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## FRONT COVER

BUILDING THE CANADIAN PACIFIC MAIN  
LINE IN BRITISH COLUMBIA involved  
heavy work through very rough  
country. In this view, taken in 1885,  
work is proceeding on Bray's tunnel  
at Shuswap Lake. This is one of the  
sections built by Andrew Onderdonk  
between 1880 and 1885. Note the  
temporary wooden rail and the  
primitive stub switch.

Public Archives of Canada  
Photo No. C1609.

## OPPOSITE

CANADIAN PACIFIC STEAM LOCOMOTIVE  
1201 crossing the trestle at Arnprior  
Ontario en route to Barry's Bay on  
an excursion from the National  
Museum of Science and Technology  
in Ottawa on October 11 1980.

Photo: Keith C. Hopkins.

# R.L.Harris and the Canadian Pacific contracts of 1879

by Fred Angus

Recently a most interesting donation has been made to the archives of the C.R.H.A. This consists of sets of original forms for submission of tenders for the four contracts for construction of the Canadian Pacific Railway between Emory's Bar and Savona's Ferry in British Columbia in 1879. In addition these documents include a book of general specifications as well as a hand-written covering letter of explanation regarding the submission of the tenders.

The documents had originally belonged to an engineer named R.L. Harris. He had engineered the International & Great Northern Railroad in Texas, and had also worked on the Hoosac tunnel in the state of Massachusetts. He, with some Canadian colleagues, planned to bid on the Canadian Pacific contracts, but it is not known whether they actually submitted the bids or not. In any case they were not successful and the contract was eventually undertaken by Andrew Onderdonk with the financial backing of Darius O. Mills of California. Needless to say, these papers are of great historical importance, as they they form what may be the only such set in existence.

The tender forms have spaces for detailed estimates of expenses broken down into several categories such as excavating, bridging, ties, rails, etc. Since the amounts have been filled in by Mr. Harris, it is interesting to compare them with those on the actual contracts as awarded by the Canadian government in late 1879 and early 1880.

C O N T R A C T	MILES	HARRIS BID	WINNING BID
Emory's Bar to Boston Bar	29	\$4,113,370.	\$2,727,300.
Boston Bar to Lytton	29	\$3,443,788.	\$2,573,640.
Lytton to Junction Flat	28½	\$2,717,890.	\$2,056,950.
Junction Flat to Savona's Ferry	40½	\$2,321,825.	\$1,746,150.
T O T A L	127	\$12,596,873.	\$9,104,040.

The first, third and fourth of these contracts were awarded to Andrew Onderdonk in December 1879. However on the Boston Bar to Lytton contract the low bidder was Ryan Goodwin & Co. who were awarded the contract on February 10 1880, but soon surrendered it in favour of Onderdonk who then had all four contracts.

The story of these contracts is, of course, an important part of the story of the building of the C.P.R. transcontinental main line. In 1879 the eight-year-old promise made by Ottawa to British Columbia to build the railway was beginning to look like a pipe dream, and the Pacific province was seriously consideration separation from Canada. The federal government realized that it had better do something fast or the country would start falling apart. Hence the call for tenders for construction of this vital 127-mile section of railway in British Columbia.

The official call for tenders was made on October 3 1879, with the deadline for submission of the forms being noon on the 17th of November. This time of 45 days seems amazingly short in view of the magnitude of the work, the distance of the construction site from Ottawa, and the lack of suitable transportation to the site for surveyors. Most of the time must have been taken up with making rough estimates and hurriedly filling out forms; it is a wonder that any meaningful tenders were submitted at all; most of the contractors must have been discouraged at the short deadline. There are probably two reasons for this; the government wanted to get something done fast to appease British Columbia, and also, it is very likely that they simply did not realize the difficulty of of the project.

Despite the disadvantages, Mr. Harris and his associates decided to make a bid for the contracts. The forms were sent from Ottawa along with a very interesting covering letter which is unfortunately not signed, and does not name the other associates. Some quotations from this letter will help explain the situation:

"The head contracting party is Queen Victoria represented by the Minister of Public Works in Canada. There are four contracts to be awarded."

"For reasons not freely explained, of a political or military nature, it is believed to be important that the work is proceeded on as soon as possible."

"The proposition presents one of the largest itemized contracts that has been let on this continent. The profile so called by engineers is noticable as particularly favourable for working as itemed contract. No work has hitherto been done on the Pacific end of the road, the country remaining new and largely unexplored. Prices will be new. Competition is narrowed to a few because of unusual size of contract, comparatively little information outside, and remote situation. People in Canada and the East have little knowledge of that locality. If it has been brought to the notice of any parties on the Pacific coast, there has not been sufficient time for examination."

"Government requires a deposit of \$5000 with each bid as guaranty for entering into the contract if work is awarded. The accepted

CANADIAN PACIFIC RAILWAY,  
OFFICE OF THE ENGINEER-IN-CHIEF.



Canadian Pacific Railway.

TENDERS FOR WORK IN BRITISH  
COLUMBIA.

SEALED TENDERS, addressed to the undersigned and endorsed "Tenders Pacific Railway," will be received at this office up to noon on MONDAY, the 17th day of NOVEMBER next, for certain works of construction required to be executed on the line from near Yale to Lake Kamloops, in the following sections, viz:

Emory's Bar to Boston Bar ..... 29 miles  
Boston Bar to Lytton ..... 29 miles  
Lytton to Junction Flat ..... 28 } miles  
Junction Flat to Savona's Ferry ... 40 } miles

Specifications, bills of quantities, conditions of contract, forms of tender, and all printed information may be obtained on application at the Pacific Railway office in New Westminster, British Columbia, and at the office of the Engineer-in-Chief at Ottawa. Plans and profiles will be open for inspection at the latter office.

No tender will be entertained unless on one of the printed forms and all the conditions are complied with.

By order,

F. BRAUN,  
Secretary.

Department of Railways and Canals, }  
Ottawa, October 3rd, 1879.

*M. W. Muirhead*  
*Oct 6<sup>th</sup> 79*

THE OFFICIAL NOTICE calling for tenders on the Canadian Pacific line in British Columbia. This notice is pasted on letterhead of the office of Engineer-in-Chief.

MEMORANDUM FOR CONTRACTORS Issued by Sandford Fleming, the  
Engineer-in-Chief on October 3 1879.

# CANADIAN PACIFIC RAILWAY.

## TENDERS FOR WORK IN BRITISH COLUMBIA.

### MEMORANDUM FOR CONTRACTORS.

1. The work now proposed to be placed under contract consists of that portion of the Pacific Railway extending from near Yale to Lake Kamloops. It is divided into the following Sections, viz. :—

Emory's Bar to Boston Bar.....	29 Miles.
Boston Bar to Lytton.....	29 "
Lytton to Junction Flat.....	28½ "
Junction Flat to Savona's Ferry.....	40½ "

2. Tenders, in sealed envelopes, addressed as follows, must reach the office of the Secretary of Railways and Canals, Ottawa, by noon on Monday, the 17th November next :—

TENDER FOR PACIFIC RAILWAY WORKS.

F. BRAUN, ESQ.,

SECRETARY,

Department of Railways and Canals,

OTTAWA.

3. No tender will be entertained unless on one of the printed forms prepared for the purpose, and with the Schedule of Quantities therein correctly priced and accurately moneyed out; nor unless an accepted bank cheque for \$5,000 for each section, in favor of the Hon. the Minister of Railways and Canals, accompanies the tender. These cheques will, in each case, be forfeited if the party tendering declines or fails to enter into the contract for the works, when called upon to do so, at the rates stated in the offer submitted. In the event of a tender not being accepted, the cheque will be returned.

4. To each tender must be attached the usual signatures of two responsible and solvent persons, residents of the Dominion, willing to become sureties for the carrying out the conditions, as well as the performance of the works embraced in the contract.

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5. Printed Forms of Tender will be furnished to intending Contractors, on application being made at the Pacific Railway Office in New Westminster, British Columbia, or at the Office of the Engineer-in-Chief, at Ottawa. Specifications and Terms of Contract may be examined at both places, and Plans and Profiles will be open for inspection at the latter office.

