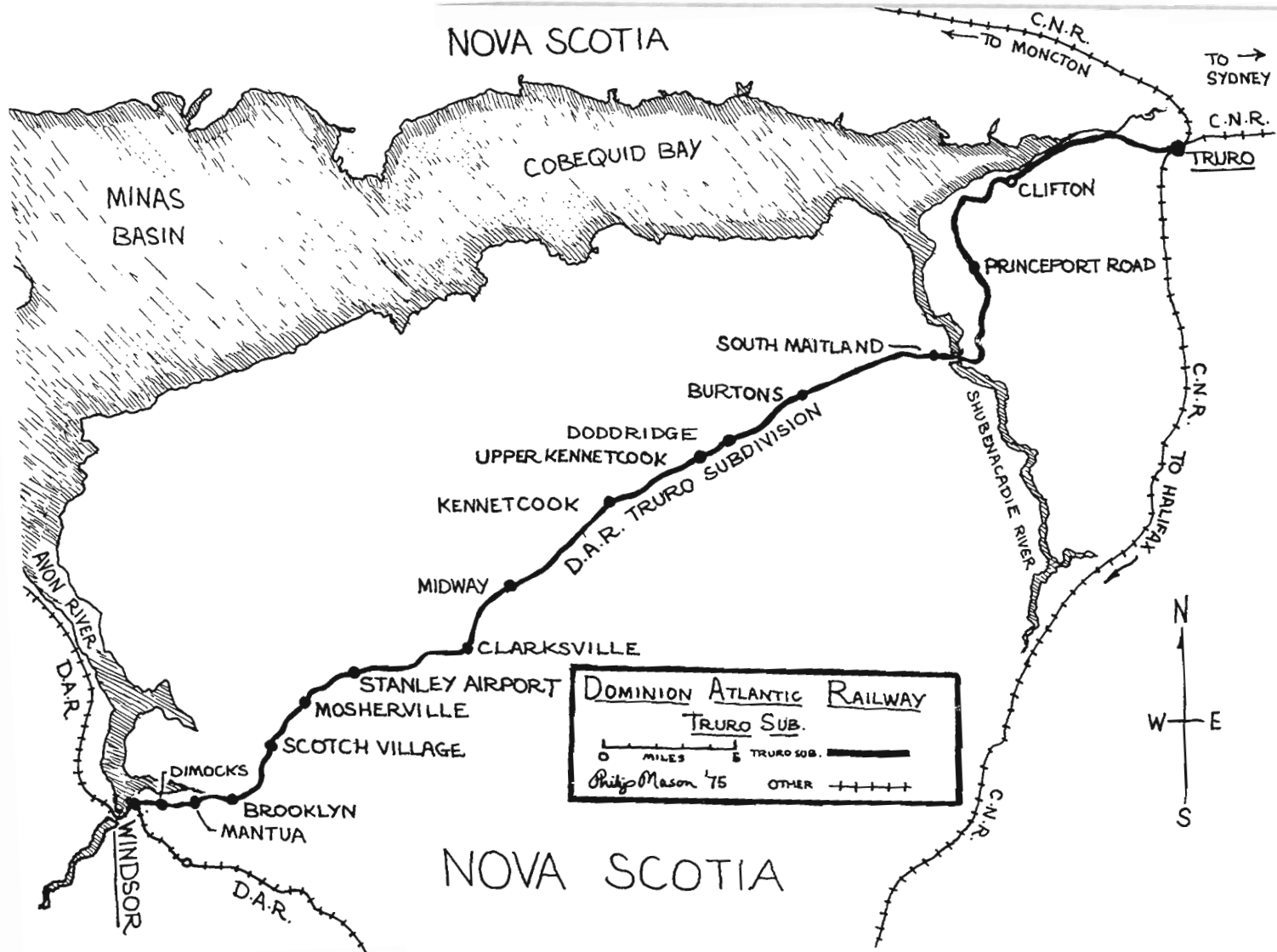


# Canadian Rail



No. 292  
May, 1976





# MIXED THOUGHTS on a MIXED TRAIN.

G. Wallis

Photographs by the Author.

Map by Philip Mason.

**A** maritime mixed train and a centipede with ninety-nine sprained ankles may be said to have one thing in common: lack of velocity. With this intriguing statement in mind and, in fact, to test its validity, on a Saturday in August 1974, the 24th., to be exact, I packed a lunch-and-a-half and hurried to the station at Windsor, Nova Scotia, to purchase a ticket-and-a-half to Truro, in the same Province. The "half", in both cases, was for my six-year-old son, Andy, who was as curious about the venture as I was, but for a different reason.

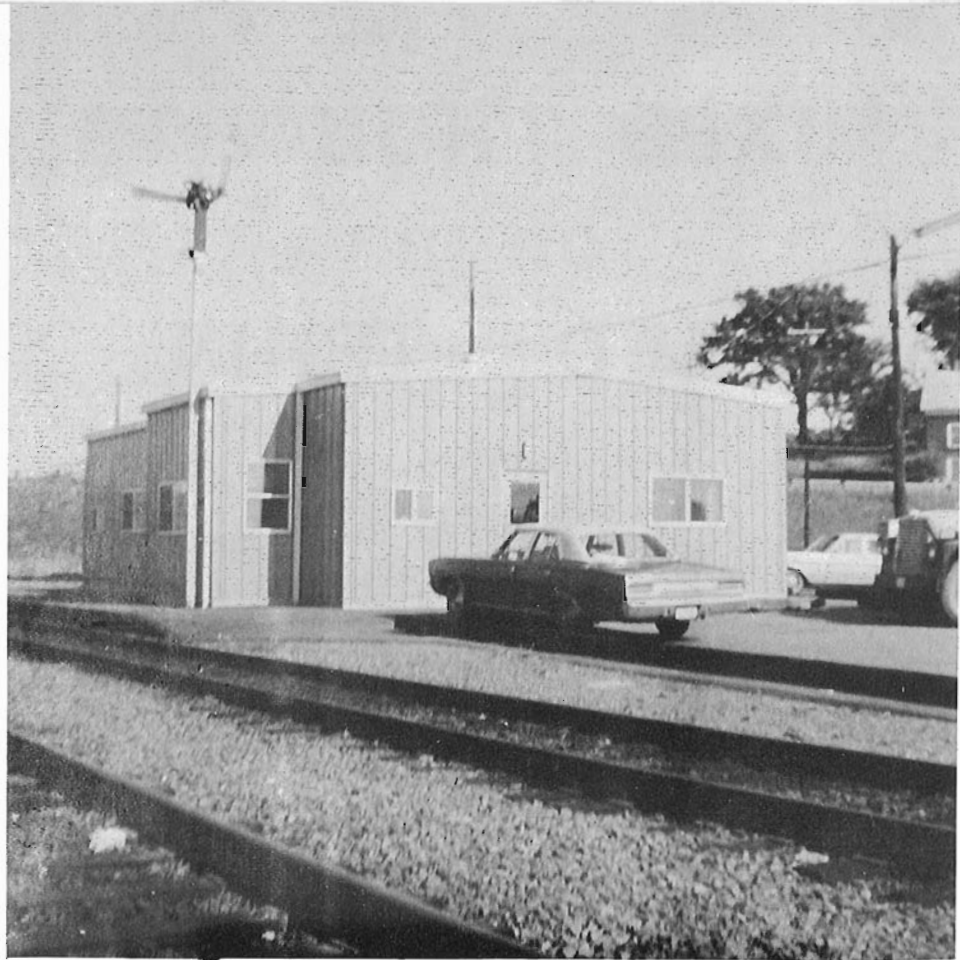
With the ticket-and-a-half and the lunch-and-a-half, we boarded Canadian Pacific Railway's heavyweight coach Number 1303, which was, after some manoeuvring, an integral part of Dominion Atlantic Railway's Train 21, at Windsor on the day mentioned. The weather was reasonably fine; the time was about 1455 and our destination was Truro.

The reader's knowledge of turn-of-the-century railroading in this part of Nova Scotia may permit him to recall that the railway over which we were to travel was completed in 1905, being built by the Midland Railway Company (Nova Scotia). Twenty years previously, two other railway companies had amalgamated to form the Dominion Atlantic Railway, about which much has been written. The Canadian Pacific Railway Company leased the Dominion Atlantic Railway in 1912, the latter having purchased the Midland Railway Company (Nova Scotia) seven years earlier.

When the DAR was leased by the CPR, its corporate title was not modified to reflect the identity of the new owner and that, in a sense, explains why our journey would be made over the Truro Sub-

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← JUST IMAGINE! IN JUNE, 1966, YOU COULD SPEND A HAPPY SUMMER DAY AT Montréal's suburban station of Dorval, watching such extraordinary sights as Canadian National Railway's CLC-FM "C-Liner" Number 6704, on the head-end of Train 15, the "International Limited" from Montréal to Toronto and Chicago. Philip Mason enjoyed the occasion.



↑ THE PRESENT-DAY STATION OF THE DOMINION ATLANTIC RAILWAY AT WINDSOR, Nova Scotia, is a bare and functional building. However, it provides shelter for the operator, express shipments and any occasional passengers which may turn up to travel by rail to Halifax, Truro or the Fundy Coast to Kentville, Digby and Yarmouth.

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division of the Dominion Atlantic Railway in a coach belonging to the Canadian Pacific Railway (so it said), with the motive power supplied by CP RAIL'.

Now, the reason for the lunch-and-a-half was that DAR Train 21 was due at Truro at 1730, or supper time. Normally, it arrives with every bit of the punctuality of the monthly issue of CANADIAN RAIL: that is to say, rather late and somewhat the worse for wear.

