

Canadian Rail



No. 359
DECEMBER 1981





MISS ANNA O'DOWD

An important link with the earliest days of the C.R.H.A. was broken when Miss Anna O'Dowd died on July 2 1981. Miss O'Dowd had been a member of the Association for almost half a century, having joined on May 18 1932, the year of the C.R.H.A.'s founding. She had the longest continuous membership in the Association, and, with membership number 18, the second-lowest number that was still in use.

When the C.R.H.A. was founded, it was based at the Chateau de Ramezay, and in fact its legal address is still there. Anyone who knows the Chateau will remember Miss O'Dowd who was Assistant Curator for many years, and whose service there dated back for much more than the half-century of existence of the C.R.H.A. She and her brother Thomas were associated with John Loye, the founder of the C.R.H.A., and with all the early members, few of whom remain today. It is too bad that she did not live to help celebrate the Association's golden anniversary, only a few months away.

Two or three generations of Montrealers recall Miss O'Dowd as the "Chatelaine" of the Chateau, and somehow it will not seem the same without her. The C.R.H.A. has lost a good friend, and we all extend deepest sympathy to the surviving members of her family.

PHOTO OF MISS O'DOWD taken in May 1981 on the occasion of the 85th anniversary of the Woman's Branch of the Antiquarian and Numismatic Society which owns the Chateau de Ramezay.



CANADIAN RAIL

ISSN 0008 - 4875

Published monthly by The Canadian
Railroad Historical Association
P.O. Box 22, Station B
Montreal, Quebec, Canada H3B 3J5

EDITOR: Fred F. Angus
CO-EDITOR: M. Peter Murphy
OFFICIAL CARTOGRAPHER: William A.
Germaniuk
LAYOUT: Michel Paulet

CALGARY & SOUTH WESTERN DIVISION
60-6100 4th Ave. NE
Calgary, Alberta T2A 5Z8

OTTAWA
BYTOWN RAILWAY SOCIETY
P.O. Box 141, Station A
Ottawa, Ontario K1N 8V1

NEW BRUNSWICK DIVISION
P.O. Box 1162
Saint John,
New Brunswick E2L 4G7

CROWNSNEST AND KETTLE-VALLEY DIVISION
P.O. Box 400
Cranbrook, British Columbia
V1C 4H9

PACIFIC COAST DIVISION
P.O. Box 1006, Station A, Vancouver
British Columbia V6C 2P1

ROCKY MOUNTAIN DIVISION
P.O. Box 6102, Station C, Edmonton
Alberta T5B 2N0

WINDSOR-ESSEX DIVISION
300 Cabana Road East, Windsor
Ontario N9G 1A2

TORONTO & YORK DIVISION
P.O. Box 5849, Terminal A, Toronto
Ontario M5W 1P3

NIAGARA DIVISION
P.O. Box 593
St. Catharines,
Ontario L2R 6W8

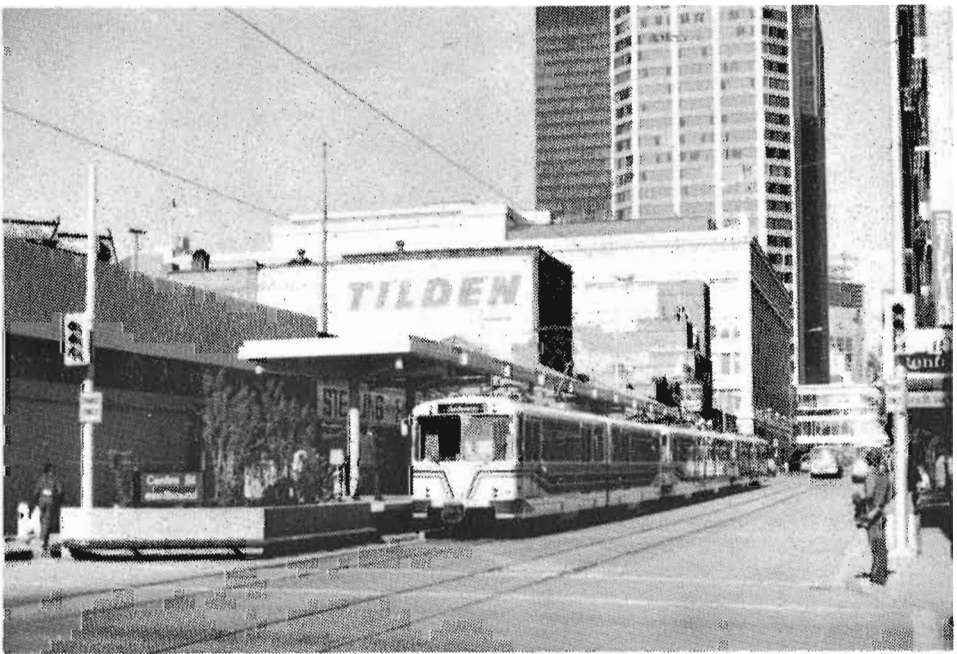
ST. LAWRENCE VALLEY DIVISION
P.O. Box 99
Ste. Dorothée, Quebec H7X 2T4

FRONT COVER

THE FIRST TRAIN OF THE NEW LIGHT
RAIL TRANSIT system in Calgary
Alberta waits for dignitaries at
the 2nd. Street S.E. station on
the opening day, Monday May 25
1981.

Rick Shantler.

“Back to the ra



THE INNAUGURAL TRAIN FOR DIGNITARIES waiting at the stop before the 2nd. street S.E. station
Rick Shantler.

rails" in Calgary

to Calgary where they were completed. Several Canadian companies supplied electrical and mechanical components for the cars, so increasing their Canadian content to 42%, and thereby reducing import duties. Siemens-Duwig sent trained specialists to instruct Calgary transit personnel on the assembly and operation of the vehicles. The first car arrived in April 1980 and was completely assembled by April of that year, while the last one arrived in September 1980, and was fully completed by January 1981.

In early 1981 final work was done on the system, so that all was ready for the opening ceremony on May 25 1981. Festivities began at 9:30 A.M., and at 10:50 the inaugural ride began. A reception then followed, and public "C-Train" service began at 1:00 P.M.

The new system is one of which Calgary can be proud, and shows once again that electric vehicles running with steel wheels on steel rails are the most efficient people-movers ever devised, as much today as they were when the first electric cars appeared a century ago.



TWO OLDER TRANSIT VEHICLES, one a Winnipeg horsecar from Heritage Park, and one a trolleybus retired in 1974, pass by during the opening ceremony of the Calgary L.R.T. system.
Rick Shantler.



THE FIRST TRAIN BREAKS THROUGH THE RIBBON on 7th Ave. just prior to picking up the didnitaries for the first ride- Rick Shantler.

TRAIN**BLUE LINE**EFFECTIVE MAY, 1981
Subject to Change Without Notice**CALGARY
TRANSIT****ROUTE 82****SOUTHWOOD
FEEDER**EFFECTIVE MAY, 1981
Subject to Change Without Notice**"GOING YOUR WAY !!"****CALGARY TRANSIT**

THE COVER OF THE FIRST TIMETABLE OF THE CALGARY "C-TRAIN".
City of Calgary.

TIMETABLES ARE ALSO ISSUED OF BUS ROUTES connecting with the new "C-Train" service. This one is typical of the fourteen different routes, each with its own timetable.
City of Calgary.

Why L.R.T.?

Many forms of rapid transit were considered before the decision was made to introduce Light Rail Transit to Calgary. About 10 years of research preceded that decision. Three possibilities were considered in detail: exclusive bus lanes, busways, and L.R.T.

Here's why Light Rail Transit was selected:

- By the mid 1980s, neither our existing transit system nor our roadways will be able to handle the projected increase in vehicular traffic on downtown streets and approaches. A system of exclusive bus lanes would only add to the congestion.
- A busway system, like L.R.T., would run on its own right-of-way and would be slightly less expensive to construct. However, detailed studies have shown that operating costs would be nearly double those of Light Rail Transit.
- Calgary's present population of 530,000 people will grow to 681,000 by 1985 and to 950,000 by 2001. The present 60,000 people employed in the downtown-core will increase to 110,000 people in 2001.
- L.R.T.'s passenger carrying capacity can easily be expanded to handle Calgary's future transportation needs, by increasing the frequency of service or the number of cars that make up a train.
- Light Rail Transit is an energy efficient system with a low fuel consumption rate per passenger in comparison with the bus or automobile. It uses a non-critical form of energy (electricity generated by coal).
- The environmental impact, including noise, emission, energy consumption and land requirements is less with the L.R.T. system than with either of the two alternatives. Light Rail Transit also has a low impact on other traffic, as it uses its own right-of-way.