6. The attention of intending Contractors is specially directed to all the clauses of the General Specification and Form of Contract.

7. The Profiles exhibited are prepared from trial location surveys. At several points the location may be revised, with the view of obtaining desirable improvements and reduction of work.

8. The quantities printed in the Form of Tender, in the 1st column, are in part estimated from preliminary location measurements, and may be considered roughly approximate. In part, also, they are conjectured and placed in the Schedule for the purpose of obtaining rates for different classes of work which possibly may be required.

9. The right to vary the location and alter the works in any manner that may appear advisable, is reserved, and such alteration shall not invalidate the contract. The quantities of work, if varied thereby, so that some may be above, others below the printed quantities in the Form of Tender, shall nevertheless be correctly ascertained by actual measurement, and paid for according to the Schedule of Prices. Parties tendering must understand that neither the quantities, nor any information given regarding the character of the work to be executed, are guaranteed. Contractors are expected to have examined, or otherwise satisfied themselves, as to the nature of the work to be done, and they will be held to run all risks; they must, accordingly, in making up their tenders, include such allowance in their prices as they may deem advisable in each case.

10. The Government does not bind itself to accept the lowest, or any tender.

11. So soon as a tender is accepted, the parties concerned must be prepared—immediately after being notified—to enter into contract, and give security for the due fulfilment of the same, by deposit of money, or its equivalent value at current rates, of public securities, or bank stocks, to the amount of five per cent. on the bulk sum of the contract, of which the sum sent in with the tender will be considered a part.

SANDFORD FLEMING,

Engineer-in-Chief.

CANADIAN PACIFIC RAILWAY OFFICE.

Ottawa, 3rd October, 1879.

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bidder is required to deposit in government securities or other representative of value five per cent of gross amount of contract. Coupons and income maturing from such deposit belonging to the depositing owner. This is a deposit."

"It is proposed that the four active partners be on the ground. One of these is a R.R. engineer of ability and experience, a New Englander. Two are Canadians that have made railroad contracting their lifetime business, and the fourth is the writer"

"The two Canadian contractors are honorable and reliable. In case of successful bids they will experience no difficulty in furnishing the resident sureties required."

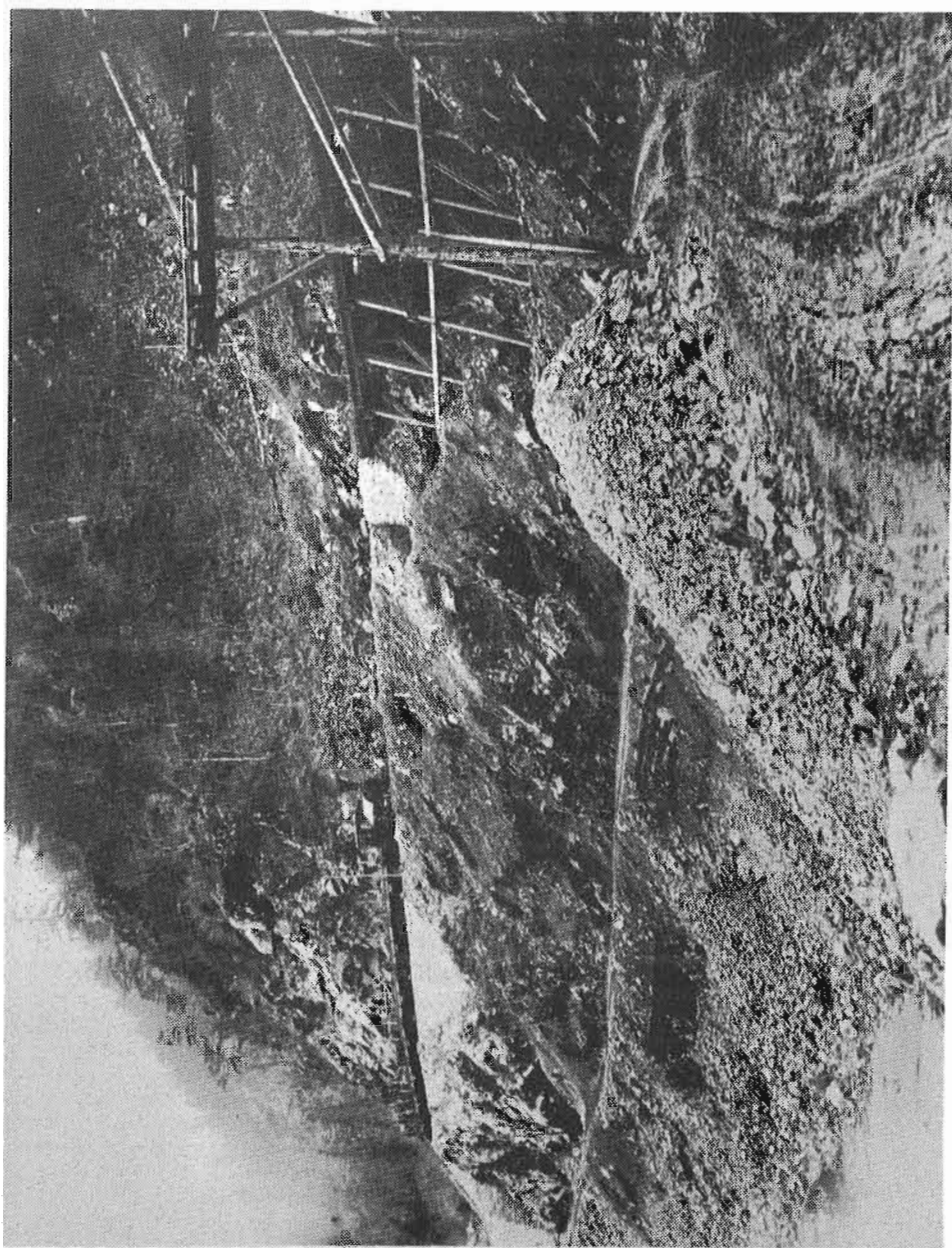
"The money transactions if thought best could be carried on with government at Ottawa directly from Boston, the four active parties being supplied at British Columbia with the needful working capital as indicated."

As the deadline of November 17 approached Harris and his confreres must have been working hastily to meet the terms of the tenders. Certainly the copies of the forms which survive show much evidence of hasty writing, corrections, and even the odd ink blot! A letter from Harris to Philip McRae dated North Adams Mass. on November 8 1879 (only nine days before the deadline) states in part:

"Some pretty prompt moving may be needed this coming week and it would be well if you could arrange so that you can get certified checks and sureties in a hurry-".







TWO VIEWS OF TRACK CONSTRUCTION IN THE FRASER CANYON in 1881. This is the section covered by the four contracts awarded in 1879 to Andrew Onderdonk. With territory such as this, and the limited time in which to submit tenders, it is little wonder that contractors like R.L. Harris had little chance to be successful.

Public Archives of Canada. Photos C7657 and C7660.

# FORM OF TENDER.

*NO TENDER for this Section will be entertained unless on this Form, and with the Schedule of Quantities, correctly priced and accurately moneyed out; nor unless the Clause requiring an accepted Bank Cheque for \$5,000 is complied with.*

## CANADIAN PACIFIC RAILWAY.

### Emory's Bar to Boston Bar, British Columbia,

LENGTH, 29 MILES.

### TENDER FOR WORKS.

The undersigned hereby offer to furnish all necessary plant, material and labour, and to execute and complete to the entire satisfaction of the Engineer-in-Chief, all the Excavation, Grading, Bridging, Track-laying, Ballasting and other works, required to be done on that portion of the Railway commencing at Emory's Bar, about four miles below Yale, on the River Fraser, and terminating at Boston Bar, in length about 29 miles, upon the terms and conditions stipulated in the General Specification dated the 30th day of November, 1878, with Form of Contract annexed thereto, which documents have been duly read and carefully considered; and the undersigned hereby propose and agree to complete all the works embraced under this Contract by the 31st day of December, 1883, for the rates and prices set forth in the 2nd column of the following Schedule. The Quantities furnished in the 1st column have been accurately computed at their respective prices, and the amounts entered in the 3rd column, and the aggregate of the various sums in the 3rd column, including the last item (\$250,000), amounts to the bulk sum of \_\_\_\_\_

DOLLARS.