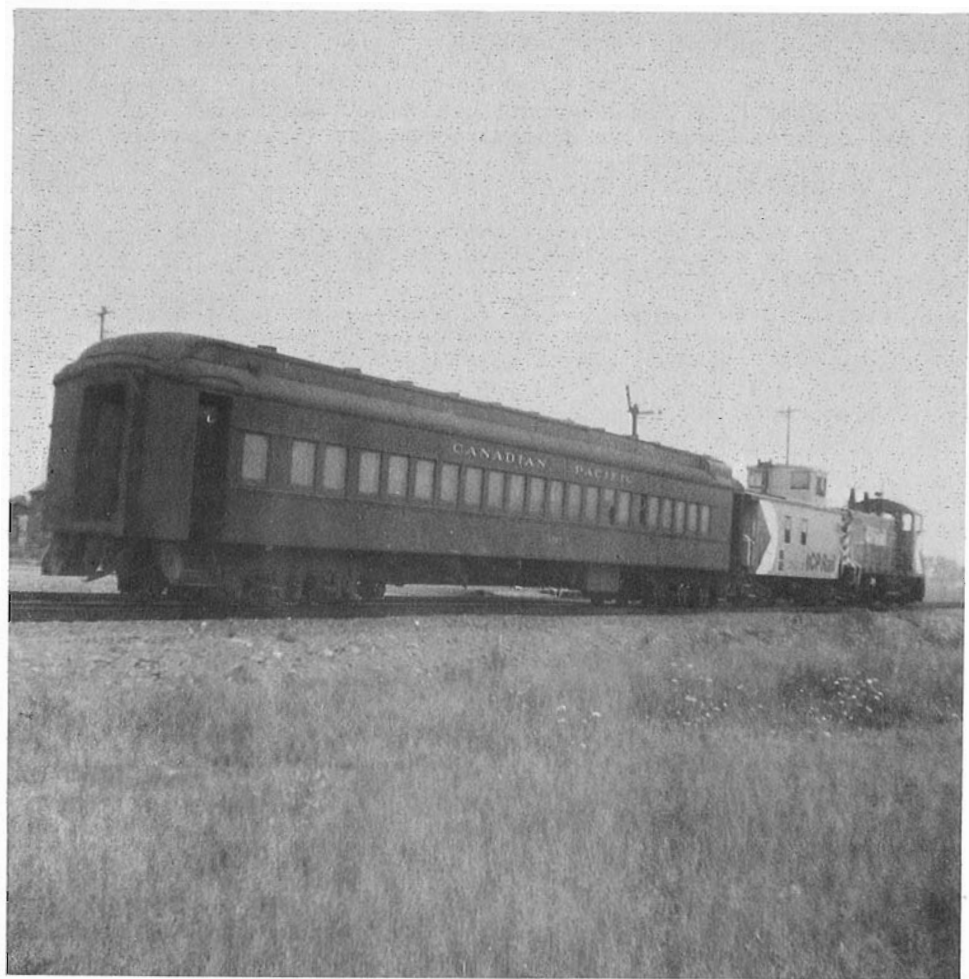
The real reason for riding Train 21 now escapes me, although it was probably derivative from Andy's periodic questions and requests. At the time, my enthusiasm seemed to be linked to his queries and the fact that he had never ridden a mixed train. Moreover, in the 1970s, the railway mixed train seems to be a rapidly disappearing transportation mode. It may soon be an extinct type and, in my opinion, this cannot happen fast enough. But one ought to experience such things before they become extinct, following the "iron horse" into oblivion.

Conductor B. Young was most hospitable and made us welcome in the CPR passenger car. Our accommodation was very commodious - I do not say luxurious - as we were the only passengers, revenue or otherwise, on the train. When Mr. Young realized this, he retired into the familiar surrounding of his caboose, the next vehicle behind the passenger car, never more to be seen that day. His absence had the effect of making me the "resource person" who answered Andy's questions during the trip.

Train 21- in the employees' timetable - or Train M21 in the public folder, composed of a CP RAIL diesel, a CPR passenger coach, plus a CP RAIL caboose, left the station at Windsor and proceeded about a third of a mile to the yard, where the diesel cut off to pick up about 20 freight cars of various shapes, sizes, uses and ownerships, which had come from Kentville that same morning. Having

↓ THE BUSINESS END OF DOMINION ATLANTIC RAILWAY TRAIN 21 (M-21) WAS CP RAIL class DRS 12b, Number 8133, while on the opposite end, next to the passenger coach, was CP RAIL van Number 437223. August 24, 1974.





↑ TRAIN 21 DID NOT MAKE A VERY IMPOSING SIGHT, AS IT LEFT THE STATION at Windsor, Nova Scotia, on August 24, 1974. A few minutes later, it had grown remarkably to 22 cars.

coupled these cars into the train, and after pumping up the train line, we clattered off across the Nova Scotian countryside, with the passenger coach and caboose in tow. We rumbled and clanked our way, uneventfully, towards Truro; this was the kind of relaxing railway journey which soothes even a maritimer!

It might be remarked in parentheses that, if you are a devotee of the "nostalgia kick", just buy a ticket on DAR Train 21 and amble on down the Truro S/D of the Dominion Atlantic Railway, that was once famous as "The Land of Evangeline Route".

While the employees' timetable said that Train 21 was "Mixed, Daily ex. Sun.", the current DAR public equivalent described Trains M-21 & M-22 as follows:

Mixed train service (carrying passengers).

Full particulars may be obtained from your local DAR agent.

You might have concluded logically that no one in western Nova Scotia was particularly interested and therefore had not inquired of their local DAR agent. The number of passengers in our coach supported this conclusion. Thus, it is also quite reasonable to conclude that, when you make your pilgrimage, your only inanimate companions in the classic CPR coach Number 1303 will be the lavatory-type blocks of deodorant which are profusely distributed on the luggage racks above the coach seats. The punctuality of Trains M-21 & M-22 may be terrible, but it can never be said that the passenger accommodations stink!

It is also correct to say that the train crew expects that passengers will behave as they should and no hanky-panky, such as riding on platforms or in the caboose cupola, will occur. There are,

↓ MR. ANDREW WALLIS OF HANTSPOINT, NOVA SCOTIA, WAS ONE OF TWO COURAGEOUS passengers who boarded Canadian Pacific Railway coach Number 1303 at Windsor, Nova Scotia, on August 24, 1974, for the ride to Truro.





however, other compensations. Switching stops - when they occur - are prolonged, although they are few in number. Some of the windows of the CPR coach can be raised sufficiently to permit the passage of the head and shoulders - and the camera - of an adult. Simultaneously admitted to the coach are the odours of barnyards, tidal mud-flats and diesel engine fumes.

For some railway enthusiasts, open windows in passenger cars are a delight, but the objective observer must perforce agree that open windows also invariably admit fine gravel dust from the right-of-way in great quantities. More specifically, profuse amounts of iron-rich red dust from the tidal flats on Chignecto Bay powder the interior of the coach.

Since CPR Number 1303 is the only passenger coach used in this service and, in view of the fact that neither Windsor or Truro boast of passenger-car cleaning facilities, it must be assumed that, one day, the interior of Number 1303 will be preserved to eternity, covered in a smooth, impervious coating of iron oxide. That is, unless the car finds its way to Kentville, or the windows are kept closed!

It is also possible to sleep quite comfortably on this "Water-Level Route", but the passenger should be alert for the transit of the Shubenacadie River estuary at Mile 41, near South Maitland, and the splendid and odouriferous vistas over the tidal mud-flats near Old Barns.

On the particular occasion being considered, the motive power for our train was CP RAIL DRS 12b, Number 8133, sporting the new CP RAIL multimark, with Engineman H. Pollock at the throttle. At the other end of the 22-car consist was CP RAIL van Number 437223, also in multimark. Passenger coach Number 1303 looked rather out of place in the old tuscan red paint scheme that had been used for more than half-a-century on Canadian Pacific Railway's passenger rolling stock.

The DAR stations at Windsor and Truro, Nova Scotia are today spartan and functional, in no way resembling the genteel Eduardo-Georgian (V) structures that still stand at Kentville and Digby.

But "Caveat emptor!" - "Let the buyer beware!". A sleepy 56-mile Saturday afternoon ride on the DAR from Windsor to Truro is not exactly what you would call inexpensive. The fare is \$ 5.50 and the "half" is \$ 2.75 which, for the "fare", works out to about 10¢ per mile. Compared to prices in "the good old days", this is expensive. It can be argued that most things are, in 1974, compared to "the good old days", whenever they were. But the good old days are now gone forever and, as with most other leisure-time activities, the cost of riding even the humble mixed train has increased. And, after all, it is not a very high price to pay for an ostensibly private car, all the way from Windsor to Truro.

Suffice it to say concerning our leisurely trip to Truro, that we did arrive about 1730. The lunch-and-a-half had been demolished en route. And as for the return trip to Windsor on Train 22 (M-22), said to depart Truro at 0530, daily except Sunday, well, that is something else!

Every now and then, Andy makes veiled suggestions that we just might make another afternoon's sojourn aboard DAR's Train 21. But the still-cold weather and the uncertainties of Number 1303's Baker Heater, not to mention the dwindling supply of Maritime coal, have thus far discouraged a return engagement. The proposal to take a ride on Train 22 from Truro to Windsor has been temporarily postponed due to the uncivilized hour of departure, noted above.





↑ NORTHBOUND MIXED TRAIN 21 RUMBLED OVER THE BRIDGE ACROSS THE ESTUARY of the Shubenacadie River at Mile 41, near South Maitland, Nova Scotia, on the way to Truro.

↓ DOMINION ATLANTIC MIXED TRAIN M-21 WINDS ITS WAY ALONG THE MUD-FLATS of an inlet of Chignecto Bay, Northbound for Truro on August 24, 1974.





THE DOMINION ATLANTIC RAILWAY STATION AT TRURO, NOVA SCOTIA, IS NOT as grand as it once was. Mixed Train 21 arrived on time on August 24, 1974, at 1730, having made an average speed of 23 mph from Windsor, Nova Scotia.

