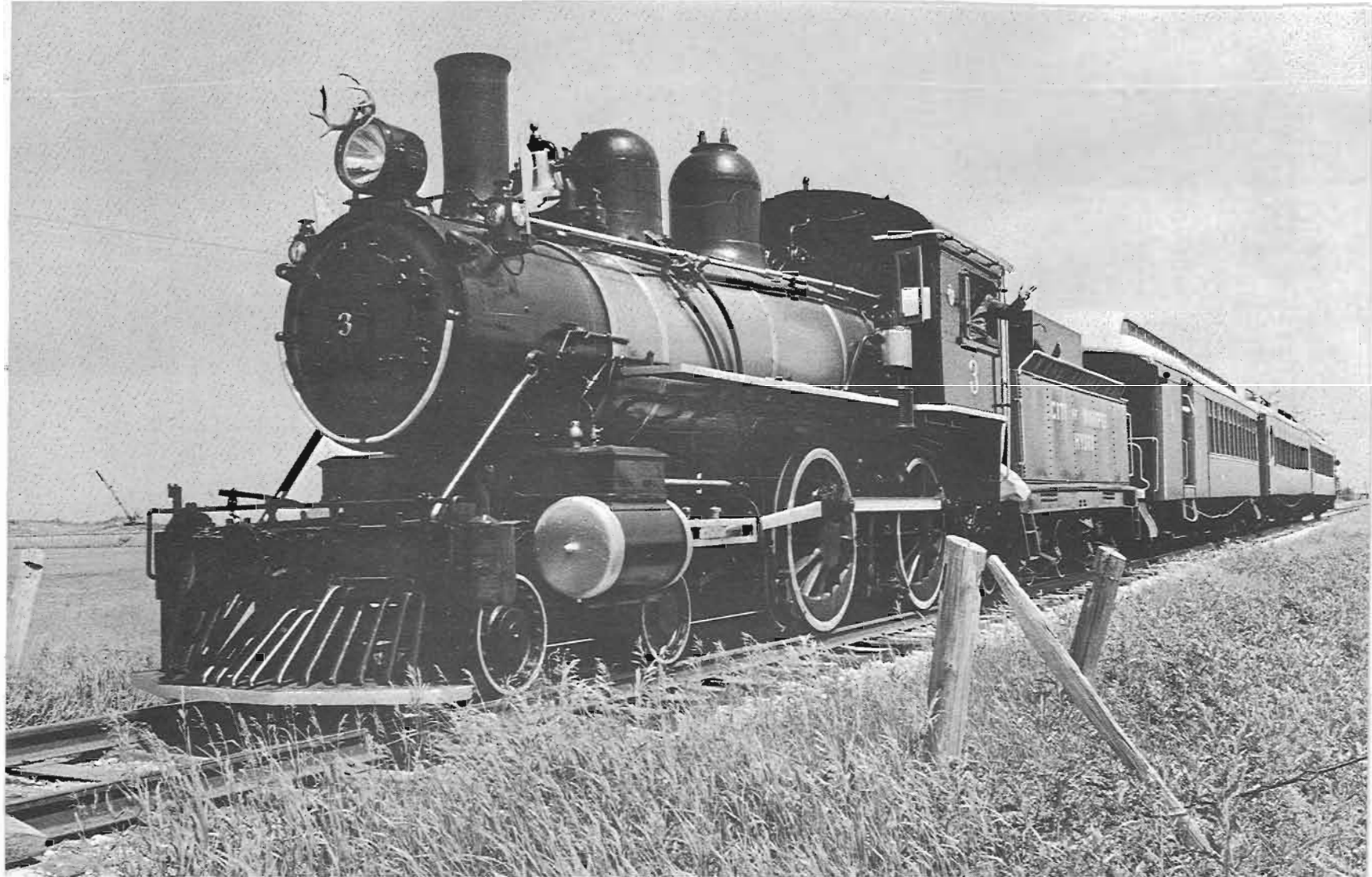
No. 3 hauls the combination car, built by the Pullman Company and two wooden coaches, obtained in an exchange with CP RAIL. The Vintage Locomotive Society, owners of the train, number among their members Messrs. John LePage and Gordon Younger, the latter being the Manitoba Representative of the Canadian Railroad Historical Association. Without their efforts, this success could not have been achieved.