### SCHEDULE OF QUANTITIES AND PRICES.

Description of Work.	1		2		3	
	APPROXIMATE QUANTITIES.		RATES.		AMOUNT.	
	*See foot note.		\$	cts.	\$	cts.
Clearing.....	Acres.	250	per acre.	25	<del>6250</del>	6250
Close Cutting.....	"	10	per acre.	50	<del>500</del>	500
Grubbing.....	"	10	per acre.	100	1000	1000
Fencing.....	L. Feet.	10,000	per L. ft.	10	1000	1000
Solid Rock Excavation.....	C. Yards.	500,000	per C. yd.	3	1500,000	1500,000
Loose Rock Excavation.....	"	250,000	per C. fd.	150	375,000	375,000
Earth Excavation, (including that described in Clause 13 of Specification).....	"	1,500,000	per C. yd.	40	600,000	600,000
Carried forward.....					2488,750	

\*NOTE.—Some of the quantities printed in this column are estimated from preliminary location measurements, and may be considered roughly approximate. Other items are simply conjectured, and are placed herein for the purpose of obtaining rates.

## SCHEDULE OF QUANTITIES AND PRICES.—Continued.

DESCRIPTION OF WORK.	1 APPROXIMATE QUANTITIES.		2 RATES.		3 AMOUNT.	
	*See foot note.		\$ cts.		\$ cts.	
Brought forward.....					2,483,750	
Under-drains.....	L. Feet.	2,000	per L. ft.	30	600	
Tunnelling (See clause 32 of Specification.)						
"Line Tunnels" in rock, in the following lengths: 300ft., 50, 150, 105, 240, 400, 350, 385, 290, 200, 150, 140, 1,600, 100, 150, 100, 110, 230, 350 and 500 ft.....	L. Feet, say	6,000	per L. ft.	140	840 000	
"Twelve feet.—Stream Tunnels".....	"	200	per L. ft.	75	15 000	
"Six feet.—Stream Tunnels".....	"	1,000	per L. ft.	20	20 000	
Bridge Masonry.....	C. Yards.	15,000	per C. yd.	15	225 000	
Culvert Masonry.....	"	10,000	per C. yd.	5	50 000	
Dry Masonry (retaining walls, etc.).....	"	5,000	per C. yd.	5	25 000	
Paving.....	"	1,000	per C. yd.	4	4 000	
Concrete.....	"	1,000	per C. yd.	5	5 000	
Rip-rap.....	"	1,000	per C. yd.	2	2 000	
Cast-iron Pipes, 3ft. diameter inside, 1 in. thick, laid in concrete (the concrete not included in this item).....	L. Feet.	500	per L. ft.	12	6 000	
Hand-laying rock embankments, where slopes are steeper than 1 to 1 (labour only).....	C. Yards.	15,000	per C. yd.	1	15 000	
Timber Bridge Superstructure..... (See clauses 42 and 43 of Specification.)	150 ft. clear	No.	8	per Span.	6000	48 000
	125 "	"	1	per Span.	4000	4 000
	100 "	"	6	per Span.	3000	18 000
	60 "	"	1	per Span.	1200	12 000
	40 "	"	3	per Span.	600	18 000
Timber, best quality, for Beam Culverts, &c.:						
12 ft. x 16 ft.....	L. Feet.	2,000	per L. ft.	25	500	
12 ft. x 12 ft.....	"	3,000	per L. ft.	25	1250	
8 ft. x 16 ft.....	"	1,500	per L. ft.	20	300	
8 ft. x 12 ft.....	"	1,400	per L. ft.	20	280	
Other dimensions of Timber (if required to be used) at proportionate prices.						
Piles driven (See clause 40 of Specification).....	L. Feet.	10,000	per L. ft.	40	4000	
Round Timber for Crib Wharfing, etc., not less than 12 in. diameter.....	L. Feet.	10,000	per L. ft.	08	800	
Flatted Timber in Road Diversion Culverts, 12 in. thick.	L. Feet.	3,000	per L. ft.	10	300	
Plank.....	F. B.M.	20,000	per M.	20	400	
Wrought Iron.....	Lbs.	3,000	per lb.	10	300	
Cast Iron.....	"	500	per lb.	18	40	
Ties.....	No.	75,000	Ench.	25	18,750	
Carriage of Rails and Fastenings, from lower end of Section, including all handling.....	Tons.	3,000	per Ton.	150	4500	
Tracklaying.....	Miles.	30	per Mile	500	15 000	
Ballasting.....	C. Yards.	100,000	per C. yd.	50	50 000	
Setting Points and Crossings.....	No.	20	Ench.	100	2 000	
Public Road Level Crossings, comprising Timber Cattle-guards, Planking, small Timber Culverts under approaches, and Notice-boards, complete.....	No.	4	Ench.	150	600	
To enter work which possibly may be required under Clauses 18, 43 and 51 of General Specification, short quantities and contingencies, add, say \$250,000.....					250,000	
Total.....					2,483,750	00

\* NOTE.—Some of the quantities printed in this column are estimated from preliminary location measurements, and may be considered roughly approximate; other items are simply conjectured and placed herein for the purpose of obtaining rates.

A

TENDER FORM FOR THE FIRST OF THE FOUR CONTRACTS. Note the somewhat untidy entering of figures showing that this was a working copy.



WILSON HOUSE, NORTH ADAMS, MASS.  
F. E. SWIFT, Proprietor.

North Adams, Mass. Nov 8 1879

Philip Mc'Rae, Esq

Dear Sir:

Come pretty  
 prompt knowing may be needed this  
 coming week and it would be  
 well if you could arrange so  
 that you can get certified checks  
 and ~~certificates~~ in a hurry - I am at work  
 on the matter, and may be so  
 fortunate as to telegraph for you  
 in a hurry - ~~Horace Hall's~~ <sup>Bill</sup>  
 telegraphs, letter, or railroad will  
 reach me quickest. - Make what  
 efforts you may. <sup>Yours truly</sup>  
~~and I hope if you succeed~~ R. L. Harris  
~~and arrange for me~~  
~~to be a~~ <sup>you will</sup>

LETTER WRITTEN BY R. L. HARRIS on November 8 1879 regarding the submission of tenders. This letter was not sent, probably due to the corrections made, but a re-copied version no doubt was sent the same day.

At this point the story appears to end. Did they make the deadline, or were they unable to raise the surety? In any case they would have been underbid, but it would be interesting to know if they tendered at all. Above all, who were the other associates? Other than Harris himself, only the name of Philip McRae is noted. Perhaps the mystery will never be solved.

As for the actual contracts, Onderdonk began work on May 14 1880, and after unbelievable difficulties was successful in completing the line to Savona's by the end of 1884. By this time of course the Canadian Pacific Railway Co. was at work, and they awarded a further contract to Onderdonk to continue the line to Eagle Pass where the famous "Last Spike" was driven on November 7 1885.

Today this spectacular 127-mile stretch is part of the main line of C.P. Rail through the Fraser Canyon. All that remains of the project of R.L. Harris are the old documents of 1879, but their story is typical of the many unsuccessful efforts in the pioneer railway construction in Canada.

NOTE: These documents were donated by a friend of the Association in New Hampshire. Fortunately he appreciated the importance of them and offered them to the C.R.H.A. This shows how important it is to keep an eye open for historical items that might be of interest to the Association. The Museum is made up not only of full-size railway equipment, but also such items as books, photographs, timetables, tickets, and other railway-related documents. While one can not always be lucky enough to find such things as 1879 tender forms or 1853 bonds, there are many other items of great significance still "on the loose". By locating them and making them available to the C.R.H.A. the members can help considerably to preserve the history of Canada's railways, by saving documents which might otherwise be destroyed.