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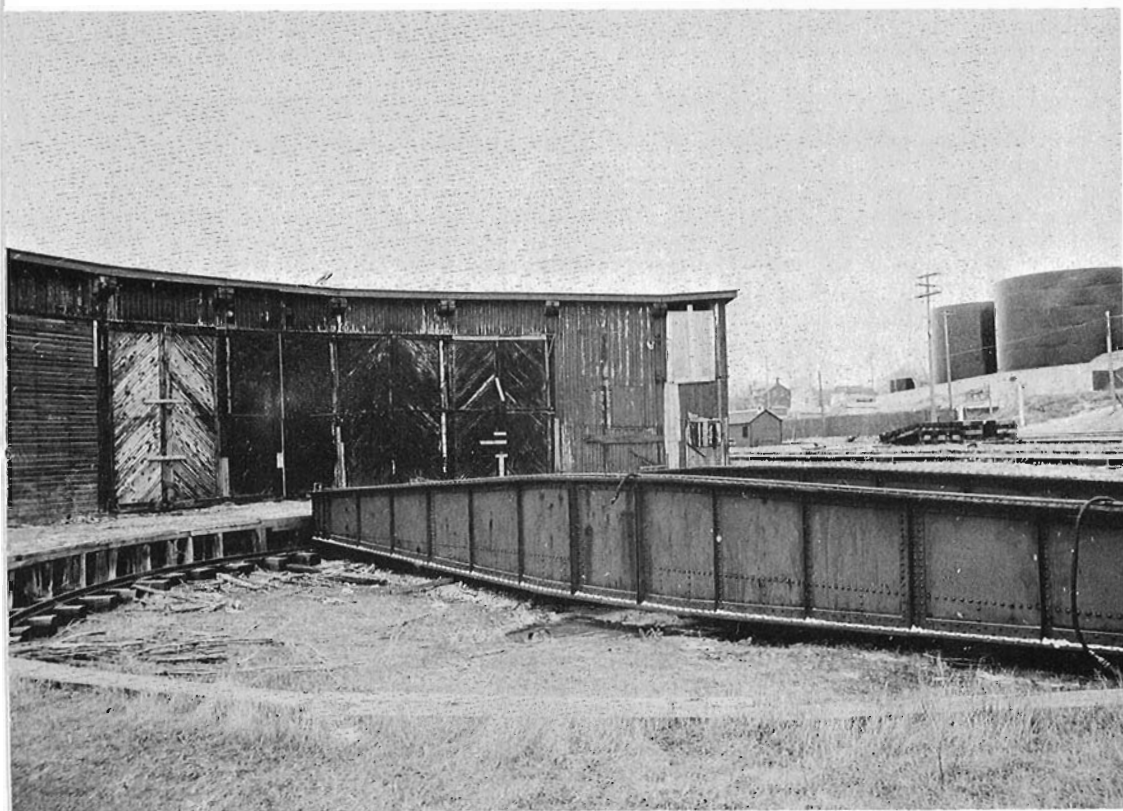
Without doubt, "operating efficiency" or "progress" or some such nebulousness will deprive Andy of the pleasure of sharing this experience with his son, some time about 1995. It is entirely possible that Trains M-21 & M-22 will suddenly disappear with a timetable change, perhaps in 1976, unless there are agreements pertaining to operation of which potential passengers are unaware.

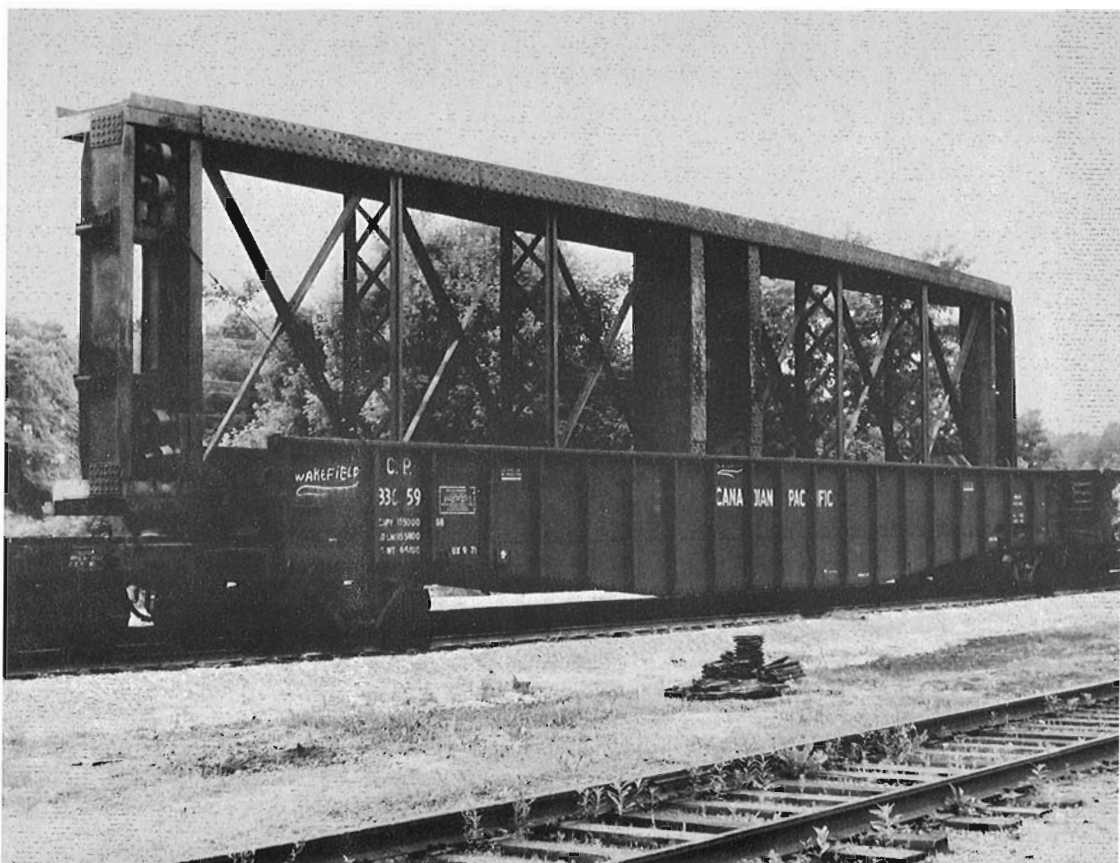
If you plan to sample this Nova Scotian delicacy this summer, you should not postpone the adventure too long. No one knows when CP RAIL and the Canadian Transport Commission will agree that this is not an "essential passenger service". When the decision to terminate the service is taken, Dominion Atlantic Railway mixed trains Numbers M-21 & M-22 will join all those other irreplaceable mixed trains, classic cars and steam locomotives in the Valhalla which some imaginative souls say exists for such gallant mechanical contrivances, which once roamed the seacoasts, plains and mountains of Canada. Their glory is not easily forgotten and their fascination and charm can sometimes still be recaptured, daily except Sunday, on the DAR mixed train from Windsor to Truro, Nova Scotia.

# A Turntable for Wakefield.

Duncan H. duFresne

**C**itizens of the Nation's capital were very happy to learn, early in 1974, that a train powered by a real steam engine was going to operate over CP RAIL trackage, up the Gatineau River Valley during the summer. The motive power, former Canadian Pacific Railway D-10 Number 1057, and the rolling stock, were supplied by Ontario Rail Association, Incorporated of Brampton, Ontario.





In order to provide a method of turning Number 1057 at the northern terminal of Wakefield, Québec, it was decided to locate, move and install a turntable there. Two turntables were available from CP RAIL and a seventy-footer at Kingston, Ontario, was selected.

The removal of the turntable from its foundations in Kingston and its loading in a gondola car, with leading and trailing idler flats, was no small task. However, the turntable arrived at Ottawa's Walkley Yard at 2230, July 3, 1974 and, after remarshalling, was shipped over CP RAIL lines to Wakefield early on the morning of July 4, 1974. Two large mobile cranes were assembled on July 10, 1974 and the 'table was offloaded. After being positioned on its new foundation, it was operationally tested (without its air-motor) by a CP RAIL diesel-electric unit on Friday, July 12, 1974.

The turntable from Kingston was used by steam locomotive Number 1057 of the Credit Valley Railway (ex-CPR D-10 class, 4-6-0) for the first time on July 14, 1974, when the train arrived at Wakefield at 1130 hours.

In charge of the installation of the turntable at Wakefield was Mr. Alan Ede of the National Capital Commission, Ottawa; under the guidance of Mr. Frank Zettler, a 70-year-old expert who had installed other 'tables over the years, and Mr. John Corby of the National Museum of Science and Technology, the installation was completed on schedule.

The use of a turntable at Wakefield, rather than a wye, for turning Number 1057 was promoted by Mr. Corby and the Author, who, as

a special advisor, had been commissioned by the National Capital Commission and the National Museum of Science and Technology to make a detailed technical examination of the Kingston turntable and to draw up recommendations regarding the acquisition of this last remaining specimen at Kingston, where it had been installed in 1912.

Installation at Wakefield required the agreement of CP RAIL to use a portion of the vacant land adjacent to the railway's team track at Wakefield. The team track was rebuilt, elevated and realigned by the National Capital Commission, to serve its new purpose. A passenger platform was built alongside. The turntable pit fitted neatly between the new platform and Wakefield's main street, which is part of Québec's Route 11. A newly installed switch at the south end of the team track permits access to the 'table. A stub-end "run-off" track lines up with the 'table on the north side of the pit.

