

Canadian Rail



**No. 410
MAY-JUNE
1989**





CANADIAN RAIL

ISSN 0008-4875

PUBLISHED BI-MONTHLY BY THE CANADIAN RAILROAD HISTORICAL ASSOCIATION

EDITOR: Fred F. Angus
 CO-EDITOR: Douglas N. W. Smith
 PRODUCTION: M. Peter Murphy
 CARTOGRAPHER: William A. Germaniuk
 LAYOUT: Fred F. Angus
 TYPESETTING: Belvédère Photo-Graphique Inc.
 PRINTING: Procel Printing
 COVERS: Grant Printing

For your membership in the CRHA which includes a subscription to Canadian Rail write to:
 CRHA, P.O. Box 148, St. Constant, Québec J5A 2G2
 Rates: in Canada \$27.
 outside Canada: \$23. in U.S. FUNDS.

TABLE OF CONTENTS

FIFTIETH ANNIVERSARY OF THE 1939 ROYAL TOUR	DOUGLAS N.W. SMITH	75
THE NAKUSP & SLOCAN RAILWAY	DOUGLAS N.W. SMITH	81
ALGOMA CENTRAL, 1982	GORDON TAYLOR	89
PAGES FROM THE PAST (ANNIVERSARIES IN MAY - JUNE 1989)	FRED ANGUS	92
RAIL TRACK MILEAGE IN ALBERTA 1883 - 1915	DESMOND H. BROWN	97
RAIL CANADA DECISIONS	DOUGLAS N.W. SMITH	101
BUSINESS CAR		106

Canadian Rail is continually in need of news, stories, historical data, photos, maps and other reproducible material. Please send all contributions to the editor: Fred F. Angus, 3021 Trafalgar Ave. Montreal, P.Q. H3Y 1H3. No payment can be made for contributions, but the contributor will be given credit for material submitted. Material will be returned to the contributor if requested. Remember, "Knowledge is of little value unless it is shared with others".

• NATIONAL DIRECTORS •

Frederick F. Angus
 R.C. Ballard
 Jack A. Beatty
 Walter J. Bedbrook
 Alan C. Blackburn
 Charles De Jean
 Gerard Frechette

William Hrynkow
 David W. Johnson
 J. Christopher Kyle
 Bernard Martin
 Robert V.V. Nicholls
 Andrew W. Panko
 Douglas N.W. Smith

Deryk Sparks
 David W. Strong
 Laurence M. Unwin
 Richard Viberg
 A. Stephen Walbridge
 John C. Weir

The CRHA has a number of local divisions across the country. Many hold regular meetings and issue newsletters. Further information may be obtained by writing to the division.

- NEW BRUNSWICK DIVISION
P.O. Box 1162
Saint John,
New Brunswick E2L 4G7
- ST. LAWRENCE VALLEY DIVISION
P.O. Box 22 Station 'B'
Montreal, Que. H3B 3J5
- RIDEAU VALLEY DIVISION
P.O. Box 962
Smiths Falls, Ontario K7A 5A5
- KINGSTON DIVISION
P.O. Box 103, Station "A"
Kingston, Ontario K7M 6P9
- TORONTO & YORK DIVISION
P.O. Box 5849, Terminal A,
Toronto, Ontario M5W 1P3
- NIAGARA DIVISION
P.O. Box 593
St. Catharines, Ontario L2R 6W8
- WINDSOR-ESSEX DIVISION
300 Cabana Road East,
Windsor, Ontario N9G 1A2
- KEYSTONE DIVISION
14 Reynolds Bay
Winnipeg, Manitoba R3K 0M4
- CALGARY & SOUTH WESTERN DIVISION
60 - 6100, 4th Ave. NE
Calgary, Alberta T2A 5Z8
- ROCKY MOUNTAIN DIVISION
P.O. Box 6102, Station C,
Edmonton, Alberta T5B 2N0
- SELKIRK DIVISION
P.O. Box 39
Revelstoke, B.C. V0E 2S0
- CROWNEST & KETTLE VALLEY DIVISION
P.O. Box 400
Cranbrook, British Columbia V1C 4H9
- NELSON ELECTRIC TRAMWAY SOCIETY
123 View Street
Nelson, B.C. V1L 2V8
- PACIFIC COAST DIVISION
P.O. Box 1006, Station A,
Vancouver, British Columbia V6C 2P1

FRONT COVER:

CP Hudson 2850 is drawing the Royal Train through the Hicking Horse Pass at Leanchoil, British Columbia beneath the snow covered summits of Mounts Vaux and Ennis and Chancellor Peak. This hand-coloured view was taken on May 28, 1939 and appeared on the covers of CP dining car menus.