# What's in a name?

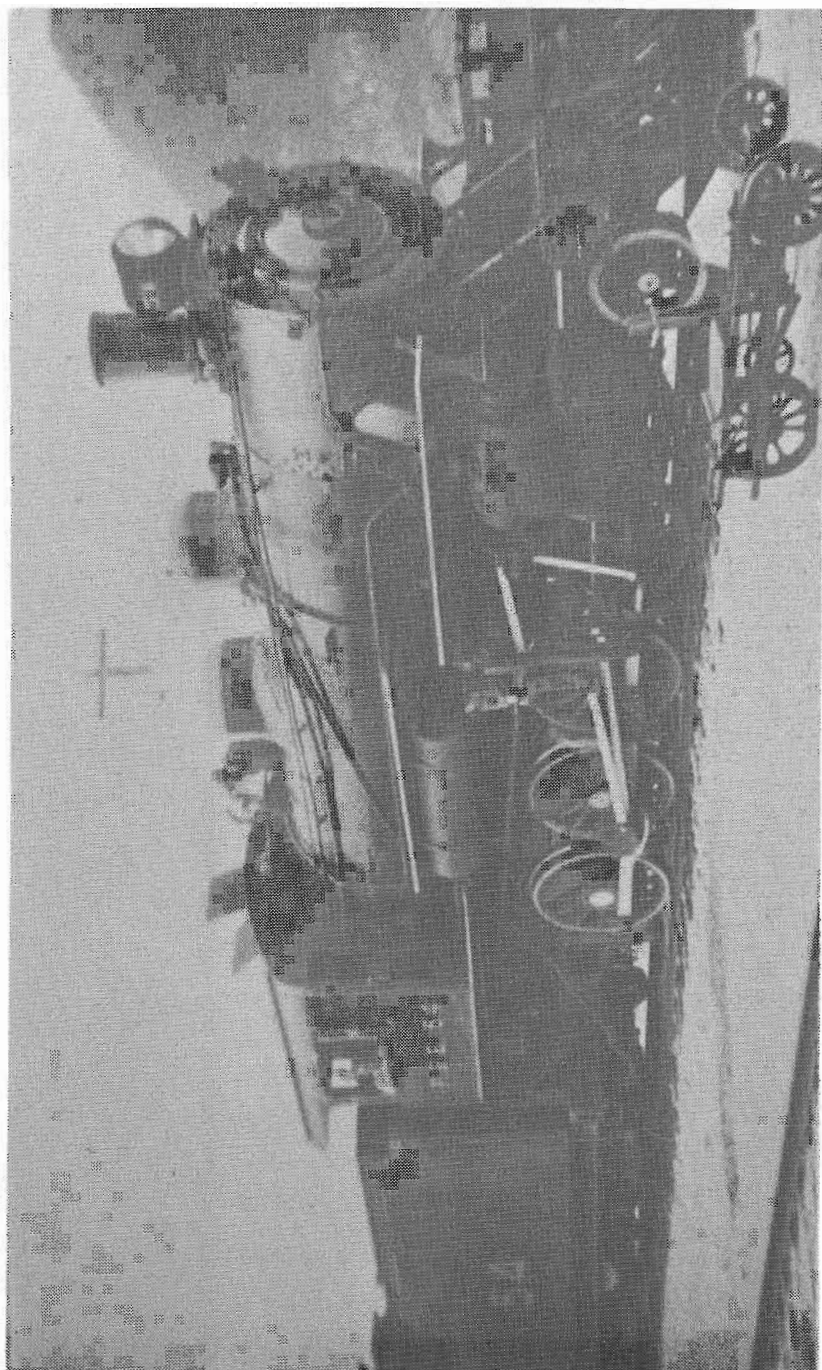
## Part 2

by MERVYN T. GREEN

In the January 1981 issue, we commented on the frequency of nicknames in Canadian railroading, and listed some of the more well-known examples. We included "Late and Poor Service" (London & Port Stanley Railway) and "Please Go Easy" (Pacific Great Eastern Railway) as samples of a country-wide habit of assigning unusual and amusing meanings to the initials of railway companies. We ended with a request for further examples; several members heeded this, and we are now able to present a second listing of Canadian nicknames. We must thank Ron Meyer, Phil Sunderland, and Grant Thompson for their help.

We are especially indebted to Grant Thompson, for he brought to our attention a fascinating little paperback book, first published in 1952. Canadian Quotations and Phrases, Literary & Historical was compiled by Robert M. Hamilton and contains a wealth of unusual facts. Much of what follows has been culled from this source.

Alberta Great Eastern (Athabaska) Rly	Always Giving Employment
Alberta Great Waterways Rly	Almighty God Wonders
	And God Willing
Algoma Central & Hudson Bay Rly	All Curves, Hills & Bridges
Atlantic, Quebec & Western Rly	The All Queer & Wobbly
Canadian National Railways	Certainly No Rush
	Collects No Revenue
CNR Lines & Sections	
Brandon - Portage la Prairie	Brandon Short Line
Campbellford Subdivision	The Submarine Division
Charlottetown - Murray Harbour	The Gaelic Express
Edmonton - Blue River	The Duck and Dodge
Irondale, Bancroft & Ottawa	In and Back Out
	Italian Bums & Orphans
	The Mary Ann
London - Clinton	The Butter and Egg
Point Tupper - Inverness	The Juridique Flyer
Prince Rupert - Jasper	The Burma Road
	The Trap Line
	The Turkey Trail
Saskatoon - Calgary	The Goose Lake Line
St. John, N.B. suburban lines	Works, Clerks & Shirks
Vancouver Island lines	Route of the Christmas Tree
	Two Streaks of Rust
Winnipegosis - Rorketon	Coast to Coast
Canadian Northern Rly	Canadian Now and Then
	The Wooden Axle
Canadian Pacific Railway	Can't Pay Rent
	Can't Promise Returns
	Chinese Pacific (Vancouver area)
	The Cheapee R.



PACIFIC GREAT EASTERN 2-8-0 No. 54 (built by Kingston in 1914, serial No. 1243) shown at North Vancouver in the mid-1920's.  
Photo: Ken Merilees.

CPR Lines & Sections  
 Arrow Lakes Subdivision  
 Lyndonville Sub.  
 Montreal - Mattawamkeag

Montreal - Boston  
 Osoyoos Sub.  
 Temiscaming Sub.  
 Cumberland Railway & Coal Co.  
 Dominion Atlantic Rly

DAR, Windsor - Truro  
 Duluth, Winnipeg & Pacific Rly  
 Edmonton, Dunvegan & British Columbia Rly (then NAR)

Esquimalt & Nanaimo Rly

Flin Flon Branch  
 Grand Trunk Pacific Rly  
 Grand Trunk Rly

Great Northern Railroad

GNR, Port Guichon - Cloverdale  
 Halifax & South Western Rly  
 HSWR Lunenburg Branch  
 Hudson Bay Rly

Intercolonial Railway  
 Truro - Mulgrave  
 Halifax - Windsor & Halifax - Pictou  
 Kettle Valley Rly  
 London & Port Stanley Rly  
 Minneapolis, St. Paul & Sault Ste.  
 Marie Railroad

Minnesota & Manitoba RR  
 Napanee, Tamworth & Quinte Rly  
 Newfoundland Railway  
 Niagara, St. Catherines & Toronto Rly

North Western Coal & Navigation Co.  
 Ontario Northland Rly

Ottawa, Arnprior & Parry Sound Rly  
 Oxford & New Glasgow Rly  
 Pacific Great Eastern Rly