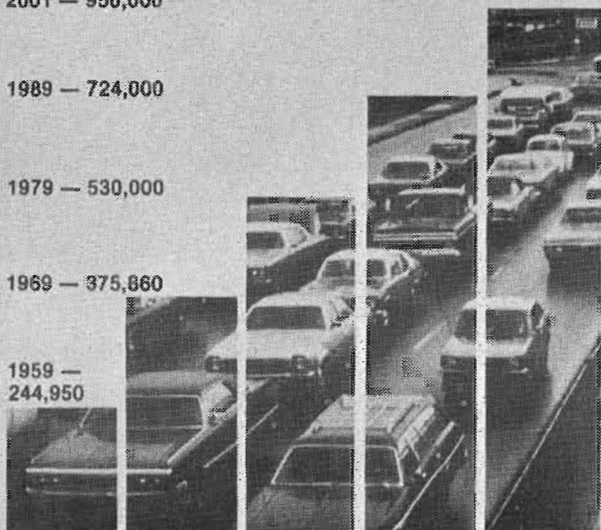
2001 — 950,000

1989 — 724,000

1979 — 530,000

1969 — 375,860

1959 —
244,950



MAP OF THE CALGARY RAPID-TRANSIT SYSTEM,
City of Calgary.

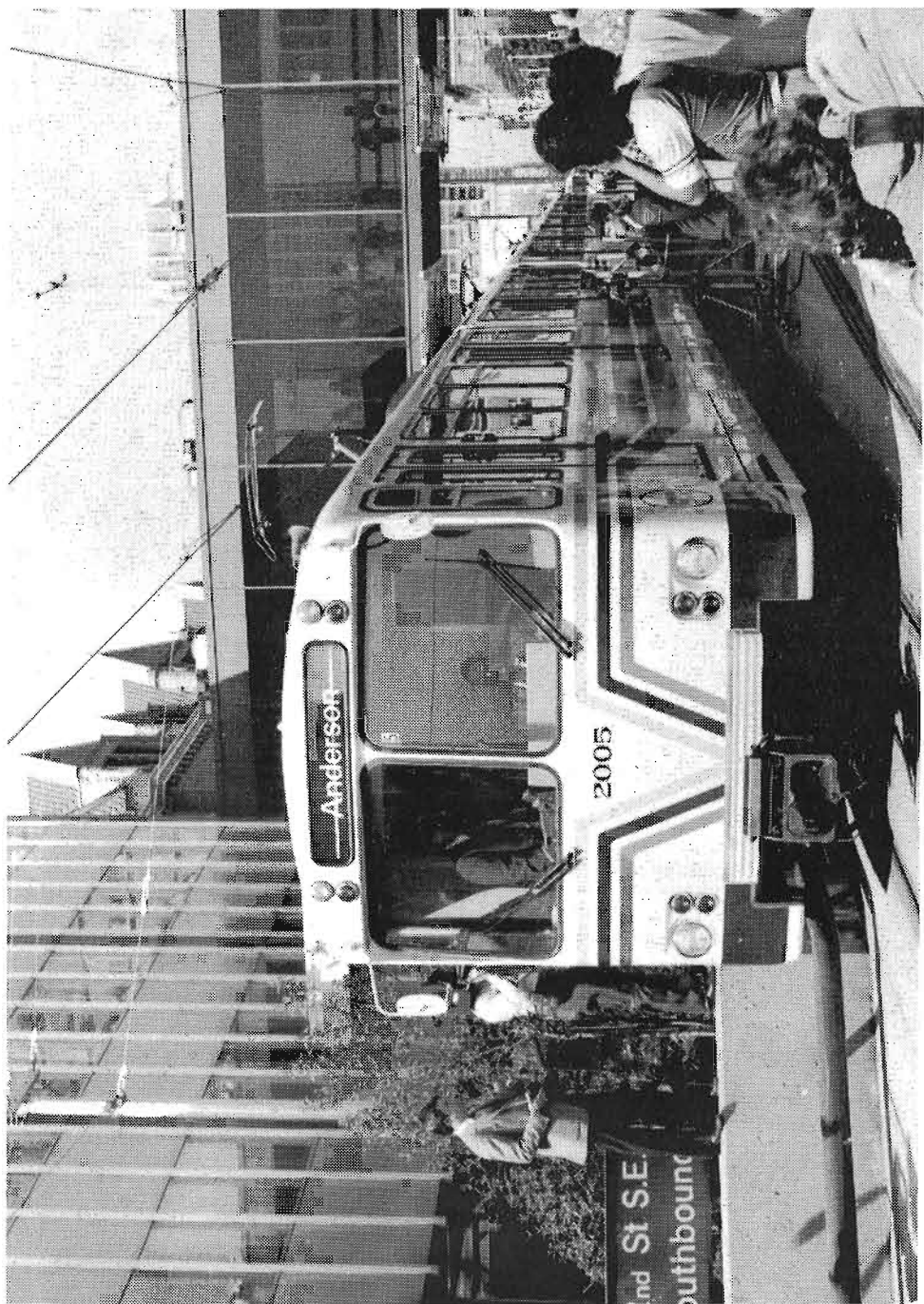
TRAIN



**Arriving
1:00 p.m., Monday
May 25th, 1981**



THE CITY OF CALGARY
PUBLIC INFORMATION DEPARTMENT
TRANSPORTATION DEPARTMENT



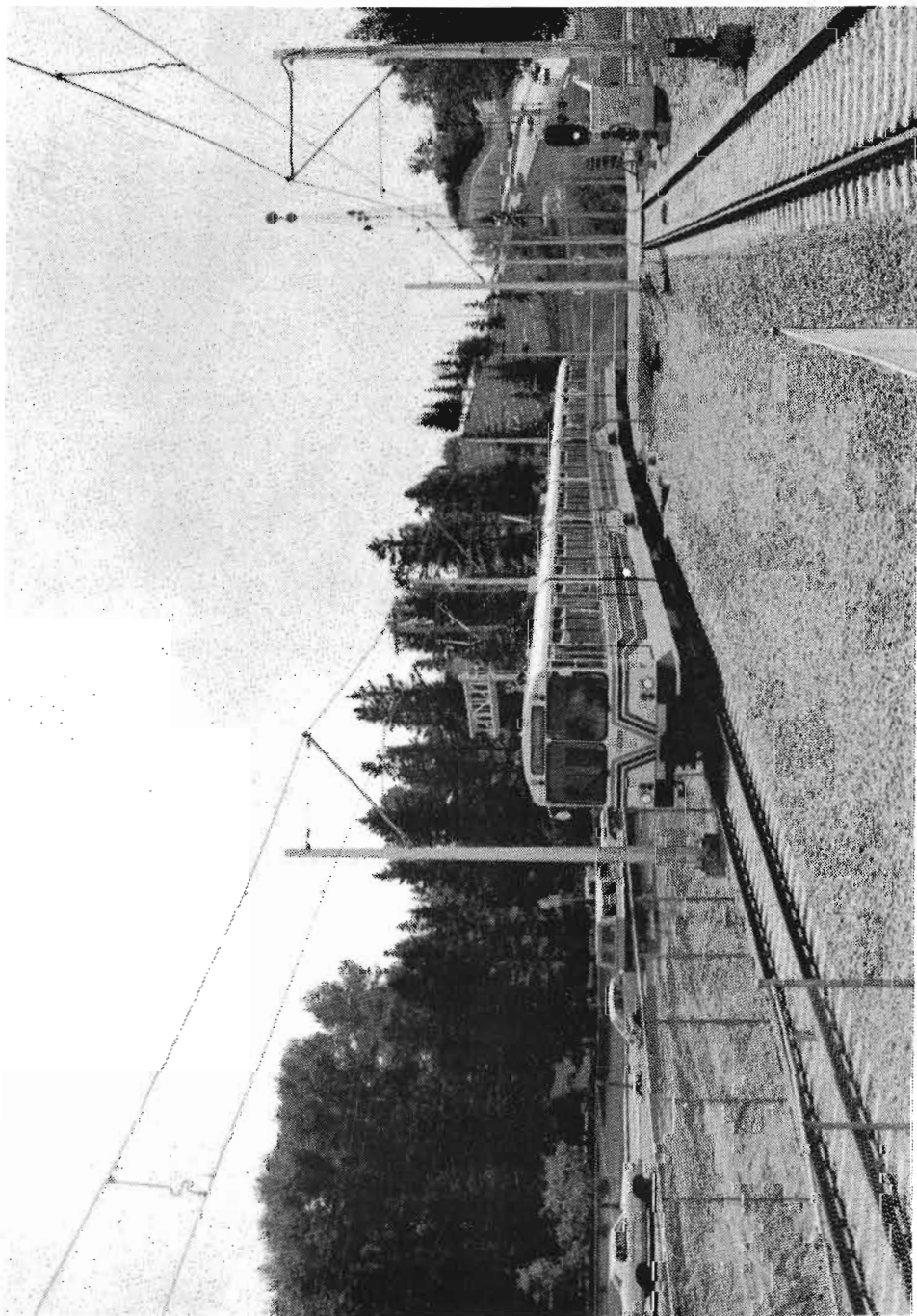
THE FIRST TRAIN OF DIGNITARIES getting ready to leave 2nd, street
S.E. station, Calgary
Rick Shantler.