The Society was granted \$ 17,000 by the Manitoba Centennial Corporation to have the train repaired to meet federal government agency standards. In return, the Society has turned over control of the train to the Corporation for the remainder of 1970, except for week-end operations by the Society. Christened "The Prairie Dog Central", no. 3 and train are presently operating on a 15-mile stretch of Canadian National Railway between Charleswood and Cabot, Man.

In 10 days of operation, more than 4,000 passengers have been carried. Expenses, which are high, have so far soaked up most of the revenue but Mr. Younger is confident that operation will soon level off "in the black". Information may be obtained by writing to the Vintage Locomotive Society, 267 Vernon Road, Winnipeg, Man.

Excellent photos courtesy Winnipeg FREE PRESS.





THE WAY IT USED TO BE

J.W.Mills.

Introduction.

These days, it is often quite difficult to find people who remember the early days on any of Canada's railways. In the case of the shorter lines, the search is often much more difficult. We are very fortunate to be able to present Mr. J.W.Mills' personal reminiscences of the early days on the Algoma Central & Hudson Bay Railway, in the early years of this century.

IN THE BEGINNING, the line was not planned to go all the way from Sault Ste-Marie, Ontario, between Lake Huron and Lake Superior, on the river of the same name, to (if you please) Hudson Bay. Therefore, on August 11, 1899, the Algoma Central Railway Company was incorporated. But the Company Directors, of whom three were Clergues from Philadelphia, U.S.A., had second thoughts and spurred on by glowing prospects of a magnificent trade route from and to Europe, via Hudson Bay, the name of the new line was changed to the Algoma Central and Hudson Bay Railway Company, on May 23rd., 1901. This was a good way to start a new century.

CONSTRUCTION BEGAN in 1899 and by the time that the business recession of 1903 hit, the railroad had reached mile 56. A branch line from Michipicoten Harbour, on the shore of Lake Huron to the main line at what is now Hawk Junction had been constructed, a distance of 6 miles to a place called Josephine, the site of an iron mine. In 1911, the connection with the Michipicoten branch was made and by 1914, the main line was complete to Hearst, Ont., making a connection with the National Transcontinental Railway, later on. The N.T.R. is now the northern line of Canadian National Railways.

THE FACT THAT prior to and (to some extent) after the first World War, the Algoma Central & Hudson Bay was a sort of glorified "tote-road", catering to the requirements of the bush operations of Abitibi Power and Paper Company, justifies the writing of this narrative of happenings of 50 years or more ago. At that time, the expression "Pagnis Turn" signified a round trip from Sault Ste-Marie to Mile 68, the end of steel. The crew was composed of "gentlemen-roughnecks" who were carefully selected by an elimination process, wherein the simple criteria were their proficiency in fisticuffs, their capacity for hard liquor and their present

and subsequent deportment under these conditions. This lively competitive system selected only the train crew, of course, and not the engine crew, who were considered to be much lower in the social scale and whose limited ability at reading, - particularly signals, sometimes produced results of a startling nature. This inability to read did not in any way affect their vocabulary, choice samples of which could be overheard frequently by the passengers, as the enginemen communicated at long-range with other members of the train crew.

AT THE START of any trip from the Sault (pronounced "soo") the female passengers were isolated (barricaded) in a separate coach at the rear of the train, while the front coaches were filled with uneven-tempered lumberjacks. This arrangement offered a modicum of protection for the members of the delicate sex, as the only males they had to fight off were the members of the train crew and the travelling clergy, the latter being on their way to the logging camps for the purpose of taking up collections to be used in converting the heathens in other equally remote and unheard-of parts of the world. It was (and still is) logical to assume that there is only one place for lumberjacks to end up. Consequently, religious services in their terrestrial abodes were deemed a gross waste of time.

QUALIFYING AS AN ASSISTANT to the train crew depended on the candidate's ability to make three fast return trips to Pete Sundstrom's bar in Searchmont with a water-pail full of beer on each return leg and still be on board the train when the engineer decided to turn her loose from the station. This extraordinary feat of agility also assured the performer of free transportation for the trip.