The Great Octopus  
 The Sleepy R.  
 The Bow and Arrow  
 Snake Alley  
 The M and M  
 The Short Line  
 The Air Line  
 The Cantaloupe Trail  
 The Moccasin Line  
 Can't Run & Can't Crawl  
 The Blueberry Special  
 The Dust & Rust  
 The Land of Evangeline Route  
 The Midland  
 Derailments, Wrecks & Profanity  
 Eat, Drink and Be Cheerful  
 Endless Ditches & Big Curves  
 Enormously Dangerous & Badly Constructed  
 Eternally Damned & Badly Constructed  
 Every Day & Brings Comfort  
 Evilly Designed & Badly Constructed  
 The Easy & Noisy  
 The Easy & Nice  
 The Flim Flam  
 Get There Perhaps  
 The Big Suitcase  
 The Big Valise  
 The Leaky Roof  
 Grand Nord  
 Great Now & Then  
 The Molasses Limited  
 Hellish Slow & Weary  
 The Fish Line  
 The Highball Railway  
 The Muskeg Special  
 The Muskeg Unlimited  
 The Antogogaelicer  
 The Pawns  
 Tea Kettle Valley  
 Least Possible Service  
 The Soo Line  
 Murder All Manitobans  
 None Too Quick  
 The Reid Railway  
 Naturally Slow & Tiresome  
 Never Starts On Time  
 The Turkey Trail  
 The Clay Belt Air Line  
 Hepburn's Folly  
 Only Abuse & Poor Salary  
 The Short Line  
 Pat Gets Everything  
 Pat's Greatest Effort  
 Prince George, Egad  
 Proctor's Great Effort  
 Province's Greatest Expense



Pontiac, Pacific & Junction Rly  
 Port Arthur, Duluth & Western Rly

Quebec, Montreal, Ottawa & Occidental  
 St. John & Quebec Rly  
 Sidney & Louisburg Rly  
 Temiscouata Rly  
 Toronto, Hamilton & Buffalo Rly  
 White Pass & Yukon Rly  
 Yarmouth & Annapolis Rly

Push, Pull, Jump & Run  
 The P and D  
 Poverty, Desperation & Want  
 The North Shore  
 The Valley Line  
 Slow and Lazy  
 The Sportsmen's Route  
 Tried Hard & Busted  
 Wait Patiently & (Maybe) You'll Ride  
 The Missing Link

Such a lengthy list - and yet there are sure to be others we do not know. If you know of any railway nicknames that are particularly amusing, or unusual, perhaps our editor will allow us in print again at a later date.

#### SOURCES

Green, Mervyn, "What's In A Name?", Canadian Rail, January 1981. pp. 14-15  
 Hamilton, Robert, Canadian Quotations & Phrases. Toronto: McClelland & Stewart, 1965, pp. 193-5



CANADIAN NATIONAL SD40's Nos. 5118 and 5127 (G.M.D. 1969 and 1970 respectively) pause at Mission City to pick up a C.P. pilotman to continue east with an empty unit coal train from North Vancouver on January 18 1973. The diversion was due to a derailment in the Fraser Canyon.

Photo: Ron Meyer.



CANADIAN PACIFIC GP9 No. 8512 (G.M.D. 1955) at Port Moody on January 17 1973. The Geep is painted in the 1950-1968 livery of tuscan red and grey, hauling one of the many wood-sided cabooses once owned by C.P. but now seen only in work trains.  
Photo: Ron Meyer.

# The "Great Western" debentures of the County of Oxford

By Fred Angus.

In the year 1850 the first Canadian railway boom was getting under way as plans were being made for railway construction which would see the first major part of Canada's railway network established before the end of the decade. Also in 1850, January 1 to be exact, the County of Oxford in Canada West (later to become Ontario) was incorporated. At that time the area had no railways at all, but plans were being made for the Great Western Railway of Canada which would pass through Oxford county and would prove of great benefit to the inhabitants. There was one major problem; the raising of capital. The sale of Great Western stock was not going as well as hoped, and without capital the railway could not be built. The way in which Oxford county helped in this project is a little-known but interesting story in the development of Canadian railways in the nineteenth century. Almost as intriguing is the sequel to the story which happened more than a hundred years later.

The real start of this tale was the passage, on July 23 1850, by the Parliament of the Province of Canada of "An act to empower Municipal Corporations to subscribe for stock in the Great Western Railroad Company". The name "Great Western Rail Road Company" was that used from 1845 to 1853 at which time the name was changed to "Great Western Railway". By this 1850 act, it was provided that "It shall be lawful for the Common Council of the City of Hamilton, and for any other Municipal Corporation in this Province to subscribe for any number of shares of the Capital Stock of the Great Western Rail Road Company....".

The act also provided that such council could "issue debentures, payable at such times, and for such sums respectively, not less than twenty-five pounds, and bearing or not bearing interest, as such Corporation shall think meet."

The final provision was that "the Warden, Mayor or Town Reeve, being the head of any Municipal Corporation, subscribing for and holding shares in the stock of the said company to the amount of twenty-five thousand pounds or upwards, shall be ex-officio one of the directors of the said company in addition to the number of directors now authorized by law, and shall have the same rights, powers and duties as any of the other directors of the said company."



Here was a seemingly golden opportunity for municipal councils. First a chance for a good investment. Second a seat on the Board of the G.W.R., and finally a chance to have the railway pass through their own territory. How many municipalities took advantage of the act is not now known, but in the county of Oxford there was at first considerable opposition from some of the ratepayers who showed a distinct lack of faith in the directors of the company. However the efforts of Francis Hincks M.P.P. (1807-1885), and John Barwick, Reeve of Blandford Township in favour of the scheme at last bore fruit. It was pointed out that to ship a barrel of flour from Woodstock to Hamilton by road cost 2 shillings 7 pence, whereas by rail it would cost only 6 pence, a saving of more than 80%. So on December 3 1850, the County of Oxford passed by-law No. 8 which authorized the County Warden to purchase 1000 shares of Great Western stock, and to issue 250 debentures of a value of 100 pounds currency each. This was a total of 25,000 pounds currency or \$100,000, which was the minimum required for a seat on the Board. The term "pound currency" was not the same as "pound sterling", as the pound currency was equivalent to \$4.00, while the pound sterling was about \$4.86, and was of course (and still is) British money. The Canadian "pound currency" ceased to exist in 1858 when Canada adopted the dollar unit at a ratio of four to one.

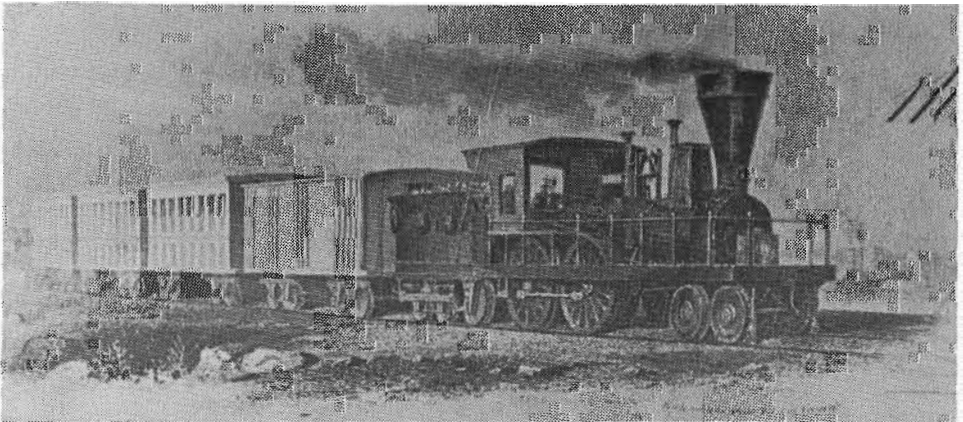
By the end of 1850 the way seemed clear for Oxford County to issue the debentures. It is likely that it was early in 1851 that the 250 beautifully engraved debentures arrived from the printer in New York. They were printed by Toppan, Carpenter, Casilear and Co. one of the companies which in 1858 formed the American Bank Note Company. They had an engraving of Queen Victoria as well as one of a four-car train hauled by a 4-4-0 outside-framed locomotive. They had 40 coupons, suggesting that they were intended to be 20-year debentures, but as they were eventually issued with an 18-year term the first four coupons must have been destroyed without being issued. Since all dates were filled in by hand the actual date of printing cannot be determined, but it is known that they were finally dated and signed entirely by hand including all coupons, on April 1 1853. The reason for the two-year delay is puzzling, but it may have been that it was felt that there would not be much market for the debentures until the railway was at least under construction!