THE FIRST REVENUE TRAIN ON THE CALGARY SYSTEM waiting at the next-to-last station in downtown Calgary. The first passengers are waiting in the foreground.
Rick Shantler.



CALGARY L.R.T. TRAINS outbound at Ertion station bound for Anderson Park. May 26 1981.
Rick Shantler.



L.R.T. TRAINS INBOUND approaching Erlton station, bound for downtown Calgary on May 26 1981.

Rick Shantler.

Canadian Pacific 1881-1981 London Ontario

CANADIAN PACIFIC 1881-1981. LONDON ONTARIO

These four photos by Gordon Taylor show the special trains run for Canadian Pacific's family day celebrations at London Ontario on June 14 1981. C.P. Rail ran two special trains to pick up former employees and families of employees, with one train from the Windsor Ont. area, and the other east from the Streetsville area. At London the two trains were coupled together and ran two trips as passenger extra west of London for twenty miles in a pull-out and pull-back with five cars, with a locomotive on each end. There were two double-deckers and three 800-series commuter cars. On the West end was unit No. 5014, a GP-35, and at the other end was No. 5505 an SD-40. This is a rare sight in the London area. The main line was shut down for four hours so everyone could enjoy the fun. After the last run, they switched back to two trains and returned to their starting points.

The double-deckers were returned, with the business cars, on train 904 the next day, while the 800's returned as passenger extra 5505 East. A rare treat even though it did rain most of the day.



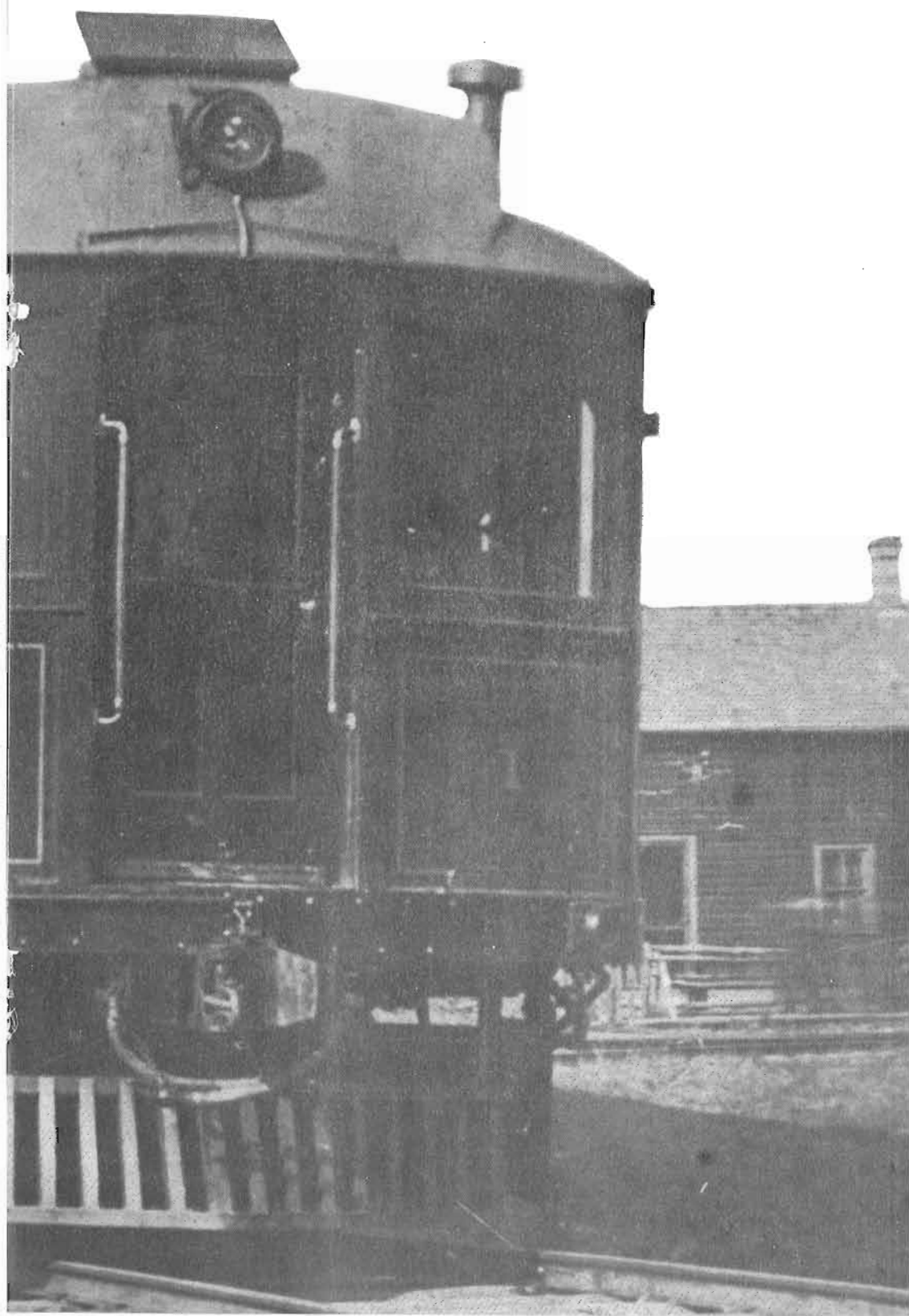




AS A FOLLOW-UP TO OUR ARTICLE on the interurban railway from Edmonton to St. Albert, we show this excellent photo of car No. 1 making the loop in St. Albert before heading back to Edmonton in the summer of 1914. The photo was found in the Oblate Missionary collection of the Alberta Provincial Archives, and sent to us by Lon Marsh. The Oblates took many photos of early St. Albert, and their mission appears in the background across the Sturgeon River.

Provincial Archives of Alberta. No. OM 1.





The White Horse wreck on the Intercolonial

by Tony MacKenzie

Ghosts and railroading do not seem to mix. Despatchers and roadmasters have no time for such things. Seemingly the very nature of the business - heavy machinery, haste, noise, bright lights - should leave no room for the supernatural. There was, however, a ghost train on the old Newfoundland railroad and Bill Knapke, in his work on railway cabooses, located a few haunted bans in the United States. But one hundred and forty-plus years of railroading in Canada have conjured up few accounts with supernatural overtones. Perhaps the ghosts have perished of the cold. Much more likely, the ghost stories themselves vanished because on one wrote them down.

The narrative which follows is an exception. Related by two retired railroaders, it describes a wreck on the Eastern Extension of the Intercolonial Railway, a washout in which two men died, while the life of another was saved by a ghost - the vision of a white horse. The time was a wild winter night in 1901; the place was a few miles east of New Glasgow, Nova Scotia.

"It was an awful night," retired telegrapher Donald MacLeod recalls, "Rain was falling in torrents. My father, section foreman at Barney's River Station, was out all night trying to keep the culverts and ditches clear of the floodwaters caused by heavy rain and melting snow."