AT OGIDAKI, (mileage 48) the baggageman had set up a barrel at some distance out in the lake, as a target for his .303 Savage rifle. The barrel had not been disturbed or materially damaged during a period of about ten years, which attested to the continuing potency and effectiveness of the Searchmont beer. However, during this same period, several fish suffered severe injuries. At Chipewa (mileage 51), there was a large tree under which lumberjacks were accustomed to recline while waiting for the southbound train. The tree actually served another and more vital purpose. As soon as the northbound train from the Sault arrived, the bodies of the returning camp personnel were gently (more or less) removed from the coaches and carried (hauled, dragged) to the shade of the tree, where they were arranged in very life-like postures, after all spirituous liquors had been removed from their persons and their luggage. The train crew may have done this as a gesture of comradeship and good-will, in order to allow them to return to a normal state (whether they wanted to or not). When these bodies once again regained a conscious state, quite frequently they decided that it was the same day they had started out and that they had missed the dang-busted southbound train. In disgust, they slowly made their way back to camp. At the end of the month, when

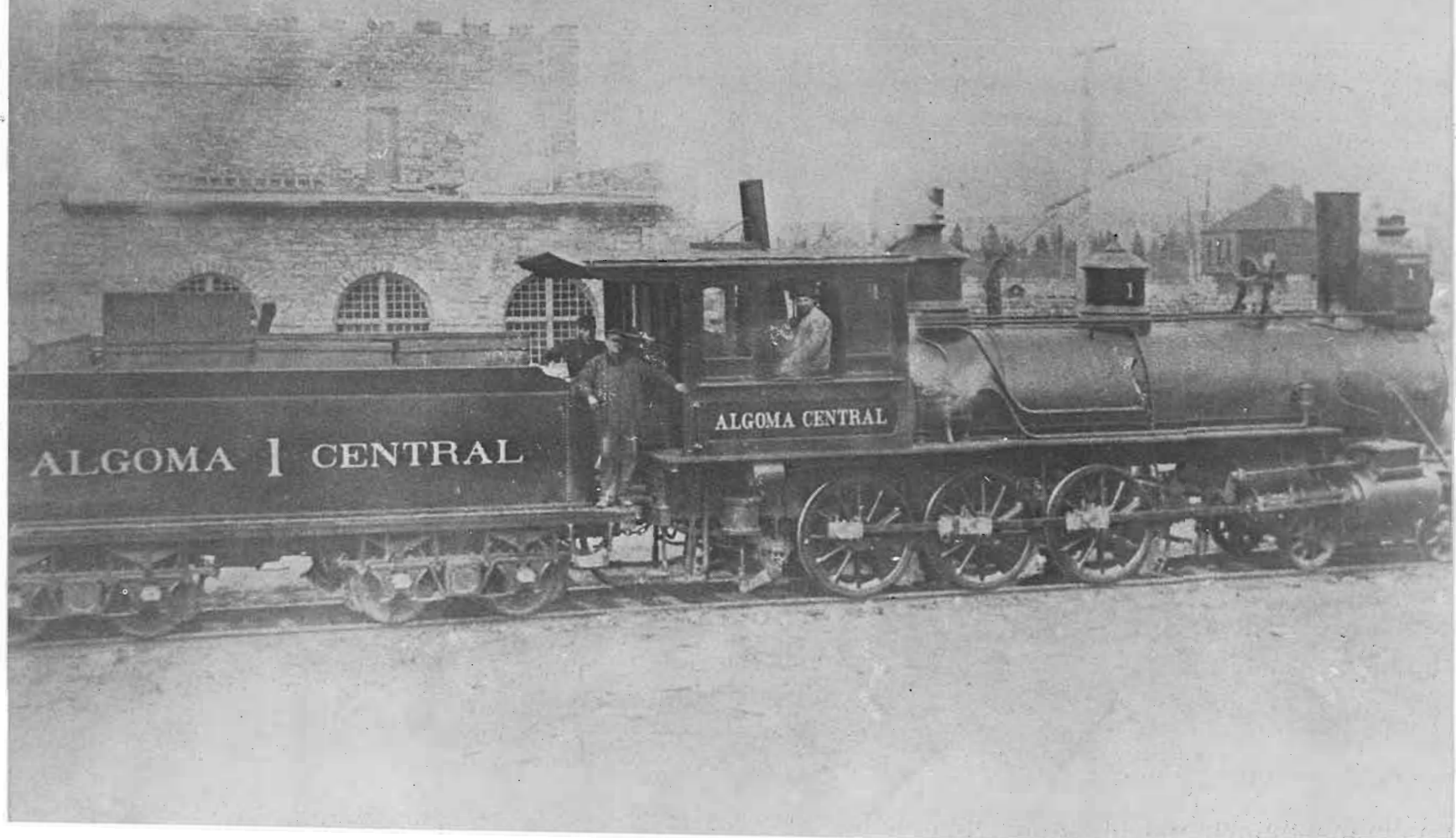
they got their pay, they came to the conclusion that the thieving pencil-pusher of a time-keeper had shortchanged them three or four days' pay, but sorrowfully concluding that argument was useless, reluctantly they accepted the inevitable.