In 1853, however, considerable optimism abounded, and all 250 debentures were sold to the public for 100 pounds (\$400.) each, paying 6% interest, and due in 1871. The stock was purchased by the county, and the railway was officially opened on January 18 1854. Oxford County had six stations on the line: Canning, Princeton, Eastwood, Woodstock, Beachville, Ingersoll. Population of the county rose from 31,448 in 1851 to 46,185 a decade later. Sufficient income was realized from the stock dividends to pay the coupons on the debentures, so they cost the county nothing. The railway appeared to be a financial success, and things looked very bright.

By late 1855 the County councillors began to have second thoughts about their investment. The railway was in operation through their county, so there was no longer any real need to have a seat on the board. Furthermore the stock was selling above par value so why not get out while things were good? Accordingly at a special council meeting in October 1855 it was decided to sell all the 1000 shares to the highest bidder. The total realized was \$111,125. including a \$1000. dividend just declared by the railway. This meant a profit of more than 11% on the \$100,000 investment, which profit was distributed among the local municipalities in proportion to their assessment.



A BEAUTIFUL ENGRAVING OF QUEEN VICTORIA flanked by lion and unicorn and surrounded by the order of the garter complete with motto. This is a good example of the fine engraving used in security printing in the nineteenth century.



A VERY DETAILED ENGRAVING OF AN 1850-VINTAGE PASSENGER TRAIN was a feature of the Oxford County debenture. Most details of the locomotive are shown including valve gear, water buckets, and the odd wheel arrangement on the tender. The coaches are also typical of the period. Note the steamboat in the background, also the lack of a pilot on the engine. This was most likely a standard engraving of an American train and does not depict a Great Western locomotive.



IN CONTRAST TO THE FINE ENGRAVING on the main part of the debenture, the coupons were very plain. Note that each coupon was hand-signed; quite a job since there were 40 coupons on each of the 250 bonds, a total of 10,000 signatures for each of the two signers.

These amounts varied from \$1372.32 for North and South Norwich down to \$416.43 for North Oxford. The sale of the stock at that time proved to be very fortunate as the panic of 1857 was just around the corner, and the ensuing depression was a blow from which the railways never fully recovered. However, in October 1855 the county had \$100,000 in cash (25,000 pounds currency) which was kept in the Treasurer's personal bank account! It was decided to try to redeem as many of the debentures as possible; advertisements to this effect were placed in newspapers, and in late 1855 and early 1856 a total of 211 debentures, worth \$84,400 were redeemed and destroyed. The remaining 39 were held by owners who wished to retain them until they came due in 1871. This left \$15,600 held by the county which then gave it to the municipalities, again pro-rata to their assesment, with the provision that they would require it back in 1871 when the debentures matured. Each year the municipalities were assesed a total of \$936.00 to pay the interest on the outstanding 39 debentures.

Finally 1871 rolled around, and the debentures came due. The \$15,600 was collected from the municipalities and the entire issue was paid off and redeemed. Everyone was happy, the investors got their money back, the county made a profit, and the railway was built. This was the end of the story of the Oxford County debentures. Or was it?

One hundred and eight years later, in March 1979, the county treasurer received a call from a Toronto dealer in rare books saying that he, the dealer, had acquired an 1853 bond or debenture issued by Oxford county for 100 pounds currency, and would the county please redeem it for \$400. plus \$12.00 for each of the 31 coupons attached, a grand total of \$772.00! A considerable discussion then ensued as county officers looked through old records. The problem was that, since all the debentures had been officially redeemed there was no

money to redeem it. Canadian National Railways also could not help for, although they were heirs to the Great Western (which had been taken over by the Grand Trunk in 1882), this was not a railway security, so was not binding on C.N. It became obvious that this old debenture, number 162, was worthless financially but of great historical interest. After some discussion a value of \$100 was established, the twenty councillors each gave \$5.00, and the certificate was purchased and is now in the Oxford County courthouse on permanent exhibition as a historical relic.

Even this was not the end of the story, for later the same year a Woodstock resident found another certificate with 27 coupons hidden in the back of an old picture frame. Then in 1981, debenture No. 180, with 31 coupons, turned up and was subsequently purchased by the author of this article. So it seems as if three at least of the old debentures escaped destruction in 1856 and 1871. The explanation could be that they had been lost or misplaced by their owners, and at redemption time the owners made a sworn statement to that effect and were paid the value without cancellation of the certificate. It is quite easy to visualize someone carefully hiding this \$400 security (a considerable sum in those days) behind a picture, and either dying in the next twenty years, or else forgetting where he hid it. How many still exist? Well, three are known, but quite possibly others exist, maybe many more. Although now unredeemable, they are indeed most interesting survivals of the first great railway age in Canada.

NOTE: Much of the information in the foregoing article came from a publication entitled "County of Oxford Historical Item No. 25" written by L.K. Coles and dated August 1979.

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## C A L G A R Y   C O R R E C T I O N

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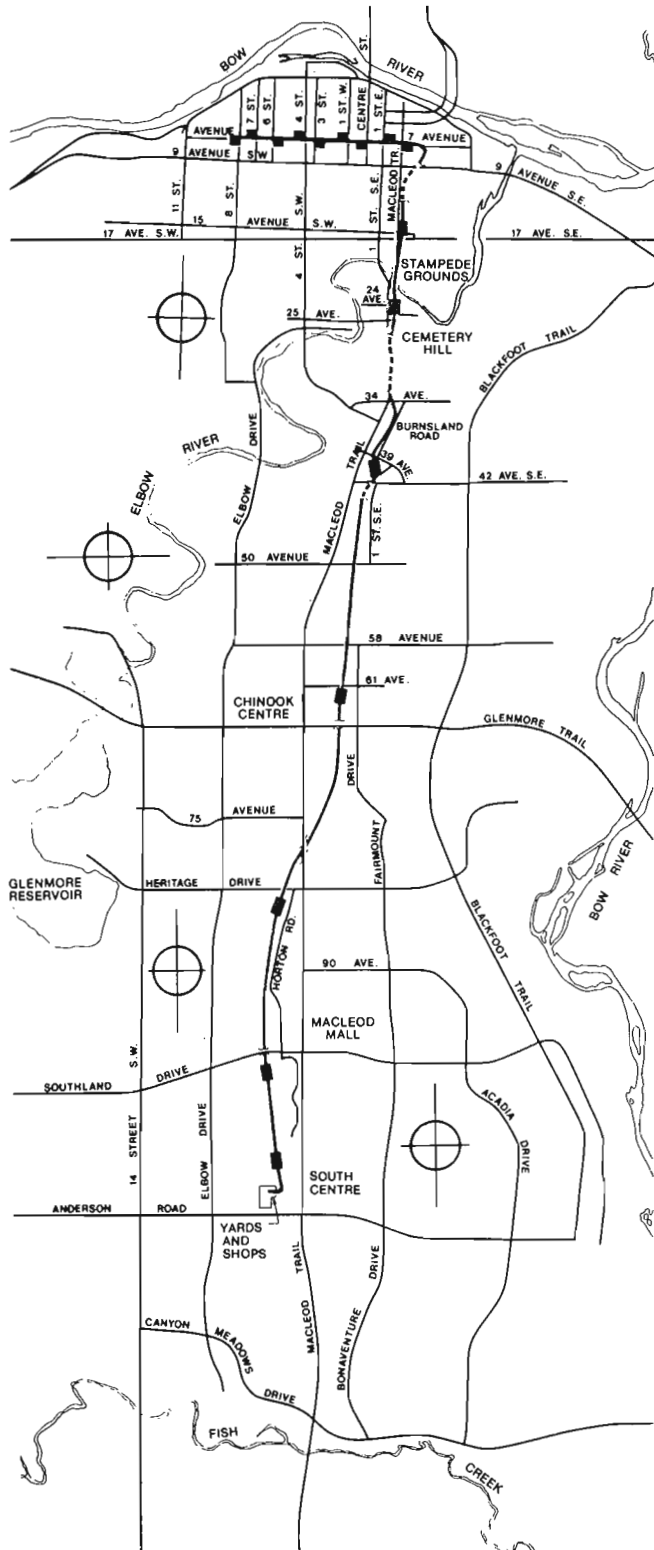
Once again we have to apologize for a printing error in Canadian Rail. Page 356 of the December issue omitted all the text which was supposed to be the start of the article on the Calgary light-rail transit system. Also on page 360, the map of that system was accidentally replaced by an advertisement reading "Why LRT?". We now correct the error and print the missing text and map, and hope we have not puzzled too many members.