The sectionmen's task was immense, for the Eastern Extension was a terrible line. Heavily graded, crooked, poorly drained, it was said to have been built over stumps and ant hills. It was a pitiful contrast to the Pictou Branch of the old Nova Scotia railway west of New Glasgow, which had been well and solidly constructed by the great Sandford Fleming. Sir Hugh Allan and J.J.C. Abbott of Pacific Scandal fame, had been principals in the company that contracted to build the Eastern Extension for the government of Nova Scotia. Its progress had been surrounded by scandals and litigation befitting a political railroad built by a poverty-stricken government. In desperation, the province took over the railroad, then sold it as soon as possible to the Dominion government, which completed it to Sydney on Cape Breton island. Its shaky roadbed, fifty-six pound rails and primitive stub switches could not cope with the heavy traffic generated by new steel mills and coal mines in Cape Breton.² Washouts and run-offs became increasingly common. Many employees and passengers were killed or maimed. In those days it was taken for granted that railroading was a dangerous business.³ The majority of accidents earned only a line or two in the newspapers. But the circumstances of this particular wreck aroused unusual attention. R.G. Jefferson, driver of an eastbound train which narrowly escaped disaster, has left us a thrilling description of the events of that tragic night!

"Telephones were few and far between in the Stellarton of those days and it was the old-fashioned call boy with his bike and lantern who came around to call me for an east-bound freight special to leave at two o'clock. This was to be my first run on the Eastern Extension, and I had never been over the road before except once as a passenger and that at night. Queen Victoria had died three days before and rain had been falling in torrents ever since. It seemed almost as though the very heavens were weeping for the good old Queen....

Ben Wood was conductor and volunteered to ride on the engine as pilot (since driver Jefferson was new to the line)...after some hours shunting at New Glasgow, we left the old Nova Scotia Main Line behind and headed out for Mulgrave over the dark and dismal trackage of the Eastern Extension...there was not a switch light to be seen in the 79 miles between New Glasgow and Pirate Harbour (on the Strait of Canso, where the ferry crossed to Cape Breton Island) and on a night like this we navigated by guess and by God. The ties were rotten and the rails were small. The line itself was over hogbacks. You would be running 50 miles an hour down through these hollows, then five minutes later you would be taking the last gasp out of the small 17-inch cylinders to get over the hill.

The night was black as the inside of an abandoned coal mine... we could sense though we could not see that the whole Piedmont Valley was awash with roaring freshets that were backing up behind every culvert fill on the road. The rain dashed in solid sheets against the wooden cab and we were soon thoroughly drenched. There were no double windows then to keep down frosting and steaming, and no electric headlight. Instead we had the old oil head lamp...of little use under storm conditions... Windows had to be kept at least partly open and heads were out to the breeze in order to see anything at all. The road was full of strange train crews drafted as I had been from other divisions to help business to and from Sydney. Nearly all of the locomotives had air brakes and automatic couplers, but fully half of the freight cars had to be clubbed down by hand braking and coupled with link and pin.

Just this side of West Merigomish (now Egerton) the engine gave a heavy lurch and the train seemed to drag a little more, but she righted herself and ploughed along through the storm to Avondale, 24 miles out (from Stellarton).⁴ There we got orders to meet Joe Mahoney's freight special at Marshy Hope and after six miles toil up the hill we pulled in on the side track and waited until the dim oil light of No. 91, a brand new Moncton-built Mogul shone through the night.⁵ Engineer R.W. (Bill) Wheaton, a close friend who had come down from Moncton a few months before me, had heard that I was on the road for the first time that night, so he slowed down and stood in the gangway with his torch lighted and exchanged greetings.

As they pulled by I noticed that there were only two men in the cab and wondered where the brakeman might be, but gave it no thought until later. Their tail lights faded around the curve and that was the last train Bill Wheaton ever met.

It was still a terrible night. I remember as we passed Brierly Brook seeing an engine and 13 cars almost submerged. (This is a very unstable area, full of 'sinks' and plaster holes associated with gypsum deposits)...they had jumped the track several days before, and until the water went down it would be impossible to clear the wreckage. At Antigonish the red order board was on and I walked back down to the telegraph office to see what they had for us.... As I entered, the Morse key began to chatter...'something is wrong'(said the operator) 'there's no night operator at Merigomish.'



Northumberland Strait

Pictou

Pictou Landing

Merigomish

Piedmont

Avondale

Antigonish

To Cape Breton

W. Merigomish
(Egerton)

New Glasgow

Marshy Hope

Stellarton

Hopewell

To Truro

INTERCOLONIAL RWY.

Accident Site : 

Eastern extension : 

Pictou Branch : 

SCALE

2 miles 0 4 miles



The message that came over the wire reported the wreck of the westbound freight which Jefferson's train had met at Marshy Hope. Along with Bill Wheaton the front end crew consisted of James Blackwood, fireman, and Freeman Prevoe, forward brakeman. Their train - all but the van - had plunged into a washout at West Merigomish; Wheaton had been killed, Blackwood fatally injured. As for Prevoe, his life had almost certainly been saved by his vision, or dream, of a big white horse on the track.

Engineer Jefferson describes Freeman Prevoe as "a good brakeman, but a great believer in signs and portents." He was said to have the second sight, the power to see thing from another place or time as though they were immediately present. For several nights before the wreck, his sleep had been disturbed by vivid dreams of a white horse running on the track ahead of a locomotive. When eastbound on the night of January 23, he had seen the horse pacing ahead of the train at West Merigomish, just west of the railway station. He shouted to Wheaton to stop the train before they ran the animal down. Neither driver or fireman could see it, however, and it soon disappeared from Prevoe's sight also. He told them of his warnings and called the visitation "the worst sign of death."

On the return journey Prevoe rode the engine as far as Antigonish, then went back to the van to eat his lunch. At Piedmont, in response to Conductor Mahoney's urging, he appeared to go to the front end of the train. In reality he hid in the front of the van, where the conductor found him as they neared West Merigomish. "Asked why he had not gone forward at Piedmont, he said that he felt in his bones that something was going to happen, but that he would now go to the engine over the tops of the swaying cars. Just as he opened the door there came a series of crashes and jolts that threw them both to the floor, and when they were able to scramble to their feet and look out, they found the front end of the van hanging over a black abyss from which issued the roar of rushing water and clouds of scalding steam. The couplings of the van had broken off just in time leaving more than half its length swaying in the chasm and liable to drop in at any moment."

No telephone service was available in the locality - neither railroad or rural line. There was no operator in the West Merigomish station, though there may have been a Morse key there. Conductor Mahoney "went to a nearby barn, commandeered a horse and rode it four miles through the storm to Merigomish station and routed out the operator to call New Glasgow for help.... The auxiliary crew was soon on hand with the big crane." Bill Wheaton had been crushed to death. Blackwood, crushed and scalded, was rushed to New Glasgow by special train, but died within hours.

"Our own east-bound special," says Jefferson, "had been the last over the embankment before the washout and track engineering opinion was that the lurch and drag I felt was probably the start of the fatal landslide which took out 60 feet of embankment to a depth of 30 feet. I did not realize until then how close I had come to my own final run."⁶

ATLANTIC STANDARD TIME.

ATLANTIC STANDARD TIME.

INTERCOLONIAL RAILWAY.

INTERCOLONIAL RAILWAY.

HALIFAX TO SYDNEY.

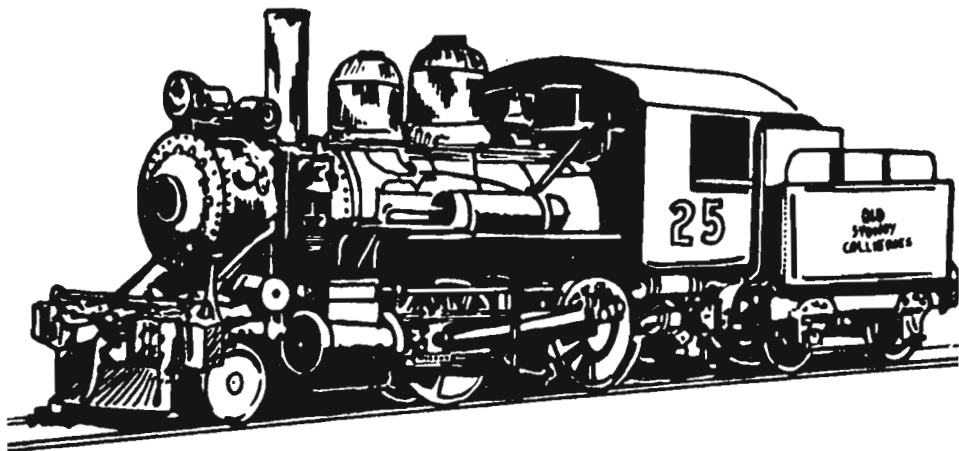
SYDNEY TO HALIFAX.