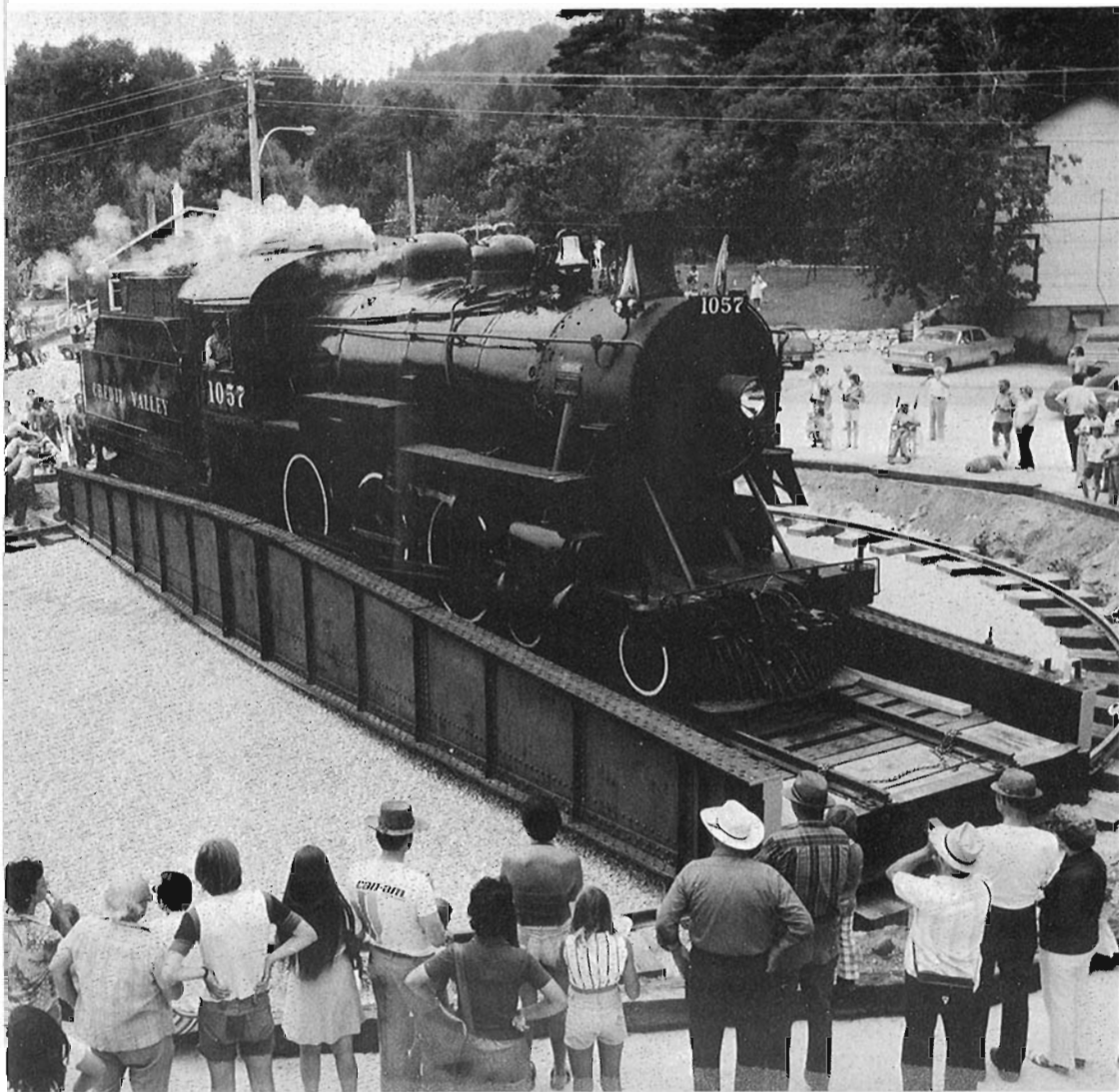
Another innovation in this new facility at Wakefield was the ringing of the pit with a specially constructed wooden sidewalk, permitting spectators to enjoy a vantage-point from which they could observe the operation of turning Number 1057. For the less inquisitive, a grassed area has been fenced in, alongside the access track, and provided with park benches. The comings and goings of the train to Wakefield and the turning of Number 1057 can be observed from this peaceful observation area.



In the photographs accompanying this article, the CP RAIL turntable at Kingston, Ontario, was photographed while still in operation by Mr. John Corby. The picture was taken on April 9, 1974, just two months prior to the relocation. Of interest is the wooden centre-bearing base and the piling-supported cribbing around the pit.

Mr. Bruce duFresne welcomed the turntable body when it arrived on the new platform track at Wakefield. It was reposing on its side in a 65-foot gondola car - bottom side facing the camera - flanked by two idler flat cars. On July 8, 1974, the area adjacent to the main street was somewhat dislocated, with the construction of the turntable foundation in full swing. The concrete support for the centre-bearing is shown in Mr. Bruce duFresne's second picture.

July 14, 1974: the first turn at the new location. Number 1057 was turned for the first time on the "armstrong"-type turntable. The pit cribbing and the observation sidewalk were yet to be installed. Mr. Bruce duFresne took the picture.





# Referred to the Committee.

S.S. Worthen

By far the best way to avoid the implementation of a sound proposal is to refer it to a committee for further study.

Old political adage.

**N**owadays, hardly anybody pays much attention to the distance between the rails of any of Canada's railways. Most people who are even remotely interested in this characteristic of the modern railway quit thinking about it when the Newfoundland Railway became part and parcel of the Canadian National Railway Company and, subsequently, lost its steam engines. Granted, there is still the White Pass and Yukon Route and other lines with slight differences in track gauge, 'round about the country, but they are often remote and very hard to find.

There was a time, back in the early history of our country, when the distance between the rails was very important. Gauge was quite a reliable indicator of the future success or failure of the venture. For nearly 15 years after 1853, the railways in the eastern United States had to contend with the Grand Trunk Railway Company of Canada, which was of a non-standard gauge, as far as they were concerned. In southern Ontario, the Great Western Railway Company busily loaded and unloaded freight cars at Niagara Falls, Windsor and Sarnia, where it connected with U.S. railroads - all because of the difference in gauge!

In later years - and farther west - this gauge problem was not encountered, since by the time the western lines were built, the "great contention" about the gauge of railways had been settled and a "once-and-for-all" decision rendered.

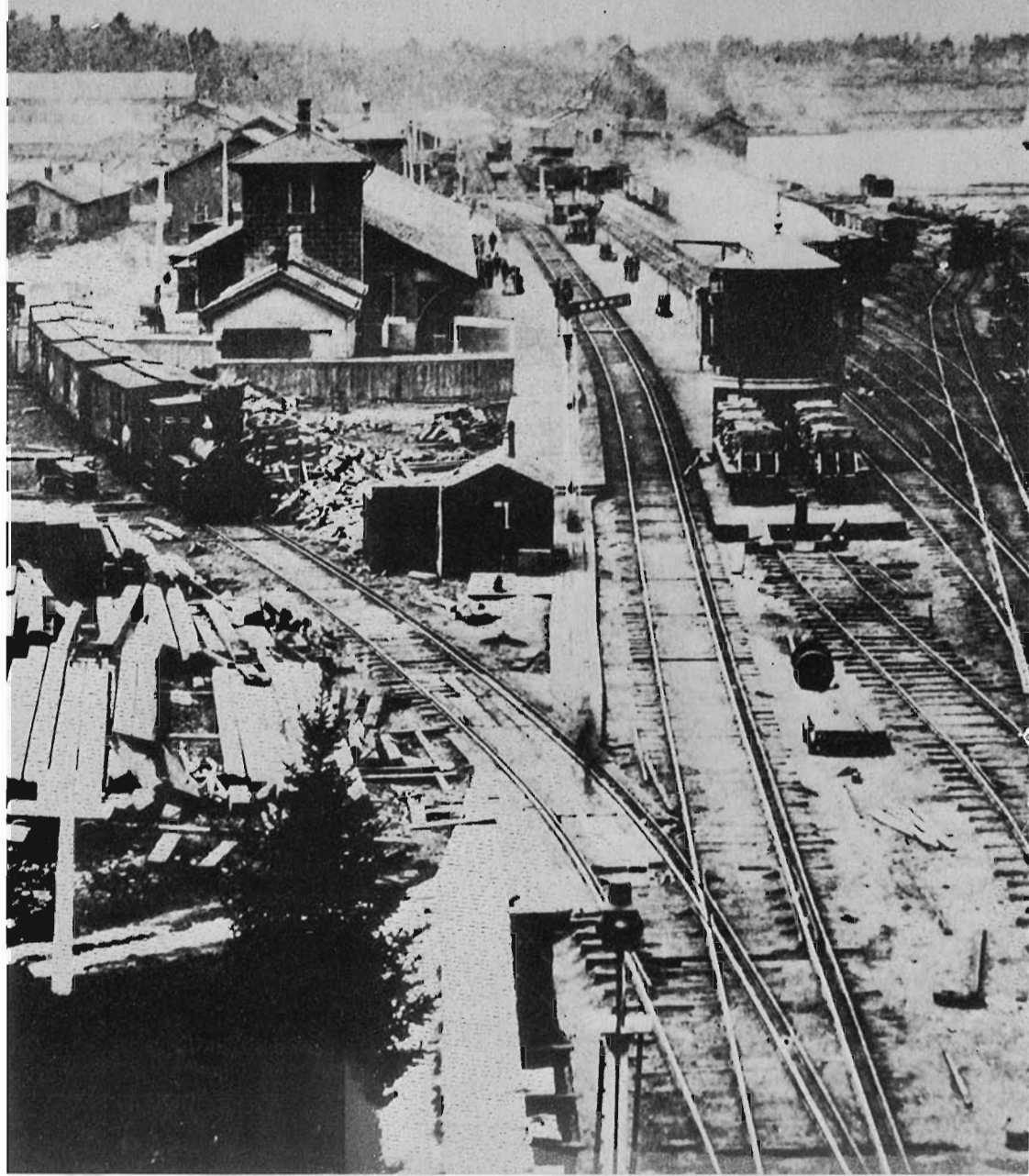
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IN THE INTERVAL 1866-1873, THE STATION OF THE GREAT WESTERN RAILWAY at Hamilton, Ontario, was a mass of complicated dual-gauge track-work, the standard-gauge having been laid alongside the 5-foot, 6-inch "Provincial Gauge" in the former year. When the Provincial Gauge law was repealed in 1870, the GWR began the conversion to the Stephenson gauge, to permit easier interchange of traffic with its connections to the United States at Niagara Falls and Windsor/Detroit.

Photograph courtesy Canadian National Railways.





True narrow-gauge railways ( 3 feet 6 inches, or less) could, of course, be built for reasons of economy, but if they were built, it was with the clear understanding that they were narrow-gauge and could not expect their standard-gauge neighbours to make any special concessions on account of the difference. The Stephenson gauge was firmly established. If you wanted your company to participate in the exchange of interline traffic, that was the gauge you adopted.

Curiously enough, Canada's first two public railways, the Champlain and St. Lawrence and the Lanoraie and Village d'Industrie Rail Roads were both built to the Stephenson gauge, the first in 1836 and the second in 1850. Contrariwise, the St. Lawrence and Atlantic/ Atlantic and St. Lawrence, Canada's first long-distance railway, was planned and constructed to a 5-foot 6-inch gauge. Indeed, when the Grand Trunk Railway Company of Canada obtained its charter in 1853, it was obliged by law, if you please, to adopt this "Provincial Gauge". So was the Great Western Railway in southern Ontario. How did this unwise legislation get on the statute books?