Monday, May 25 1981 was an historic day for the city of Calgary Alberta, when the opening of that city's light rail transit system marked a return to rail city transit operation after an absence of more than thirty years. In 1950 the last of Calgary's street cars gave way to trolleybusses, and these in turn were superceded by the diesel variety. However recent great expansion of the city has made it quite obvious that rubber-tired traffic could not cope with the needs of the 1980's, and so a light-rail rapid transit system was planned.

The total cost of the project was about \$167,300,000 of which \$94,200,000 was paid by the city of Calgary, and the remainder by the Federal government and the Province of Alberta. Most of the right-of-way is on the surface, but there is a 700-metre tunnel at Cometary Hill under the McLeod Trail alignment.

Rolling stock consists of 27 light-rail vehicles built by Siemens-Duwig of Dusseldorf, West Germany, and ordered on December 1 1977. The vehicle shells were shipped to Vancouver, thence by C.P. Rail





# CANADIAN RAIL UPDATE

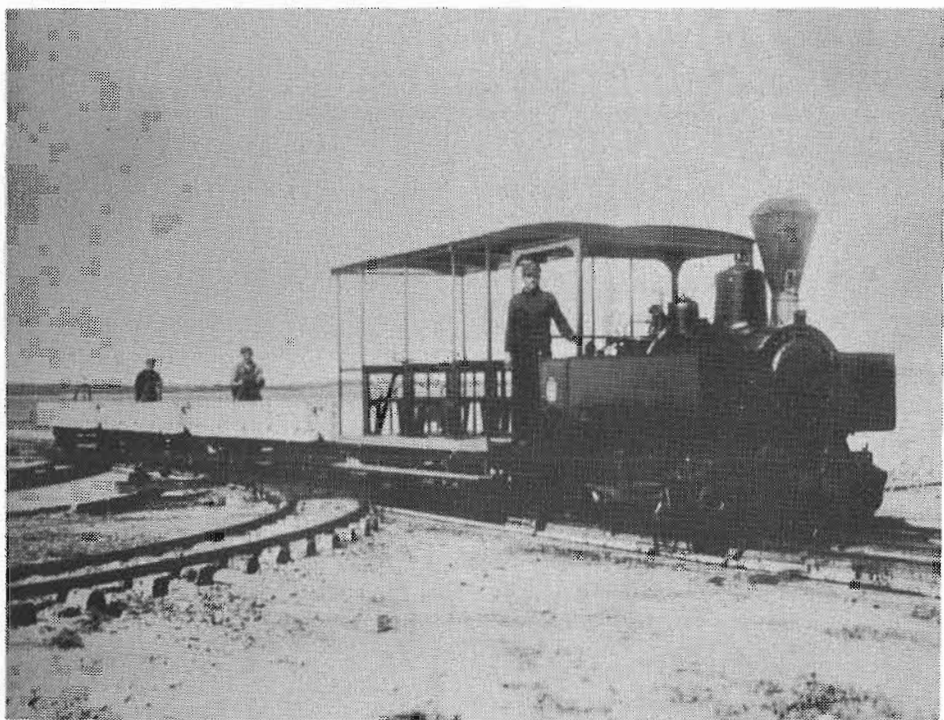
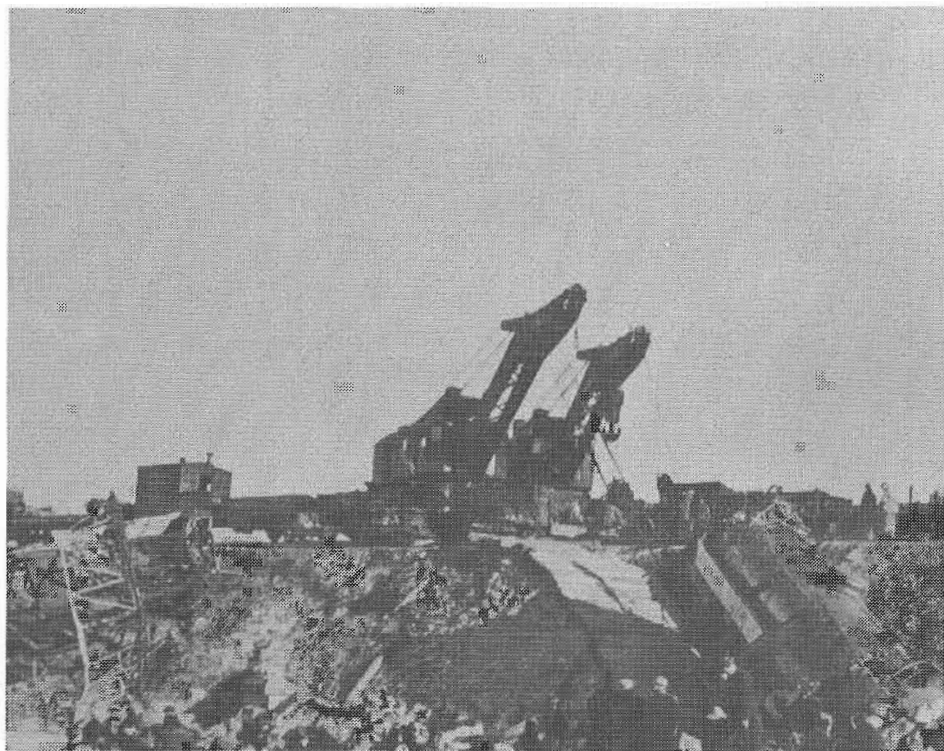
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As a follow-up to two articles which appeared in Canadian Rail we are printing three photos which were not included in the original articles, but which are of considerable importance.

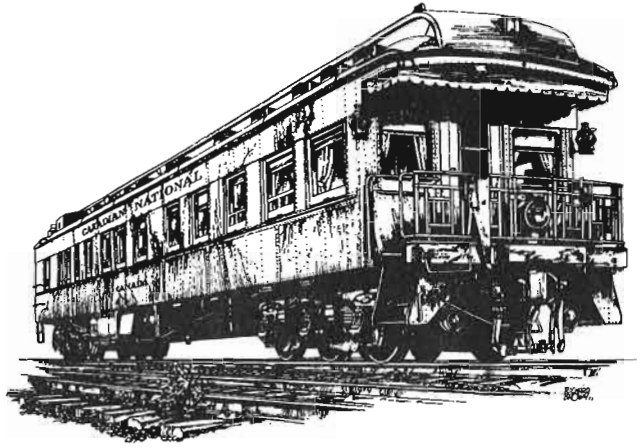
Mr. Roger Samson has sent this fine photo of the first steam train on Anticosti Island to go with his article which appeared in Canadian Rail in 1980. The locomotive was built in 1904 by the Decauville Work at Petitbourg France. It was in service at Port Menier from 1904 until 1910-11. It was then stored in the basement of the club house at Port Menier until 1949 when it was scrapped, and the metal shipped out by boat.

The other two photos are from the Erich Kruger collection which was featured in Canadian Rail for December 1981, and were submitted by Keith C. Hopkin. They show C.N.R. locomotive 5701 being hauled up the embankment after what was obviously a very serious derailment. Unfortunately the date and place are not recorded, but it is obviously not later than 1945. Perhaps one of our readers can help us out on this one.





ANTICOSTI RAILWAY--- First Steam Train on Anticosti Island. Built in 1904 by "The Decauville Work" at Petitbourg, France. Was in Service At Port Menier from 1904 to 1910-11, Gauge was 29 of 30 inches. Was stored in the basement of The Club-House at Port Menier until 1949 where she was scrapped and dismantled and metal shipped by boat in 1949.