Sta	STATIONS.	1 Exp.	85 Exp.	Mxd.	Mxd.	Mxd.	Mxd.	63 Sub.	13 Exp.	67 Sub.	69 Sub.
0.	Halifax Dep	6.45	12.30					13.30	17.00	18.25	22.15
0.8	Richmond	6.48						13.33	17.03	18.28	22.18
4.1	Rockingham	6.54						13.42	17.09	18.33	22.25
4.7	Bedford	7.05	12.50					13.53	17.20	18.47	23.30
12.5	Lake View	7.14						14.07	17.29	18.56	23.50
13.9	Windsor Jct.	7.17	12.59					14.10	17.33	19.00	23.55
21.3	Wellington	7.31						17.40			
23.1	Grand Lake	7.38						17.54			
24.3	Oakfield	7.40						17.57			
27.7	Enfield	7.47						18.05			
30.1	Elmsdale	7.59	13.25					18.11			
38.4	Millford	8.06						18.25			
40.1	Shubenacadie	8.14	13.41					18.33			
44.6	Stewiacke	8.38	13.48					18.45			
49.1	Alton	8.52						18.56			
53.8	Brookfield	8.43	14.03					19.08			
57.4	Hidden	9.00	14.15					19.19			
61.8	Truro Arr	9.00									
		19 Exp.						85 Mxd.	17 Exp.		
61.8	Truro Dep	9.15	14.25					8.00	19.40		
62.5	Valley	9.25						8.30	19.50		
70.8	Union	9.32						8.38	20.00		
71.7	Riverview	9.43						8.55	20.08		
82.6	West River	10.01	15.03	79	21	101	77	8.28	20.26	65	141
83.3	Gordon Summit	10.08		Mxd.	Mxd.	Mxd.	Mxd.	7.41	20.30		
90.3	Glenarry	10.18						7.00	20.43		
96.8	Hopewell	10.32	15.29		7.16			7.28	20.57		
99.1	Ferrona Jct.	10.38	15.33		7.24			7.48	21.02		
102.7	Stellarton	10.55	15.50	6.30	7.49	11.50		8.13	21.15	19.40	110.05
116.8	Pictou Arr	11.15	16.15		8.30			21.55		18.40	
116.8	Pictou Dep	10.00	14.60		6.45						
104.8	New Glasgow	11.25	16.55	A 6.38	A 7.50	A 16.55	A 18.55	9.00	A 21.20	A 19.45	A 110.05
110.7	Woodburn	11.40						9.26			
111.7	W. Merig. mh.	11.50	16.58					10.00			
112.3	Menegon	11.52	16.58					10.00			
123.3	Piedmont	12.10	16.38					10.20			
127.0	Avondale	12.19	16.47					10.36			
129.0	Barney's River	12.24						10.42			
133.0	Marshy Hope	12.33	17.01					11.02			
136.8	James River	12.42	17.10					11.20			
140.9	Brierly's Brook	12.52						11.38			
143.3	Antigonish	13.05	17.32					12.30			
151.4	South River	13.19						12.40			
156.2	Pomquet	13.30						13.06			
158.4	Heatherton	13.36						13.42			
160.8	Bayfield Road	13.47						13.57			
182.2	Alton	13.40	18.17					14.02			
185.3	Tracadie	13.57	18.17					14.19			
170.9	Linwood	14.06						14.32			
175.0	Har. au Bouche	14.19	18.34					14.97			
184.9	Mulgrave Arr	14.45	18.55					15.50			
184.9	Mulgrave Dep	14.20	18.35					16.00			
186.0	Hawkesbury	14.30						16.00			
189.3	Mines Road	14.46						16.18			
192.3	MacIntyre's L.	14.59						16.29			
196.0	West Bay Road	15.06						16.55			
206.2	River Denys	15.22						17.25			
214.2	Orangedale	15.39	19.50					17.57			
219.1	Alba	15.50						18.18			
225.0	McKinnon's Harbor	17.02						8.60			
230.4	Iona	17.13						9.11			
231.1	Grand Narrows	17.39	21.04					9.27			
236.7	Shenacadie	17.57						9.58			
243.5	Boisdale	18.13		48.8				10.28			
254.3	Barrachois	18.23		Exp.			48.3	10.47			
259.7	George's River	18.35						11.00			
263.5	North Sydney Jct.	19.09	22.10					12.35	13.30		
267.9	North Sydney A	18.54	22.20	22.20				11.35	13.40		
	St. John's N'd.		12.00								
266.0	Leitchs Creek	19.14						12.42			
276.4	Sydney Arr	18.40	22.30					13.30			

Sta	STATIONS.	20 Exp.	86 Exp.	104 Mixed	102 Mixed	86 Exp.	48 Exp.
0.0	Sydney Dep	7.30	13.00	8.00	18.10		
10.0	Leitchs Creek	7.51		8.42	18.40		
	St. John's N'd.		17.00				
17.8	North Sydney	8.19	13.10	9.25	18.59	13.10	121.50
12.4	North Sydney Jct.	8.22	13.26	9.40	19.06		
18.2	George's River	8.27		8.63	19.21		
31.7	Barrachois	8.35		10.12	19.40		
27.5	Boisdale	8.57		10.28	19.58		
38.3	Shenacadie	9.10		11.07	20.28		
44.3	Grand Narrows	9.27		11.58	21.04		
45.6	Iona	9.35		12.04	21.10		
51.0	McKinnon's Har.	9.44		12.29	21.30		
56.9	Alba	9.57		12.49	21.51		
61.8	Orangedale	10.08	14.58				
69.8	River Denys	10.24		13.45	22.40		
77.1	West Bay Road	10.43		14.18	22.07		
84.3	Mines Road	11.03		14.44	22.32		
88.7	Mines Road	11.03		14.55	23.42		
90.0	Hawkesbury	11.16		15.10	23.55		
91.1	Point Tupper Arr	11.39	16.00	15.18	24.00		
91.1	Mulgrave Dep	12.15	18.36				86 Mxd.
101.6	Har au Bouche	12.42					7.53
105.4	Linwood	12.59					6.32
108.2	Tracadie	13.02					6.41
113.0	Alton	13.14					6.54
115.2	Bayfield Road	13.18					7.05
117.8	Heatherton	13.33					7.11
124.6	South River	13.42					7.26
150.1	Antigonish	13.53	17.57				8.11
135.1	Brierly's Brook	14.00					8.35
139.2	James River	14.19	18.18				9.03
143.1	Marshy Hope	14.29	18.27				9.11
147.0	Barney's River	14.38					9.28
149.0	Avondale	14.43	18.47				9.46
152.8	Piedmont	14.52					9.54
167.8	Merigomish	15.00		7.8	2.8	2.2	6.0
169.3	W. Merigomish	15.12		Mixed	Mixed	Mixed	Exp.
183.3	Woodburn	15.40		7.45	10.30	12.00	7.30
171.3	New Glasgow	15.40	19.38	7.45	10.35	12.05	7.30
173.4	Stellarton	16.00	19.45	8.05	10.35	12.10	7.40
187.3	Pictou Arr	16.45				21.05	8.30
187.3	Pictou Dep	16.20	18.40				8.45
188.8	Ferrona Jct.	16.38	19.53	7.04		18.19	7.46
178.2	Hopewell	16.13	19.28	A 7.10		A 18.25	8.08
185.7	Glenarry	16.28					8.18
190.7	Gordon Summit	16.38					8.25
183.4	West River	16.44	20.28				8.42
201.4	Riversdale	17.02					8.49
205.2	Union	17.10					8.51
205.5	Valley	17.18					9.00
214.2	Truro Arr	17.30	21.05				9.10
214.2	Truro Dep	17.45	21.15				9.26
222.3	Brookfield	17.53	21.27				9.34
227.0	Alton	18.10					9.45
234.9	Shubenacadie	18.28	21.42				10.02
236.5	Shubenacadie	18.32	21.46				10.19
236.5	Millford	18.43					10.32
245.9	Elmsdale	18.56	22.04				10.38
246.5	Enfield	19.05					10.46
251.7	Oakfield	19.14					10.52
252.9	Grand Lake	19.16		7.0	6.4	6.8	10.48
254.7	Wellington	19.30		Sub.	Sub.	Sub.	10.52
262.1	Windsor Jct.	19.38	22.31	7.17	14.15	14.20	11.08
263.5	Lake View	19.42		7.21	14.30	14.25	11.12
267.3	Bedford	19.50	22.40	7.30	14.31	14.34	11.20
271.9	Rockingham	20.01	22.51	7.43	14.44	14.48	11.32
273.8	Richmond	20.07		7.59	14.52	14.56	