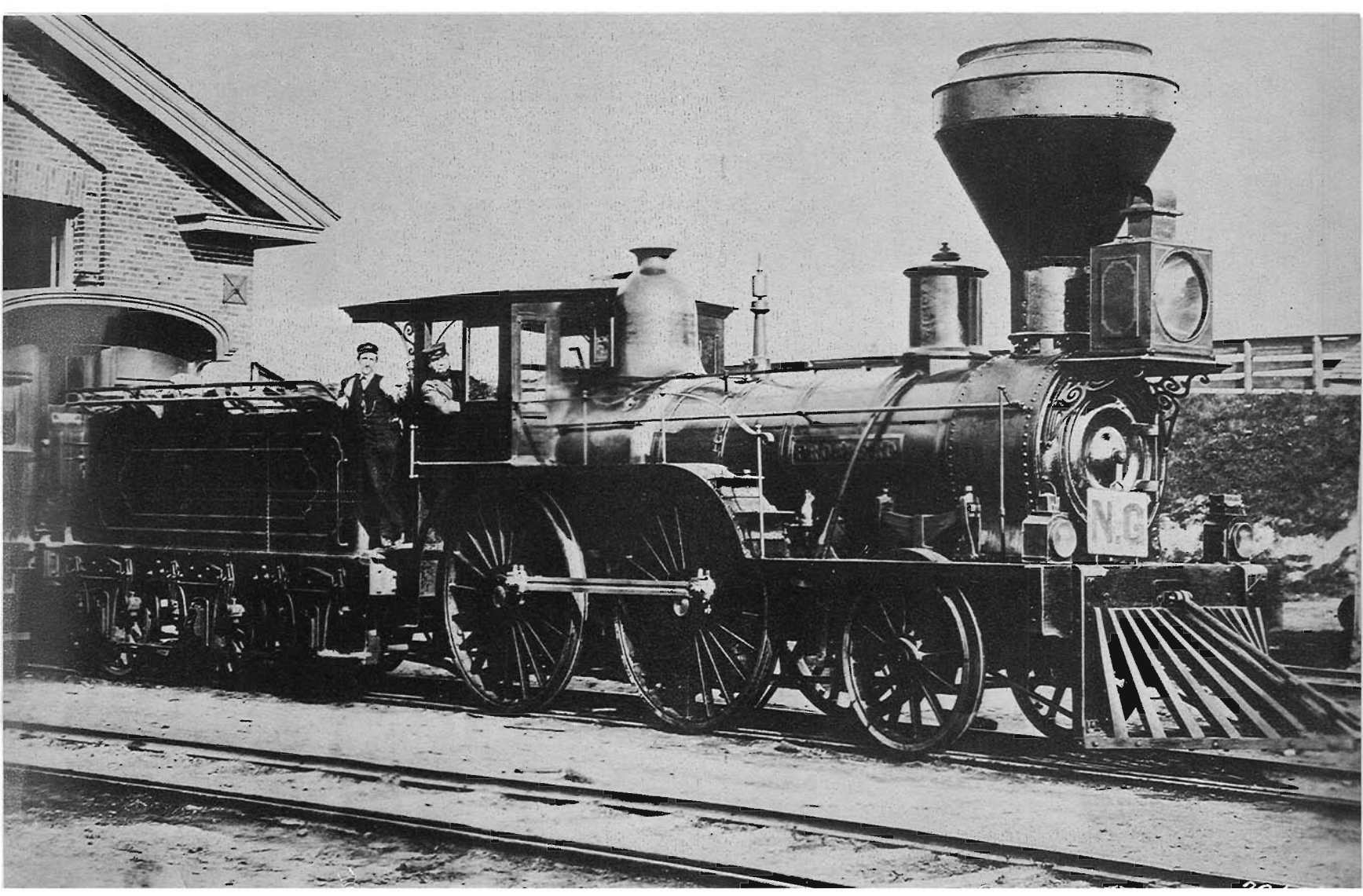
By 1867, Confederation had been accomplished, God was in Heaven and Sir John A. Macdonald was ensconced in Ottawa as Canada's first prime minister. The Grand Trunk - the MAIN LINE - boasted a magnificent broad-gauge, trunk-line railway from Portland, Maine, U.S.A., to Sarnia, Ontario, on the St. Clair River near Lake Huron. This impressive 5-foot 6-inch gauge empire was not destined to endure unchanged, for practical necessities led to the eventual decision to narrow the gauge to the Stephenson width by 1875.

You could say that, prior to 1845, the gauge of a Canadian railway was largely determined by the equipment that it purchased from the United States or England. This apparently "cart-before-horse" situation becomes logical with the realization that English locomotive builders generally chose the Stephenson gauge, while United States builders tended to favour that gauge. There were other gauges, granted, but George Stephenson was after all the "Father of the Railway" and Isambard Kingdon Brunel and his 7-foot 0 3/4-inch-gauged railway could hardly be taken seriously.

On the Canadian scene, the British Government who were in fact still responsible for the defense of the Canadian colonies had not completely recovered emotionally from the War of 1812. They lived in trembling, if not in fear, that there would be a future invasion of British North America, probably from the south. To frustrate the possibility of Canadian railways being used to the advantage of the enemy, they decided a gauge of 5 feet 6 inches would be advantageous.

There were other reasons for the adoption of this gauge. Mr. Miles Pennington, the first Freight Traffic Manager of the Grand Trunk Railway in 1853, made a visit to Portland, Maine in that year and reported that the broad-gauge had been chosen in order that Portland should be the terminus of Canadian railroads and thus the trade would be prevented from going past Portland to Boston. Mr. Pennington's conclusion apparently received wide acceptance and for many years was considered as the "real" reason for the adoption of the Broad-gauge in Canada.

Now let us turn to the real sequence of events. In 1846, before construction began on the first portion of Canada's first main-line railway, the Government of Canada appointed a committee to inquire into the subject of the gauge of this, and succeeding, railways. By 1851, the Government got around to receiving the report of the com-



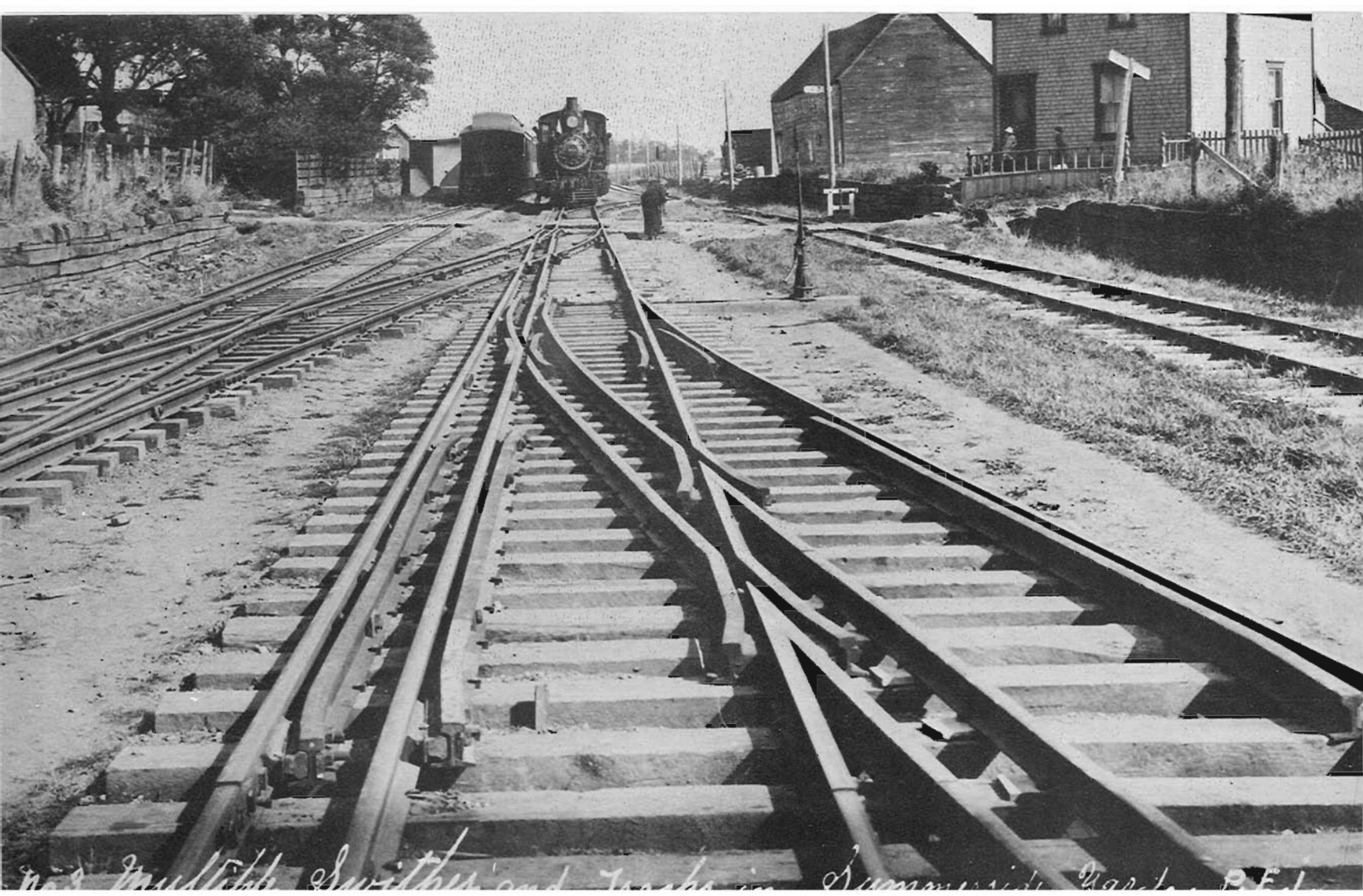
mittee, despite the fact that the St. Lawrence & Atlantic/ Atlantic & St. Lawrence was well on its way to being completed.