# The business car

COMPLETELY EQUIPPED WITH THE LATEST FEATURES OF LOCOMOTIVE TECHNOLOGY, the first of the new GR418 locomotives rolled out of the Point St. Charles shops this summer headed for service on CN Rail branch lines.

"These locomotives were originally GR17s which have been completely remanufactured by our employees at the shops," said Bill Draper, assistant chief, motive power.

## HALF THE COST

"This project represents a saving for CN Rail because each remanufactured locomotive is costing us half a million dollars, whereas a new one would cost over a million. We knew we had the skills and expertise to take this on and plan to convert at least 150 of the GR17s, which are about 25 years old and technologically obsolete.

"About 30 locomotives are slated for conversion next year and about 30 each year after that until we reach 150. How many we complete past that number depends on government decisions about branch line abandonments," said Mr. Draper.

## STRIPPED TO SHELL

He explained that the old locomotives are stripped down to the shell and rebuilt incorporating a new design as well as the latest in safety and winterization features - in fact everything that could possibly improve operation of the locomotive in all kinds of weather.

In addition, the 1,750 h.p. engines are upgraded to 1,800 h.p. with the latest-style engine components.

"We've cut the nose down for greater visibility and moved the control stand to the other side to run short hood forward. The latest in cab comfort features have also been added such as a chemical toilet, a refrigerator and better insulation to reduce noise levels."

The GR418s are also equipped with anti-climbers self-aligning couplers which will give the crew added protection in the event of collision and minimize reverse movement derailment.

"This increases the crashworthiness of the locomotive and we have also added crash posts to give greater strength to the short end of the locomotive," said Mr. Draper.

#### SNOW PROBLEM

Snow is a big problem for locomotive operations and all the newest winterization features have been built in, such as dry air to keep the locomotive electrical equipment operating reliably in inclement weather and a snow plow pilot on both the front and rear so that the locomotive can operate in both directions in the winter.

Armor-plated glass in the cab windows is thermally heated to prevent frosting and can also withstand a .22-calibre bullet, offering greater protection against vandals who throw things or even shoot at trains.

The electrical cabinet is completely removable as a unit for maintenance and the latest in air brakes has been installed, along with the most up-to-date engine components.

#### CAN BE PROUD

"The employees can really be proud of this locomotive," said Mr. Draper. "It was designed by headquarters employees and totally re-manufactured by our shops employees. To distinguish it as a totally CN project, it will be painted with gold numbers so that all employees will be able to easily identify their proud achievement.

#### KEEPING TRACK

THE STATELY OLD RAILWAY STATION HERE, A LANDMARK SINCE THE TURN OF the century, is receiving a \$1-million facelift that is symbolic of the regeneration affecting every phase of Terra Transport operations in the province.

The massive stone building, which serves as railway headquarters in Newfoundland, is the nerve centre from which the orders flow for the various individual projects that are involved in the conversion from conventional railcar service to containerization.

"In fact," said engineering officer Randell Sparkes, one of the busiest people around these days, "well over a million dollars will be spent by the time the historic structure has been completely refurbished into a modern workplace, late next year."

#### MAJOR CENTRES

Mr. Sparkes commented on the status of various aspects of the conversion to containerization and pointed out that most of the major centres on the island are undergoing major alterations and renovations while additional facilities are either under construction or consideration.

He said terminals in the capital city, Gander, Bishop's Falls, Grand Falls and Corner Brook are to be designed as consolidated facilities in line with plans to realign and adjust operations.

Plans are also being finalized for a container terminal at the Port aux Basques CN Marine headquarters, although Terra Transport's involvement has not been settled to date.

In Corner Brook, a combined facility to accommodate all major functions is nearing completion.

The express terminal will soon be dismantled to make room for completion of express offices and development of the new container terminal.

#### CENTRAL AREA

At Grand Falls, in central Newfoundland, plans for consolidation of activity in the existing express terminal is under review. The project is expected to commence next year. The work will include both interior and exterior renovation, as well as modern office facilities for the various functions.

Considerable site work, such as paving, drainage and roadway improvements, is to be undertaken in conjunction with the establishment of a container terminal.

At nearby Bishop's Falls, it is proposed to consolidate on-line engineering maintenance-of-way activities. Site selection later this year will be followed by the construction of a facility in 1982 to encompass a work equipment and white fleet depot, bridge and buildings work shop, signal maintenance shop and offices for equipment, signal, bridge and buildings and roadmaster functions.

An enclosed land area will serve as storage for roadway stock, white fleet accommodations and work equipment machinery. Preliminary costs are estimated at \$350,000.

Interior renovations of the Gander facility to accommodate the express operation have been completed and it is in operation. Exterior refurbishment of the structure will begin later this year.

#### KEEPING TRACK

BOMBARDIER; TOGETHER WITH BTM INTERNATIONAL (A SUBSIDIARY OF THE Bureau de Transport de Montréal) and B.G. Checo of Montreal, has won a turnkey contract to engineer, equip, and provide management services for a new métro system for Monterey, Mexico. It will be a rubber-tired system similar to those in Montreal and Mexico City. Bombardier had earlier won a \$150M contract to supply some of the equipment for the third phase of the Mexico City system.

Bombardier has made two proposals to VIA Rail for replacement of old RDC equipment. One is a vehicle to VIA specifications, the other a technologically more advanced vehicle. Budd and Hawker Siddeley are also interested, but VIA may instead decide to rebuild existing RDC's.

#### TRANSIT NEWS

A SPECIAL COMMUNICATIONS VEHICLE FOR USE AT THE SITE OF A MAJOR derailment was unveiled recently by CN Rail.

The experimental unit was custom-built in CN Rail's Point St. Charles shops at a cost of \$250,000. It contains radio, telephone, Telex and video systems and has been designed to be the command post at the derailment site,

Half of the 45-foot trailer accommodates a communications control centre and support facilities. The other half is a conference area in which CN Rail officers, police and fire departments, chemical company specialists, environment officers and other authorities can share information and plan courses of action. The conference area will also be used for media briefings.

Ron Lawless, president of CN Rail, said, "In a major derailment, particularly if dangerous commodities are involved, a reliable flow of information to and from the site is essential. We have a responsibility to keep the public and the appropriate authorities well informed. There can be great merit in drawing on specialist resources far removed from the site.

"And while all this is going on, the railway has to be able to order extra equipment or manpower needed to get on with efficiently handling the derailment. With this vehicle we can do all these things concurrently, whereas in the past they were likely to be done one after the other," he said.

Mr. Lawless said the first command post, Mobile 1, will be located in southern Ontario, where the heaviest concentration of dangerous commodity movements takes place. "Since the concept is new, it will take some time to determine whether we have the optimum combination of communications equipment in it," Mr. Lawless said, "but we will eventually have a similar unit in each of our five regions across the country".

A key to ensuring communication is the 45-foot telescopic radio mast mounted on the rear of the trailer. Its antenna is the link to three separate forms of radio communication: CN Rail's own multi-channel system, telephone companies' mobile telephone systems and the CB radio system. There are four portable radios for walkie-talkie communication at the site.

In addition, the command post can accommodate up to three telephone company circuits and two CN Rail dispatcher telephone links. The Telex hook-up, complete with CRT, allows communication with any location on the Telex network. It also enables the command post to access CN Rail's TRACS computer for information about the train consist and the nature of the commodities carried, and to tap into Canadian National's company-wide administrative message network.

Videotape equipment on Mobile 1 will provide either direct feed to the trailer or remote taping for later playback.

The command post can travel to the derailment site by highway if the accident happens near a road; it can also travel by flatcar to inaccessible points on the railway system.

#### CN MOVIN

#### BACK COVER:

C.N. LOCOMOTIVE 4514 in front of the station at Stratford Ontario as seen on October 11 1981. Note the snow plow pilot and snow shields, a reminder that winter was not far away.

Photo by Gordon R. Taylor.