REFERENCES

1. There seem to have been some other Ghosts on the rails, and in the "wild and woolly" west! In the Canadian Rail for June, 1980, Patrick Webb, riding the Canadian steamliner in Alberta, notes that ghost train "fore-runners" occurred there early in the century.
2. Rather ironically, A.G. Blair, Minister of Railways, had announced shortly before the wreck that \$2 million would be spent on the line from Truro to Sydney. One of my informants, Donald MacLeod, began his railroading career the following year as waterboy on the crew laying 67-pound rails east of New Glasgow.
3. The Intercolonial report in 1901 listed well over 300 accidents for the year, many of them fatal, and many of them occurring on the Eastern Extension.
4. Stellarton was a crew-change point; a roundhouse, repair shops, and auxiliary wrecking equipment were located there.
5. Engineer Jefferson says the fatal engine was a Mogul; Donald MacLeod remembers it as a ten-wheeler. She was "marked for life" after that night. A long scar on her boiler singled her out as "the engine that killed her crew in the White Horse wreck." The Intercolonial report for 1901 states that there were a number of tenwheelers in passenger service then, some purchased and some built in the Moncton shops. Wheaton's engine - No. 91 - had been "rebuilt new complete" in Moncton shortly before her fatal plunge. There were Mogul engines on the road, but the official report does not give No. 91's classification. It is possible, of course, that she was rebuilt as a ten-wheeler after the wreck.
6. Jefferson's little American standard engine and light train helped to save him from "taking the dive," no doubt. A brief official report of the wreck is in the Sessional Papers, Dominion of Canada, Vol. XXXVI, No. 8, 1902, pp. 132-3. Donald MacLeod, New Glasgow, was interviewed on May 10, 1978. The Evening News, New Glasgow's daily paper, carried R.G. Jefferson's story on February 2, 1972.



Erich Arthur Kruger

1897-1945

by Keith C. Hopkin

May 10, 1897 - Dec. 14, 1945.

A few months ago, I was reading an article in Canadian Rail (August 1980), about railroad pocket watches in Canada. My mother-in-law (Mrs. Isabel Chambers formerly Isabel Kruger) had mentioned sometime before this, that she had an old railroad watch that belonged to an uncle of hers, who had worked for years on the Grand Trunk and later for Canadian National. The next time I was at her home, I questioned her about this watch and if she had any photo's of her uncle while in the employ of the railway. She pulled out an old photo album that her aunt had given her years ago. There were numerous railway photo's, but no dates or names on any of them. With the help of Mrs. Chambers, she identified her uncle in many photo's and put approximate dates on them. She also pieced together the history of her uncle, Mr. Erich Kruger, his life on the railway and his tragic death. Without her help and the watch, newspaper clippings and photo album she had kept over the years, this story would not have been possible.

Mr. Erich Arthur Kruger was born May 10, 1897 in the northern Ontario town of Pembroke. As a teenager, he started work on the Grand Trunk railway and in his early twenties he became a foreman on construction projects mainly in the construction of buildings and bridges.

He met his wife-to-be, Mrs. Margaret Gilpin who was a cook for her father's work gang. Her father too, was a road foreman on the Grand Trunk. Erich married Mrs. Gilpin on Dec. 26, 1919 at North Bay, Ontario.

Mr. Kruger spent most of his life in the Hornepayne and Armstrong area of Northern Ontario. He worked for years on the Grand Trunk, and also on the C.N.R. He worked his way up to Assistant Superintendent of the works department.

Mrs. Margaret Kruger was living in Toronto at the time of her husband's death. Mrs. Isabel Chambers also lived in Toronto and was at work Dec. 14, 1945, when she got word of her uncle's death. Mrs. Chamber's immediately went to the home of Mrs. Kruger to comfort her and help her with the funeral arrangements.

The C.N.R. had provided a private railway car, to take Mrs. Kruger up to get her husband's body and make funeral arrangements. Mrs. Chambers accompanied her along with a cook/attendant and Mr. E. Pharand, who was then General Superintendent of work equipment in Toronto.

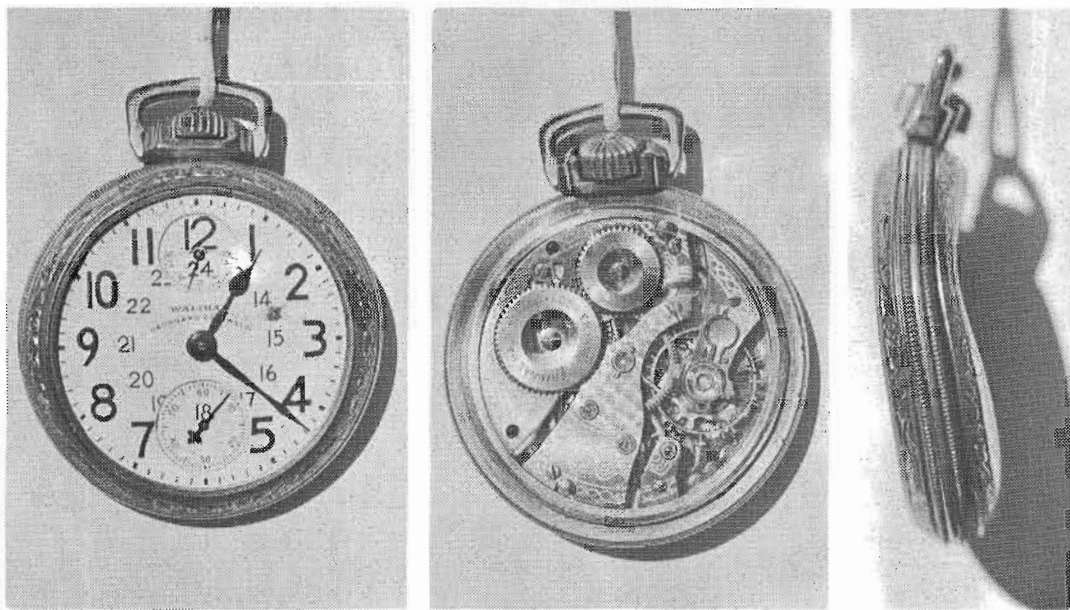
They left Toronto for Sudbury between 11:00 and 12:00 the night of Dec. 14th. They arrived at the Sudbury C.N.R. station at about 7:30 A.M. Dec. 15. Canadian National unhooked their private car and put it on a siding. Mrs. Kruger and Mrs. Chambers then went to the funeral parlor and made funeral and burial arrangements.

They left Sudbury on the evening of Dec. 15th for Pembroke. Their train arrived at Pembroke in the early morning at the old Grand Trunk station. (The Grand Trunk line used to run parallel with the Muskrat River into downtown Pembroke.) The private car was again put on a siding and remained there until after the funeral. The funeral was held on Monday and in the evening they went back to their private car and returned to Toronto.

A newspaper clipping in the possession of Mrs. Chamber, showed the C.N.R. officials present at Mr. Kruger's funeral:

- A.J. Jones -- General Superintendent, Montreal.
- E. Pharand -- General Superintendent, Toronto.
- R. Hayes -- Superintendent, Ottawa.
- W. Griffin -- District Engineer, Ottawa.
- W. Sylvester -- Supervisor of Buildings and Bridges, in Ottawa.

On Dec. 14, 1945 while working at a railway construction site near the town of Coniston Ontario, Erich Kruger was killed in a tragic railway accident. The story is that a steam shovel had stopped work temporarily, and as Erich walked under the raised clamshell bucket, the brake malfunctioned, released the bucket, and it plunged to the ground. The open bucket closed around Erich and crushed his body. He died shortly after being released from the jaws of the bucket.