To arrive at a recommendation, the Committee had consulted a variety of authorities, as follows:

- John Young, Vice-President, St. Lawrence & Atlantic Railroad: Mr. Young recommended the gauge of 5 feet 6 inches. He had to. His railroad was practically completed, built to this gauge;
- Charles Seymour, Chief Engineer, State of New York, U.S.A.: Mr. Seymour was "influenced" by the Erie Railroad whose main line had been built to a gauge of six feet even. Mr. Seymour was able to rationalize a "narrowing" of this gauge to 5 feet 6 inches, and he thereafter recommended that this gauge be selected;
- Thomas C. Keefer, Civil Engineer, Province of Canada: Mr. Keefer favoured the Stephenson gauge of 4 feet  $8\frac{1}{2}$  inches. He was a practical man.
- James G. Ferrier, President, Montreal & Lachine Railroad: Mr. Ferrier's preference was the gauge of his own line, which had been in operation for about four years. It was 4 feet  $8\frac{1}{2}$  inches between the rails.
- R.W.Harris, President, Great Western Railway, London, Ontario: Mr. Harris favoured the Stephenson gauge for future railways in Canada, recognizing that a part of their role in continental transportation would be as "bridge lines" for existing standard-gauge lines in the United States;
- R.G.Benedict, Chief Engineer, Great Western Railway: Circumstances, and the location of the Great Western, forced Mr. Benedict to make the same recommendation as his President. Alas for logic! Both recommendations would soon be declined;
- Erastus Corning, Industrialist, Town of Corning, New York, USA: Mr. Corning preferred the Stephenson gauge, as it was the same as that of adjacent lines in the United States - except the Erie Railroad group;
- James Gould, Railway Car Builder, Albany, New York, USA: Recognizing his position as a supplier of equipment to ALL railways, Mr. Gould recited all of the advantages and disadvantages of most of the different gauges in use at the time, but, in the

← THE SARNIA, ONTARIO "BRANCH" OF THE GREAT WESTERN RAILWAY (CANADA) WAS opened from Komoka, near London, to Sarnia on 27 December 1858, nearly a year before the Grand Trunk. The "Provincial Gauge" of this branch was adapted to Stephenson gauge operation by laying a third rail inside the 5-foot six-inch tracks early in 1867. In mid-1870, the old broad-gauge rails were being taken up. At 8.20 a.m. on a summer morning in the dual-gauge era, GWR 2-4-0 Number 52, "Prospero", a Robert Stephenson & Company (Darlington, England) product of 10/1856, was ready to leave on the morning Express for London, Paris, Hamilton, Suspension Bridge, Albany and New York, N.Y. The dual gauge is visible on the near track and the locomotive carried a sign, "N.G." on the right front buffer-beam, indicating that there were "narrow gauge" (4 feet  $8\frac{1}{2}$  inches) cars in the train's consist.

Photograph courtesy Canadian National Railways.



no. 3 Multiple Switches and Tracks in Summerside, P.E.I.



- end, refused to recommend any of them;
- H.H. Killaly, Engineer, Department of Public Works, Canada: Mr. Killaly was expected to advocate the 5-foot 6-inch gauge. He was, after all, a representative of Her Britannic Majesty's government. He rose nobly to the occasion and did so recommend;
  - John A. Roebling, Civil Engineer and Bridge Builder, New York: Mr. Roebling recommended the Stephenson gauge.

In summary: there were three recommendations for the 5-foot 6-inch gauge, six for the Stephenson gauge of 4 feet 8½ inches and one non-committal. The democratic process should have prevailed. But with the completed portions of the St. Lawrence & Atlantic right under their noses, the Committee could not summon up much opposition to the broad gauge. Moreover, at the Portland, Maine Railroad Conference of 1850, the broad-gauge had already been approved for the main line projected from Canso, Nova Scotia to Portland and Montreal, to form a continuous line from the Ocean to the River.

There were, in addition, cogent commercial reasons. The British trading companies, at the insistence of the Government, still clung tenaciously to the concept that trade with the United States ought to be restricted, while commerce with England ought to be encouraged. A continuous railway from Nova Scotia to Montreal, by whatever route, would surely bring this about. In addition, it would encourage an east-west, rather than north-south, flow of traffic, desirable to the Anglo-Canadian traders.

After hearing all the pros, cons and neutrals; after all the various opinions and recommendations had been expressed; a number of resolutions were jammed through by the Railway Committee on 31 July 1851:

1. MOVED that the question of the gauge to be adopted by the Grand Trunk Railway now be taken under consideration:  
Carried. 9 for, 1 against.
2. MOVED that, in the opinion of the Committee, the medium gauge of 5 feet 6 inches is the most favourable to the interests of Canada and should be recommended to the House:  
Carried. 9 for, 1 against.
3. MOVED that, in the opinion of the Committee, the said gauge of 5 feet 6 inches should be adopted as the standard gauge for the Grand Trunk Railway and also that the Government should recommend its adoption by the Directors of the Great Western Railway:  
Carried. 9 for, 1 against.

And so the gauge of 5 feet 6 inches became official, to be known as the "Provincial Gauge". It remained official for some 20 years.

← CONVERSION OF THE 42-INCH GAUGE TRACKS TO STANDARD GAUGE IN 1919 ON Prince Edward Island necessitated a complicated arrangement of guard-rails, switch-frogs and points at the entrance to the yard at Summerside, Mile 47 from the nerve-centre at Charlottetown. Canadian Government Railways' standard-gauge 4-6-0, Number 4522, is approaching on the main line.

Photograph courtesy J. Norman Lowe, Canadian National Railways.

It would be interesting to know which of the 10 members of the Committee was the obdurate and recalcitrant opponent of the three motions, every time!

The Great Western Railway built to the "Provincial" gauge and thereafter satisfied the practical problems of operation by laying a third rail to accommodate Stephenson-gauge equipment from connecting lines. The company finally capitulated to the inevitable by standard-gauging all its lines in June 1873. The Grand Trunk tried to temporize by building a fleet of some 400 freight cars with adjustable wheels to suit either gauge. Special tapered sidings were constructed to force one wheel on each axle apart or together, so that the car could continue running on the new gauge without being uncoupled from the train. The moveable wheels were locked in place with steel pins. Some of these dual-gauge cars were built in the shops of the Vermont Central Railroad at St. Albans, Vermont.

Twenty years later, the awkwardness of the Provincial Gauge had been thoroughly demonstrated for MAIN LINE operation, but there were situations where narrow-gauge (3-foot 6-inch-gauge) railways could be built to advantage. The alleged economies of narrow-gauge construction influenced the Toronto, Grey and Bruce and the Toronto and Nipissing Railways in Ontario and the Prince Edward Island Railway to build to a gauge of 3 feet 6 inches and the Glasgow and Cape Breton Coal & Railway Company to adopt a gauge of 3 feet, 0 inches.

A few years later, in 1892, several electric suburban railways were constructed in the outskirts of Toronto, Ontario. These were built to what is probably the most unique of all Canadian gauges, 4 feet 10  $\frac{7}{8}$  inches. For years, the derivation of this gauge eluded Canadian railway historians. The late Robert R. Brown of Montreal finally explained the enigma, but not the ultimate reason for its selection. In European terms, this particular gauge, still used today by the Toronto Transit Commission, is almost exactly 1.5 meters!

Most of the railways built to the Provincial Gauge were standardized to 4 feet 8 $\frac{1}{2}$  inches between 1870 and 1890. A notable exception was the Carillon and Grenville Railway, a portage line some distance above Lake of the Two Mountains, west of Montreal, Québec, on the Ottawa River's east bank. This broad-gauge anachronism, a veritable, venerable, prehistoric relic, managed to operate until 1910 but was removed about 1914. Outside of Newfoundland and Yukon Territory, the last Canadian narrow-gauge operation of any size, that of the Prince Edward Island Railway, was converted to the Stephenson gauge in 1931.

What the Railway Committee of 1851 began, time and circumstances undid. Government legislation notwithstanding, the Stephenson gauge of 4 feet 8 $\frac{1}{2}$  inches finally triumphed. Bureaucracy suffered a resounding defeat when, in the second session of Canada's Parliament in 1870, an Amending Act was passed "legalizing" the standard gauge for Canadian railways.

To paraphrase the Duke of Marlborough's riposte: "All the wise men were on one side and one demn'd fool was on the other and, by gad, sir, the demn'd fool was right!"



## THE GAUGES OF SOME OF CANADA'S EARLY RAILWAYS

| Year opened   | Name                                                        | Province    | Gauge as built        | Year standardized. |
|---------------|-------------------------------------------------------------|-------------|-----------------------|--------------------|
| 1829          | Albion Mines Railway                                        | N.S.        | 4' 8- $\frac{1}{2}$ " | -                  |
| 1836          | Champlain & St. Lawrence R.R.                               | Qué.        | 4' 8 $\frac{1}{2}$ "  | -                  |
| 1847          | Montreal & Lachine Rail Road                                | Qué.        | 4' 9"                 | 1850(?)            |
| 1849          | St. Lawrence & Industry Village                             | Qué.        | 4' 8 $\frac{1}{2}$ "  | -                  |
| 1853          | St. Lawrence & Atlantic Railroad                            | Qué.        | 5' 6"                 | 1874               |
| 1853          | Great Western Railway of Canada                             | Ont.        | 5' 6"                 | 1873               |
| 1855          | Nova Scotia Railway                                         | N.S.        | 5' 6"                 | 1875               |
| 1854          | Bytown & Prescott Railway                                   | Ont.        | 4' 8 $\frac{1}{2}$ "  | -                  |
| 1854          | Carillon & Grenville Railway                                | Qué.        | 5' 6"                 | Abandoned 1910     |
| 1853          | Ontario, Simcoe & Huron Union RR                            | Ont.        | 5' 6"                 | 1872               |
| 1856          | Grand Trunk Railway Company                                 | Qué.-Ont.   | 5' 6"                 | 1872-1874          |
| 1854          | Erie & Ontario Railway                                      | Ont.        | 5' 6"                 | 1873               |
| 1854          | Coburg & Peterborough Railway                               | Ont.        | 5' 6"                 | 1873               |
| 1858          | New Brunswick & Canada Railway                              | N.B.        | 5' 6"                 | 1875               |
| 1858          | Buffalo & Lake Huron Railway                                | Ont.        | 5' 6"                 | 1873               |
| 1859          | Brockville & Ottawa Railway                                 | Ont.        | 5' 6"                 | 1873               |
| 1859          | Welland Railway                                             | Ont.        | 5' 6"                 | 1873               |
| 1859          | Victoria Bridge GTR                                         | Montreal    | Qué. 5' 6"            | 1874               |
| 1860          | European & North American Ry.                               | N.B.        | 5' 6"                 | 1875               |
| 1860          | Stanstead, Shefford & Chambly RR                            | Qué.        | 4' 8 $\frac{1}{2}$ "  | -                  |
| 1871-<br>1875 | Intercolonial Railway<br>(except Ste-Flavie to Campbellton) | N.B. - Qué. | 5' 6"                 | 1875               |
| 1875          | Prince Edward Island Railway                                | PEI         | 3' 6"                 | 1931               |
| 1898          | Newfoundland Railway                                        | NFLD        | 3' 6"                 | STILL IS!          |



CN Station Allandale, Ont.