A VALIANT EFFORT was always made by the enginemen and train crew to get to the paper company's headquarters at Pagnis, prior to noon and the mid-day meal. Usually, this attempt was successful. After lunch and just prior to the departure time for the southbound run, a member of the train crew would invite the camp cook for a drink (not of water) and would shower him with compliments for his culinary success. Meanwhile, the other members of the crew were busily engaged in liberating enough dessert-pastries from the kitchen to last during the trip back to the Sault, as well as for the following day's northbound trip. This operation required careful timing, to make sure that the last drink was hoisted immediately before the train pulled out, lest the cook should return to the pantry before the train was well out of sight. After that, the blame could easily be shifted to one of the miserable lumberjacks.

BY THE EARLY 1900's, the female of the species had been elevated to the position of a minor diety and suitably enshrined on a pedestal. She was treated as a very fragile piece of humanity, to be approached, addressed and generally treated with the greatest care. This consideration was well demonstrated on one trip on the Algoma Central, when the southbound train, loaded with passengers, ground to a very sudden and complete stop, upsetting the equilibrium of a few pails of blueberries and disturbing the poise and tranquility of two plump matrons, who were in line for the portion of the car designated as "ladies". Indignant inquiries as to the reason for this unscheduled and dislocating stop resulted in the information that a lady had put her head out of the window and her hat had been blown off. The unusual courtesy shown in backing up the whole train and retrieving the hat was explained by the fact that the lady in question was the conductor's current girlfriend. After backing up a mile or so, the air was pulled and the hat retrieved. Originally, the hat had been quite a creation, including in its decorations, besides some sprigs of white and green material, an imitation bird. Before the event, this bird probably resembled a pigeon, nestled in the crown of the hat. After its brief sojourn under the wheels of the train, it looked like a moulting owl which had run into a load of number 6 shot! However, at that juncture, its appearance was neither here nor there!

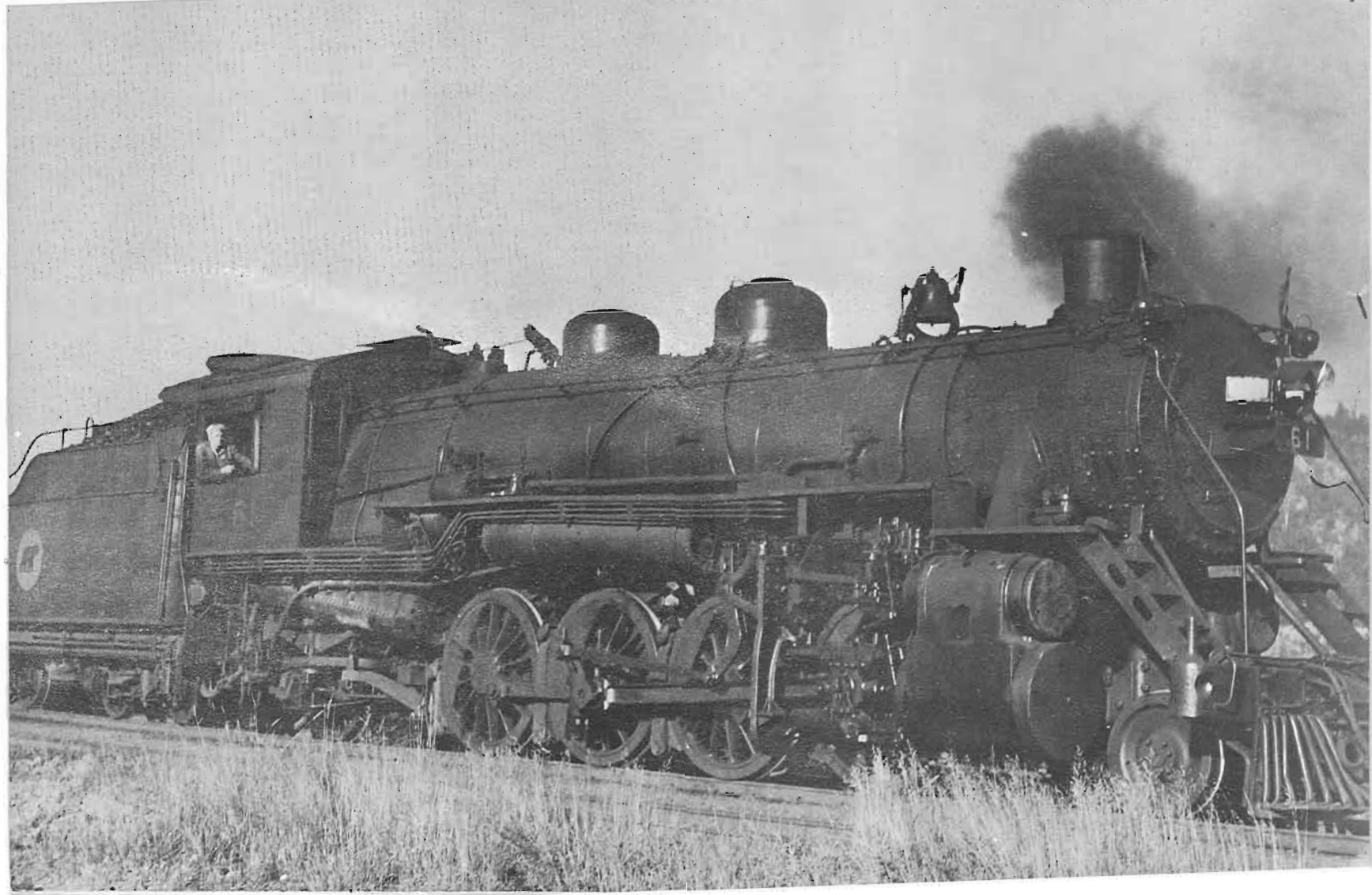
THE TREATMENT OF THE FAIR SEX, just described, did not extend to the wives of the local farmers along the line. They seemed to enjoy the same status as the other goods and chattels belonging to the farmer. It was quite some time before they became "people" and many of the farmers never recovered from the shock when the vote was granted to women!