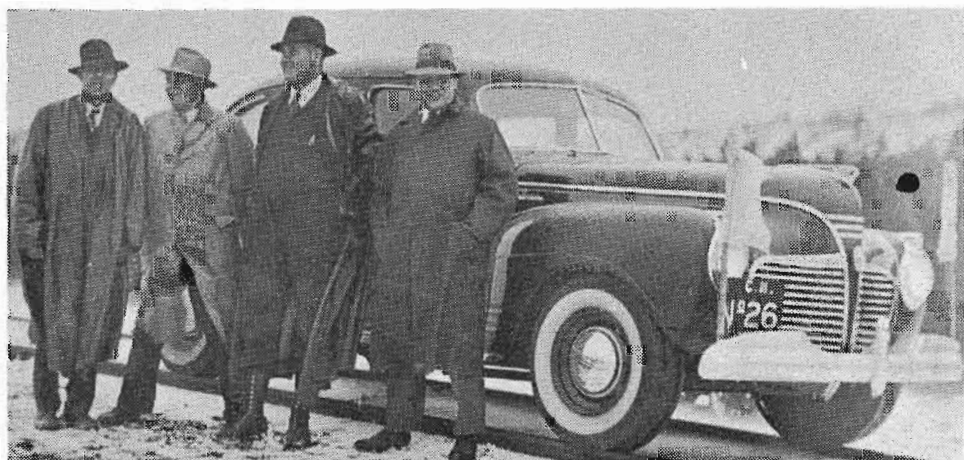


THREE PHOTOS OF MR. ERICH KRUGER'S RAILWAY WATCH showing the damage caused when the bucket of the steam shovel clamped around his body. The watch, Waltham No. 27,537,702, was a 16-size 23-jewel Vanguard with up-and-down indicator and was made in 1930. This was the best railroad watch made by Waltham.

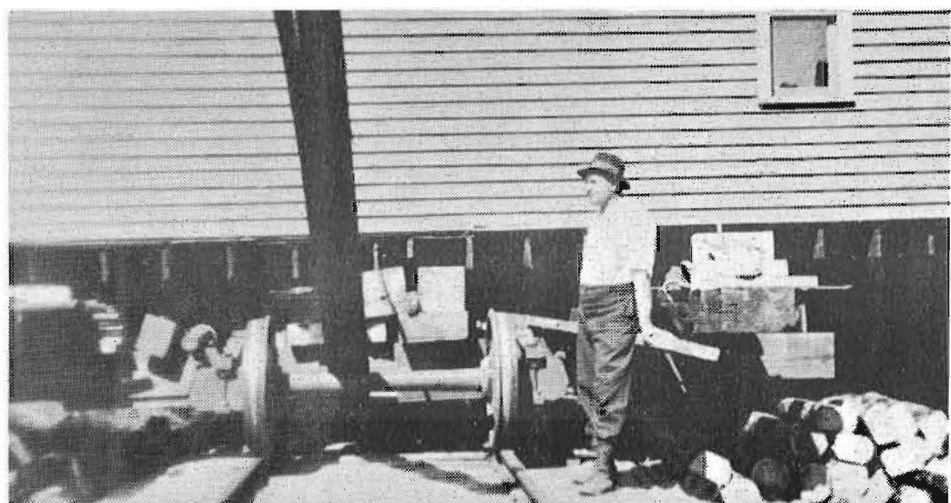
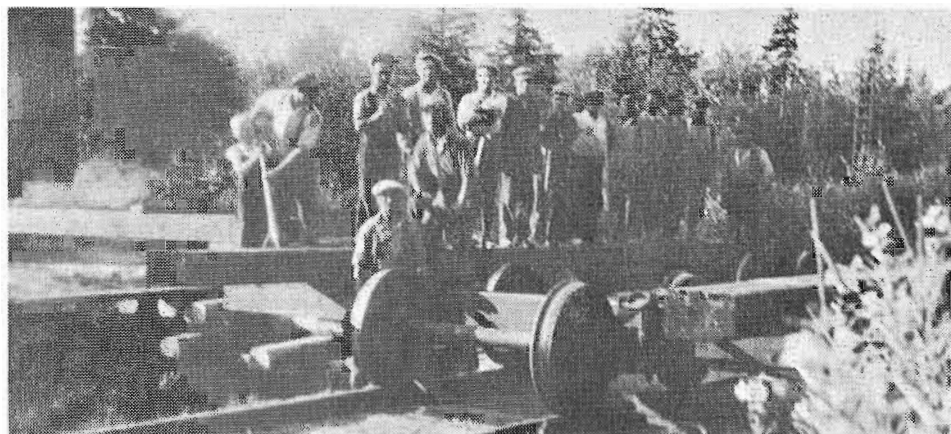
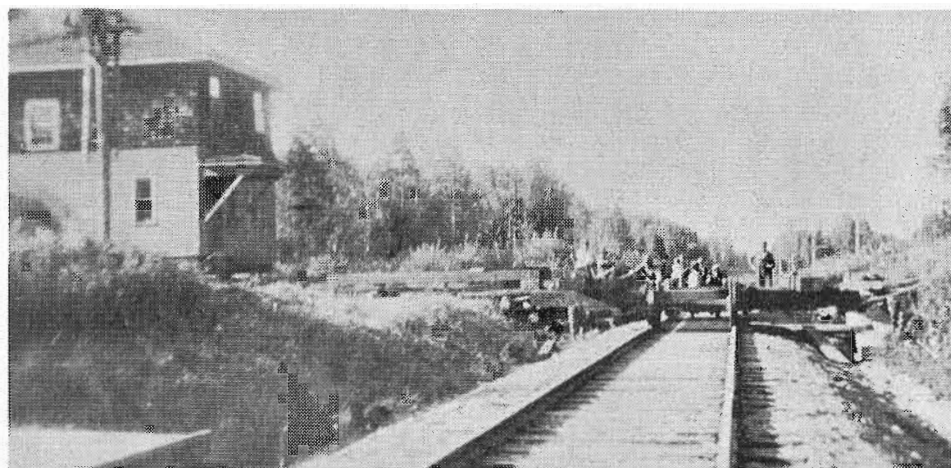
Photos by Keith C. Hopkin.

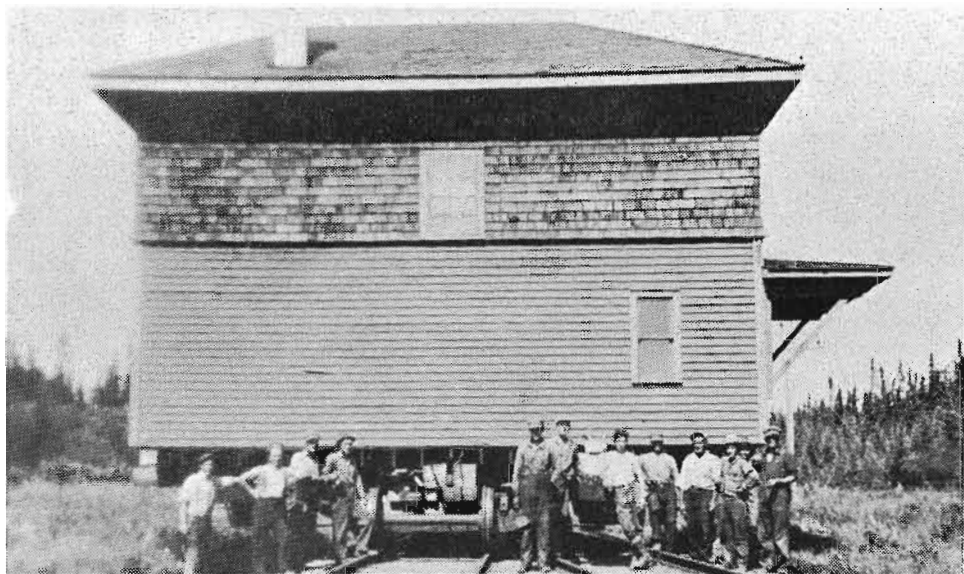


ERICH KRUGER AND HIS WIFE MARGARET around 1920. Note the wooden railway cars in the background.



TWO PHOTOS SHOWING ERICH KRUGER by his rail-car C.N. #26. These pictures were taken in the late 1930's and are from Mr. Kruger's album.