# Determination and Hard Work

story by

Charles A.S. Ball, RIA

pictures by

Deborah Edwards

C.A.S. Ball

If enough people in a community, large or small, anywhere in Canada, want something badly enough, they will generally find a way to get it. Keeping this axiom in mind, come with me and learn about the disappointments, victories and achievements which have been encountered in the creation of the Strathclair Museum, which was opened to the enthusiastic citizens of Strathclair, Manitoba, in July of 1974.

One of the oldest railway stations on the Bradenbury Subdivision of CP RAIL in west-central Manitoba was the former Canadian Pacific Railway station in Strathclair. It was built in 1900 and, for many years, played host - temporarily - to travellers going to Winnipeg, Portage La Prairie and Saskatoon.

When it became apparent that CP RAIL was prepared to sell this historic station, the Rural Municipality of Strathclair, under the leadership of Reeve Kenneth D. Rapley, decided to take an opinion pole of the citizens in the district to see if they would be agreeable to the proposal to have a museum in the station. This survey was also to determine the feasibility of the proposal and whether or not there would be sufficient continuing interest to warrant such a project.

Following a positive response from the citizens, the Rural Municipality began negotiations with CP RAIL for the purchase of the station and the attached freight shed, as a first step in creating a museum for Strathclair. On March 22 1972, an organizational meeting was held to elect a Board of Directors to coordinate the various aspects of the project and to advance the establishment of the museum, which had been begun by the Rural Municipality. The Board was fortunate in having the complete support of the Rural Municipality.

Assistance of a more practical kind was obtained from the young people of the district, who applied for and were granted assistance under the Government of Canada's Opportunities for Youth programme. This OFY grant was most helpful in preparing the building for its subsequent move and in discovering artifacts to be displayed therein.

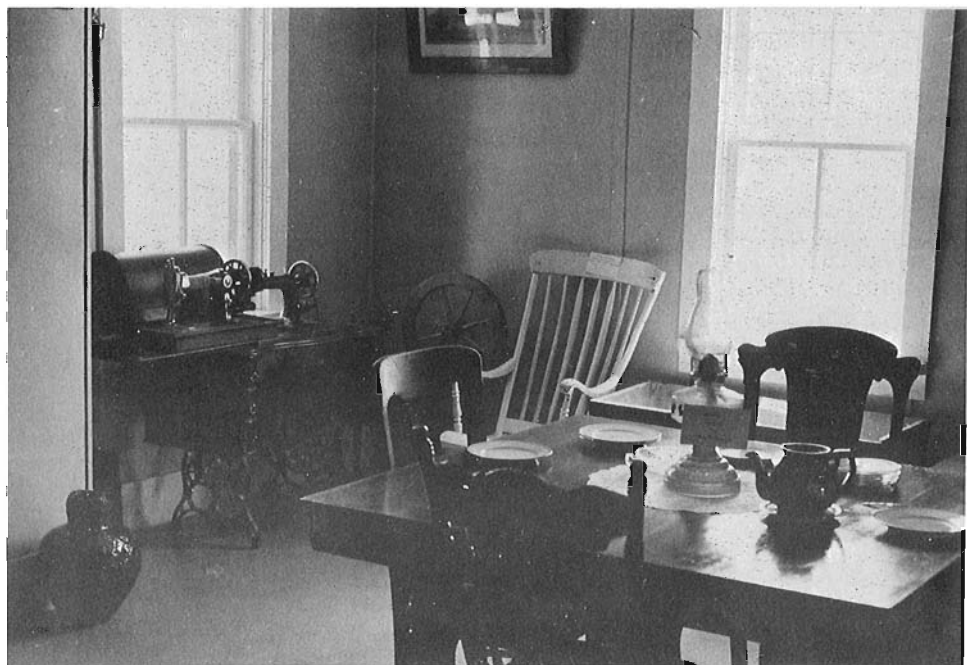
In retrospect, there seems to be one disadvantage in the OFY programme. The young people are supposed to carry out the programme on their own, with little or no supervision. Unfortunately, some of the assignments were not completed with much refinement and therefore extra time for revision was required subsequently to turn them into workable procedures. Apart from this difficulty, the work of the young people involved in the project was most helpful, since the financial assistance was forthcoming from government sources and the Board meanwhile had the time to undertake other important aspects of the project.

One of the stipulations with CP RAIL in the purchase agreement was that the building would be moved from its original track-side site to another location. After the new location on the road allowance on Main Street in Strathclair, east of the original location, was chosen by the Rural Municipality, some difficulty was encountered in the actual move.



At the new site, a concrete slab was prepared, the exact size of the station and freight-shed. Nothing like a firm foundation! Negotiations were then undertaken with the movers and, here, the difficulties began. The first mover consulted suggested that the building be cut in two, the division being made between the station and the freight-shed. But when it came to the actual signing of the contract, this first mover declined to carry out the work and other arrangements had to be made.

A second mover was found and he agreed to move the building, but he felt that he could not give a firm estimate of the cost involved, nor would he sign a contract which would have protected the cost of the move. Despite these difficulties, the station and freight-shed were moved in July 1972.



Now placed in position, work began at once to secure the building, to repair the damage caused during the moving and to refinish those parts of it which required repair. Meanwhile, artifacts were being collected to form the nucleus of the displays inside the station and freight-shed.

The general shape of the station and freight-shed has changed very little in the years since it was built. The accompanying photograph, taken in 1915, shows the platform side, with Mr. George Irving and Mr. Fred Crawford. Mr. Irving was the agent from 1915 to 1935 and Mr. Crawford worked for the Canadian Pacific for 50 years, retiring in 1965 as Superintendent of Transportation for the Manitoba Division.

Although we are endeavouring to obtain artifacts and memorabilia relating to the immediate district, we propose to bring together all those things that pertain particularly to any railway station. The building is being furnished to portray a typical station of its era. For example, we were most fortunate to obtain the following items from CP RAIL: A message hoop; a trainman's lantern; a train-order board; complete telegraphic equipment; a dispatcher's telephone and some antique invoices.

The operator's office has been restored, as far as has been possible, to its appearance in the days when Strathclair was an operating point on the subdivision. There is a dispatcher's 'phone and telegraph sounder, a trainman's lantern, a switch lantern, flagging equipment and - an oil can! The telegraph equipment, including the relay and sounder, is operable and, during the periods when the museum is open, can be used by interested visitors. In the waiting room is a train bulletin-board, giving the times of passenger trains through Strathclair.

The operator's office was equipped with the assistance of Mr. N.E.Watt, who was the last agent to occupy the station's living

quarters. Mr. Watt is now retired and lives in Neepawa, Manitoba.

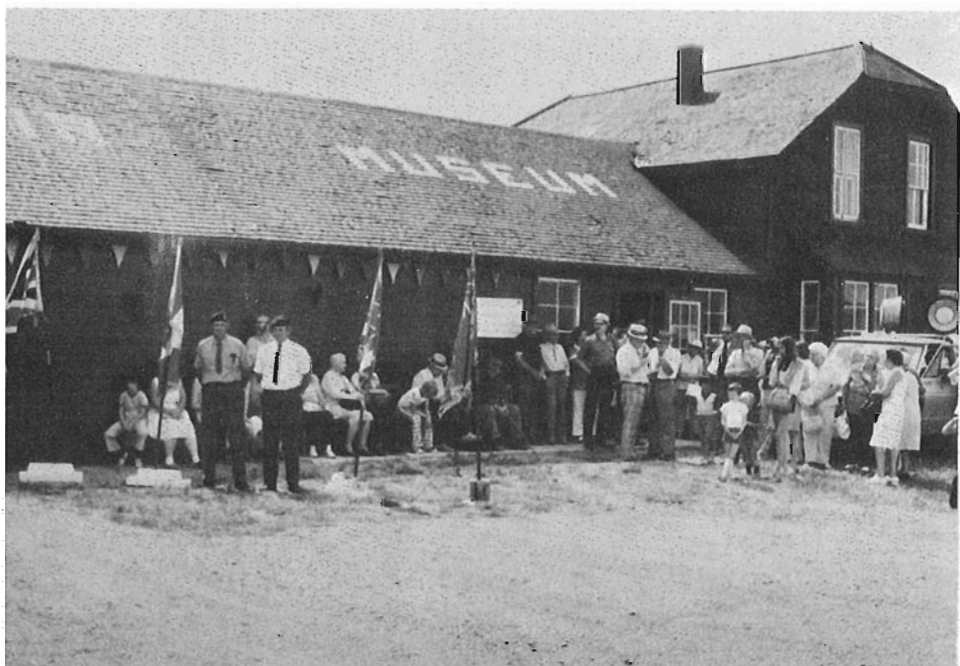
While we have been fortunate in acquiring many very desirable objects, there are others which we have not been able to obtain. In some cases, we have had to substitute objects obtained from other sources. To complete the general decor, we are looking for a pot-bellied stove, a station clock and a station order-board. The second item is one that is sorely lacking; more properly, it should be called an operator's clock.

During 1973, when the museum was open for the school reunion, we were able to borrow a suitable clock from one of our local residents and the effect is shown in one of the accompanying pictures. This clock was used for many years at "The Old Stone School" at Strathclair. It is not in fact the kind of clock that was used by station operators, but it looks enough like one to be one!

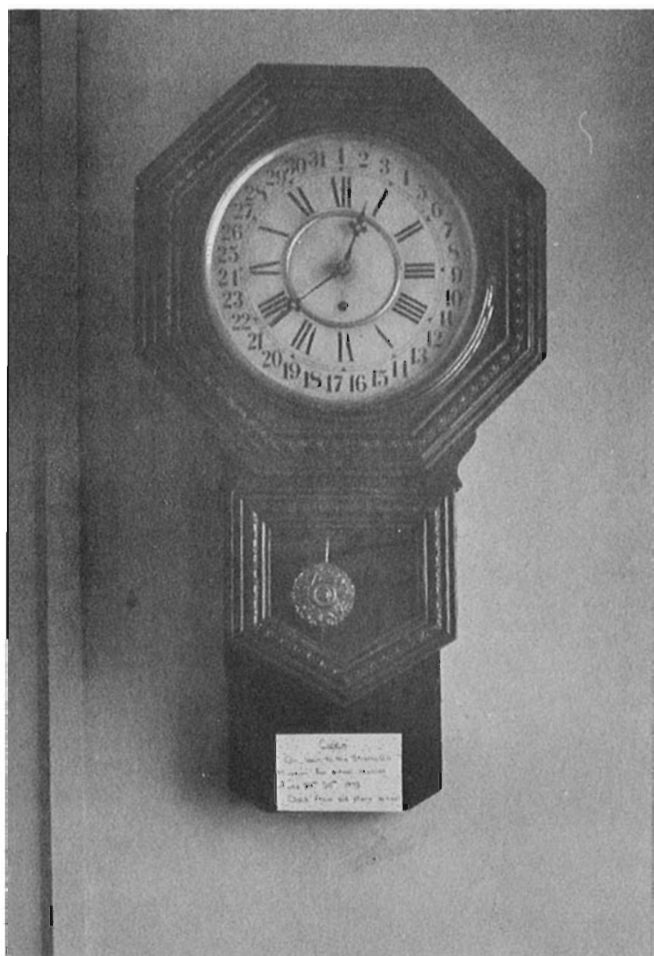
The living quarters of the station have not been overlooked. We are endeavouring to furnish them as they would have been in the years when an agent was in residence. The kitchen furnishings are those that were used in days gone by. A coal-oil lamp sits in the middle of the table, while, in the corner, there is a rocking chair, a spinning wheel and a Singer sewing machine. A wood-burning cookstove, a sideboard and several period pictures complete the arrangement.