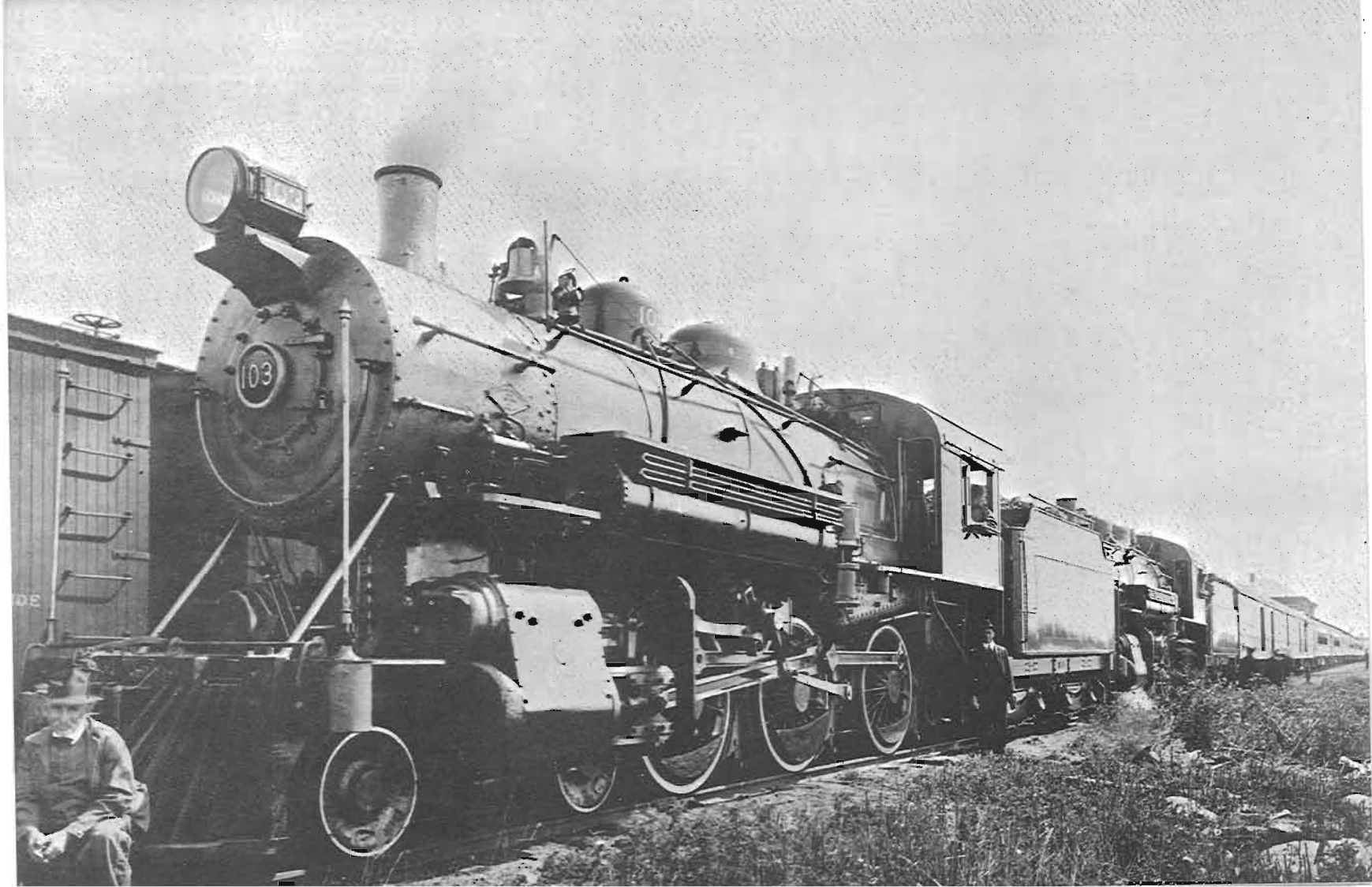
ANOTHER GENUINE HAZARD to efficient operation on the Algoma Central was a wonderful cold spring of water at the north end