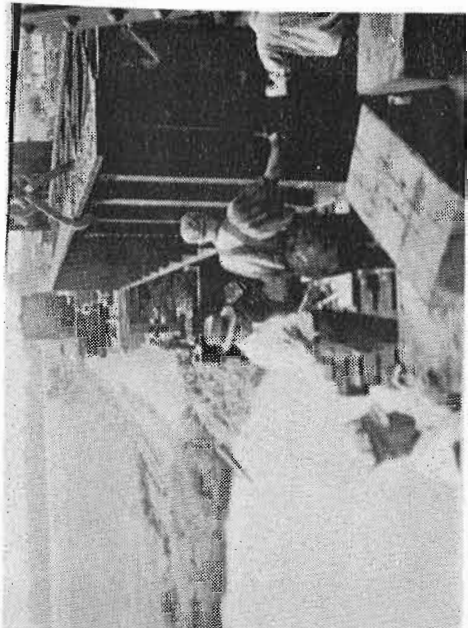
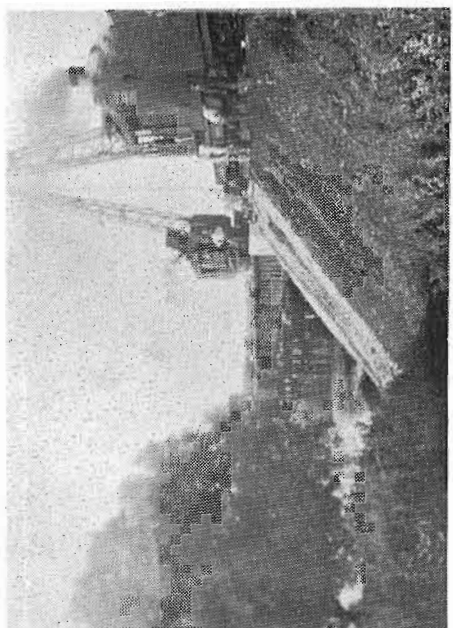
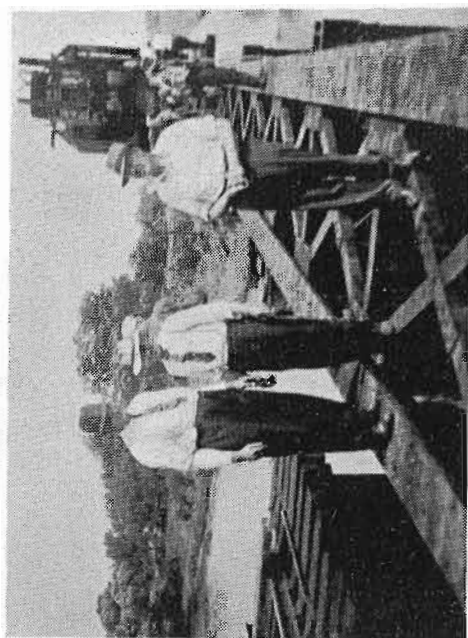
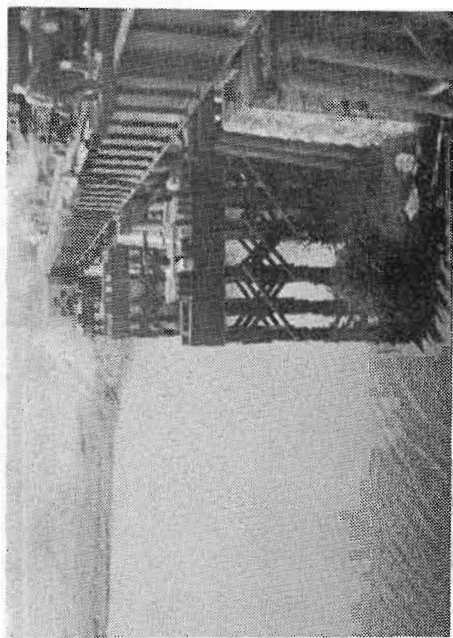




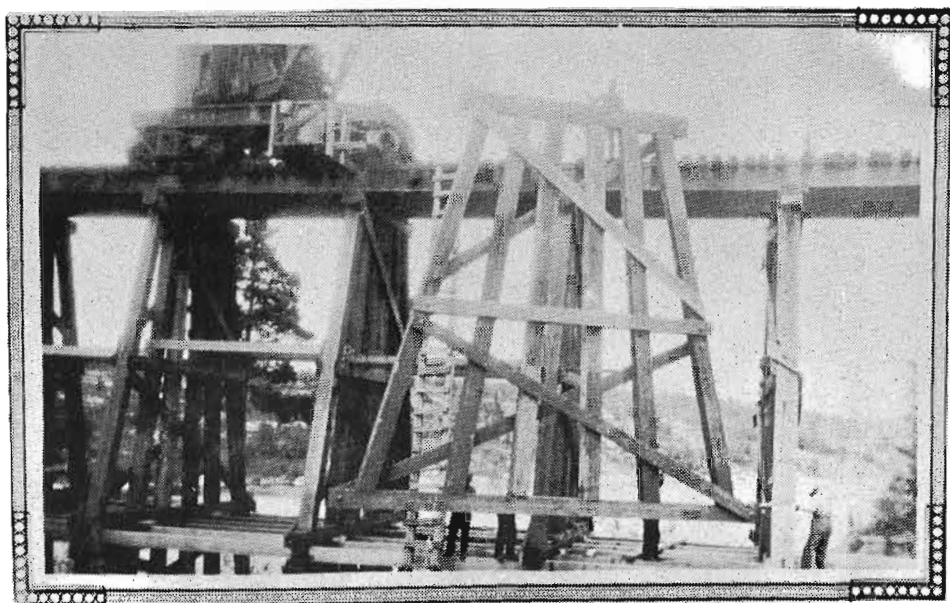
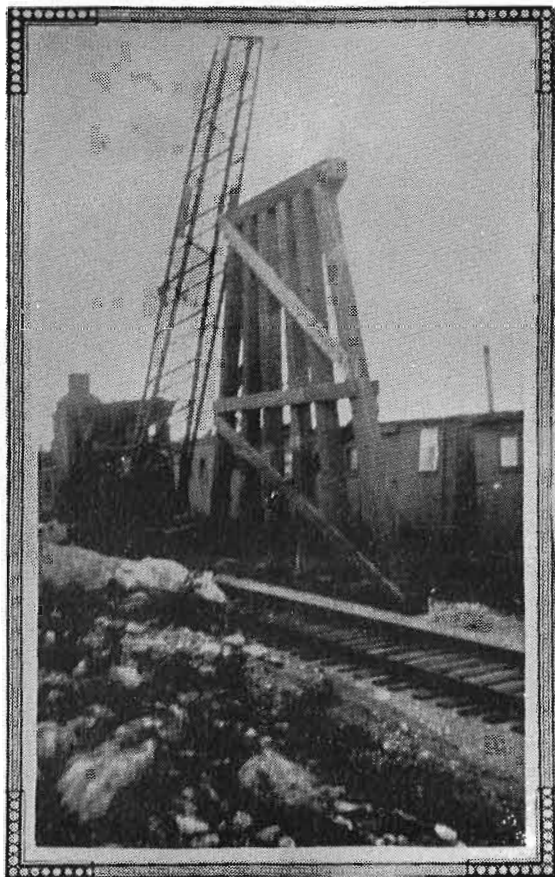
AN INTERESTING 'SERIES' OF PHOTOS' showing how a house was moved by rail about 1920. Even the brick chimney of the house remained intact during the move.

Erich Kruger album.





ANOTHER SERIES OF PHOTOS FROM THE ERICH KRUGER ALBUM depicts the installation of a steel bridge in the 1930's, Mr. Kruger is the man shown with hands on hips in the upper-left photo.



TWO PHOTOS SHOW HOW A PRE-CONSTRUCTED TRESTLE SECTION was moved into place.
Erich Kruger album.

C.N.T. 6122

CLASS OF SERVICE	SYMBOL
Full-Rate Message	
Day Letter	D.L.
Night Message	N.M.
Night Letter	N.L.

If some of these three symbols appears after the check, (number of words) this is a full-rate message. Otherwise the character is indicated by the symbol appearing after the check.

CANADIAN NATIONAL TELEGRAM

W. M. ARMSTRONG, GENERAL MANAGER, TORONTO, ONT.

Exclusive Connection
with
WESTERN UNION
CABLES.
Cable Service
to all the World
Money Transferred
by Telegraph

126 RS

80 MONCTON NB 17 DEC 1945

MRS ERNIE KRUEGER

575 MARY ST PEM BROKE

I AM SHOCKED AT THE TERRIBLE NEWS OF THE DEATH OF YOUR
HUSBAND STOP WE ALL JOIN IN SENDING YOU SINCERE SYMPATHY
STOP HE WAS MY GOOD FRIEND

J P JOHNSON

CANADIAN NATIONAL TELEGRAM sent to Mrs. Kruger after her husband's tragic death. He was called "Ernie" by a number of his friends.

BACK COVER

INSTALLING A WATER TANK near the tracks in the Port Arthur area in the early winter of 1940.
Erich Kruger album.