The freight-shed holds a remarkable collection of items. While they could not all be called railway artifacts, they are, nevertheless, quite at home in these surroundings. They seem to suggest the type of merchandise that the railway would have carried as freight in this agriculturally-oriented area.

There have been some difficulties, it is true, in realizing the



plan to make the Strathclair Museum out of the former Canadian Pacific station in the town. Our victories have therefore been all the more appreciated. There has been an excellent response from local residents and their relatives, which all began at the time of the Strathclair School Reunion of 1973. At that time, the Museum was open at irregular hours. Only after the official opening in 1974 were fixed, regular hours established.



We anticipate with confidence that the Strathclair Museum will progress steadily and that our collection of railway artifacts and memorabilia will grow to occupy all of the empty spaces in the station and freight-shed.

The citizens of Strathclair and the district have been very generous with donations, as have our visitors from greater distances. We have been privileged to receive grants from the Province of Manitoba, the Department of Tourism of Manitoba and the Rural Municipality of Strathclair. For this assistance, we are very grateful and





we hope that we have demonstrated our trustworthiness by the manner in which we have spent the monies donated.

In the operation of the museum, we are able to obtain suggestions for management techniques from the Association of Manitoba Museums and the Canadian Museums Association, with which we are associated.

From the time of acquisition of the former Canadian Pacific Railway station in June 1972, through the move to the new location in July and the "Official Opening" in July 1974 and continuing through the years to come, it has been, is and will be our sincere hope that our museum at Strathclair will reflect and preserve the heritage of the years past, for all present and future generations. It is with this conviction and for this purpose that we have worked together.

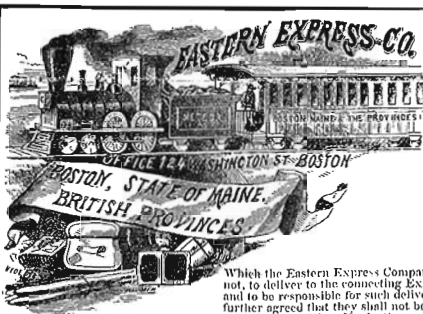
The "Official Opening" of the Strathclair Museum took place on Saturday, July 6, 1974. Many distinguished guests were present, to join the townspeople and former residents of the community on this happy occasion, as you can see from the accompanying photograph. Among them were representatives of federal, provincial and municipal governments, CP RAIL and the Association of Manitoba Museums. Also on hand were Messrs. N.E.Watt and Lionel McGhie, the last two CPR/CP RAIL agents in Strathclair.

The Strathclair Museum is open at regular hours during the summer months. Should the Museum door be closed when you visit Strathclair, please contact one of the following Directors:

Mr. Bruce Parker - (204) 365-5354

Mrs. Velma Snowden - (204) 365-2195

Visitors are very welcome, as are - of course - donations! Further information may be obtained by writing to the Author, in care of the Strathclair Museum, Strathclair, Manitoba R0J 2C0 or by calling 204-365-2480 or 204-365-2558.



May '76

# WAYBILLS

Which the Eastern Express Company agree to forward and deliver at destination, if within their route, and if not, to deliver to the connecting Express, Stage or other means of conveyance, at the most convenient point; and to be responsible for such delivery to the amount of Fifty Dollars only, unless value is stated above. It is further agreed that they shall not be held responsible for any loss occasioned by Fire, or the dangers of Railroad, Steam or River Navigation, or for the breakage of glass or other fragile goods.

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MR. DONALD G. WOODEN, EXECUTIVE VICE-PRESIDENT OF THE CENTRAL VERMONT Railway, Inc., announced in January 1976 that the CV, together with Grand Trunk-New England had joined the growing number of United States railroads which have decorated locomotives in appropriate paint schemes to mark the United States' Bicentennial in 1976.

The decorative theme of CV/GT Number 1776 is drawn from the blue field of the Bennington flag, of special pride to New Englanders, which is featured under each cab window. The distinctive arch of seven-pointed stars, surmounting the script numerals "76" is displayed on each end of the unit and a giant "1776" is painted on each side of the hood.

The special paint job was applied by the locomotive shop forces in St. Albans, Vermont, where the fleet of 32 Central Vermont and Grand Trunk units is maintained.

Prior to the special designation, the unit was GT Number 4450, but it was Number 1776 when it first went into service in 1956.

During the first part of the Bicentennial year, Number 1776 will be in regular service to and in Portland, Maine. Through the efforts of John Carboneau, jr., President, Island Pond Historical Society, the unit will be exhibited in Island Pond, Vermont from January 26 to February 2. Later on, CV/GT Number 1776 was scheduled to appear in towns and cities along CV's main line.





ONTARIO'S TRANSPORTATION AND COMMUNICATIONS MINISTER JAMES SNOW ANNOUNCED in December 1975 that the Toronto Area Transit Operating Authority had succeeded in concluding the lease of 10 bi-level commuter coaches from the Chicago & North Western Railroad to increase the capacity of the heavily-used GO TRANSIT trains, until such time as the new bi-level coaches from Hawker Siddeley Canada Limited are available.

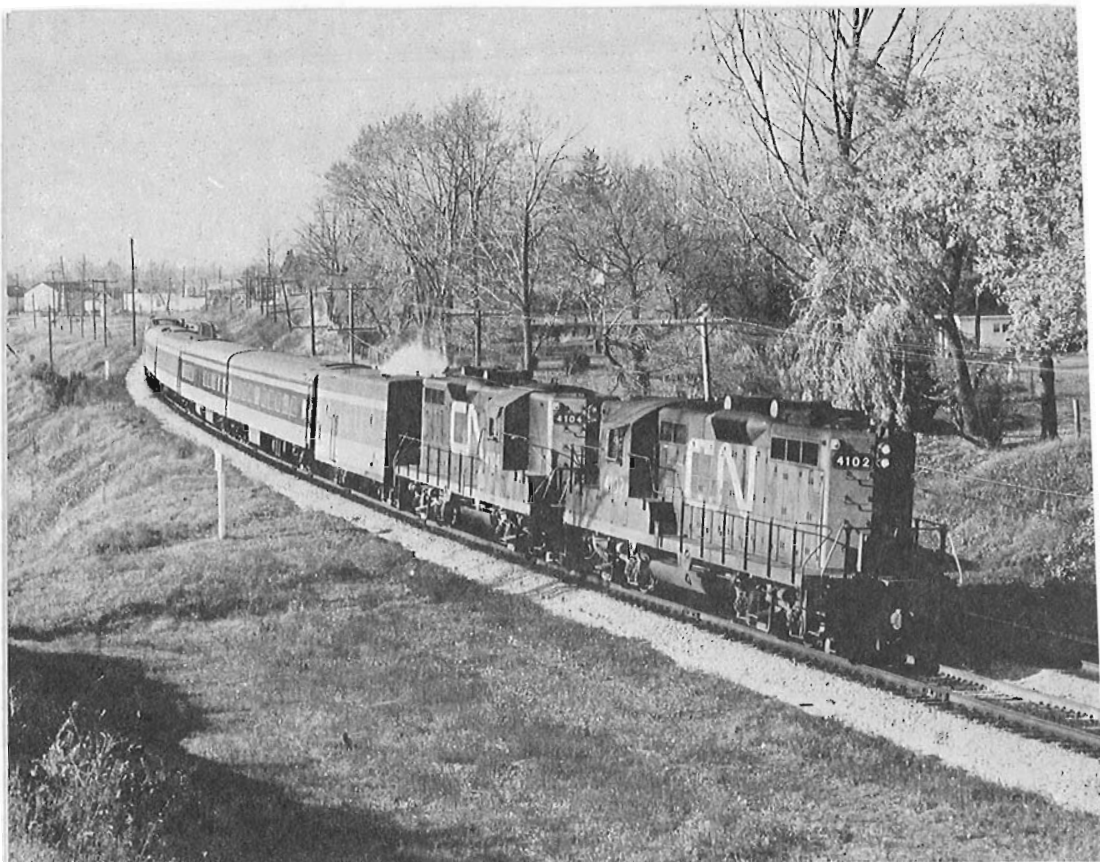
Recent changes in the C&NW commuter operations, in which these bi-level cars are normally used, had made these 10 cars temporarily surplus to its requirements.

The C&NW bi-levels entered service in the Toronto area early in January and were expected to stay in service until March, when the first of an order of 30 uni-level GO coaches were scheduled to be delivered by Hawker Siddeley Canada Limited of Thunder Bay, Ontario.

WHEN THE ITEM ABOUT THE ONTARIO NORTHLAND RAILWAY'S STATION AT NORANDA, Québec was being 'typed up for presentation on page 27 of the January 1976 issue Number 288 of CANADIAN RAIL, the 'typist erred and substituted "North Bay" for "Noranda".

Apologies are extended to John Welsh for this transposition and to those members who looked for the position-light signal at North Bay, Ontario, without success.

↗ SWINGING THROUGH THE REVERSE CURVE JUST EAST OF PARIS, ONTARIO, Canadian National Railways Train 144, the Windsor-Toronto fast express, gets into its stride with units Numbers 4102 and 4104 on the head-end. The time is 1425; the date is October 28, 1975 and the man behind the camera is John Sutherland, to whom our thanks for this view.



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