ALGOMA CENTRAL

ALGOMA CENTRAL





of Bellevue Trestle. This always called for a stop, while the engineer and fireman went to get a drink. The drink of cold water was generally followed by a smoke, before the train continued on its way.

LOGICALLY, THIS STOP occurred on the southbound trip only, as an ample supply of liquid refreshment of another variety was readily available from the Sault as far north as Pagnis. This has been previously described.

PUBLIC AND EMPLOYEES' time-tables were usually available, but were mostly used for wrapping up garbage from the caboose or baggage car. A time-bill four or five years old was likely to be a better piece of information than one for the current year. Arrival and departure times at way points were anybody's guess and were directly dependent on the whims of the crew. Stops were often frequent and mostly unscheduled. In some cases, they seemed to overlap, somehow. There was great confusion in the cab, because the engineer figured that if he whistled for one stop, he might have to back up some distance so that he could whistle again for the next one! There was no dining car in the consist, but it was always possible to find plenty of berries to eat along the right-of-way, in the summer. Normally, the hungry passenger walked along beside the train, picking berries. Sometimes he got slightly ahead of the train and had to wait for it to catch up!

AS ON ALL RAILWAYS, things have changed on the Algoma Central since the early 1900's. Logically, these changes have resulted in improvements, but at arriving at the present state of efficiency the railroad has somehow lost the glamor which made it so fascinating. The free and easy days are long gone and have been irrevocably submerged in a mass of computerized wheel-reports, fringe-benefits and centralized traffic control. The survivors of the "old school" of railroading are very fortunate in their memories of the days gone by and the way it used to be. It may have been darned poor business, but it sure was lots of fun!



ON PAGE 319, ALGOMA CENTRAL RAILWAY'S NO. 1 APPEARS. She was a Mason 4-6-0 built for the Lehigh Valley Railroad and purchased from James T. Gardner, Chicago, Ill. on September 30, 1899. She was scrapped in 1914.

A.C.R.'s 2-8-2 no. 61, one of four "mikados" was photographed at Michipicoten Harbour, Ont., in the late 1940's - page 320.

In 1919, the Algoma Central prepared a Special Train for the then-Prince of Wales. The special was headed by ACR 4-6-2 no. 103 and was photographed at Bruce Street Station, Sault-Ste-Marie, Ont. No. 103 was built by Canadian Locomotive Company at Kingston, Ont. in April 1912. Page 321.

On page 323 appears another special consist in the late '40's. ACR no. 102, sister engine of no. 103, leads the procession. The last two cars of the special are not ACR rolling stock, but appear to be private cars.

All photos courtesy Algoma Central Railway.



CORNWALL - 1949



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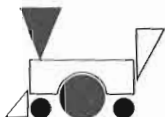
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