Collection of Douglas N.W. Smith.

The CRHA wishes to acknowledge donations by Gerald E. Gaugi and Douglas N.W. Smith which helped to fund the additional costs of this issue's colour cover. This marks the second time in the history of the Association that Canadian Rail has had a colour cover.

As part of its activities, the CRHA operates the Canadian Railway Museum at Delson/St. Constant, Quebec which is 14 miles (23 Km.) from downtown Montreal. It is open daily from late May to early October. Members and their immediate families are admitted free of charge.

Fiftieth Anniversary of the 1939 Royal Tour

by Douglas N.W. Smith



In this view, Her Majesty Queen Elizabeth is exiting from Dominion of Canada Car 1 at Park Avenue. On bleachers at the left hand side of the photo can be seen the crowds waiting for a glimpse of the Royal couple.

Photo Credit: CP Rail Corporate Archives.

The most famous train to operate in Canada made only one trip during the months of May and June 1939. Over a 31 day period, Their Majesties King George VI and Queen Elizabeth toured their Canadian Dominion. This was the first visit to Canada by a reigning monarch and generated unparalleled public interest.

The whirlwind tour took the Royal couple from Quebec City to Vancouver and back to Halifax. In order to provide maximum exposure, the decision was made to travel by train. CN contributed 3 cars and CP 7 cars to help equip the train. The consist of the Royal Train was as follows:

Cars 1 and 2 – Home for the Royal couple, these cars were owned by the Dominion Government and had been built for use by the Governor General in 1927;

Car 3 – CP 14 single bedroom car “Grand Manan”,
Car 4 – CN 6 bedroom-buffet-lounge-observation car “Pacific”;

Car 5 – CP business car “Wentworth”;
Car 6 – CN 6 bedroom-buffet-lounge-observation “Atlantic”;
Car 7 – CP business car 99;
Car 8 – CP 14 single bedroom car “Grand Pre”;
Car 9 – CP 8 section-4 bedroom car “Viceroy”;
Car 10 – CN diner 1330;
Car 11 – CP baggage-dormitory car 4484; and
Car 12 – CP baggage car 4473.

As the train would be used as a stationary hotel during overnight layovers, the baggage car contained an electric generator to power on-train amenities as well as the flood lights used to illuminate the train for security purposes.

CP assigned but one locomotive to haul the train over its lines west of Montreal – Hudson 2850. East of Montreal lighter track precluded the use of Hudsons, so smaller engines, one of which was 2657, were used. Painted to match the cars, the 2850 had a crown affixed on the front end of its running boards. In

recognition of its superb performance hauling the train 3,224 miles without any delays, permission was granted by the King to place crowns on the running boards of all engines of the class which became known as the Royal Hudsons. In addition to the 2850, CP used two Selkirk type locomotives to haul the train up the Hicking Horse Pass. Selkirk 5919 led the train, and engineer Jock Rutherford and fireman Stanley Lea were joined by Their Majesties for the trip up the Pass. At its conclusion, the Queen was heard to remark, "That was a thrilling experience".

The Royal train ran 4,251 miles on CN. Unlike CP, CN elected to use four locomotives to haul the trains: Northern 6400, Mountains 6028 and 6047, and Pacific 5117. The 6400 was used in central Canada. Mountain 6047 and Pacific 5117 hauled the train in western Canada. The Pacific was used between Vancouver and Kamloops due to the restricted weight limits on the bridge over the Fraser River at New Westminster. Mountain 6028 handled the train in the Maritime provinces.

In order to maintain a uniform appearance, all the equipment including the locomotives was painted in a special colour scheme. All the cars were painted a deep blue. Aluminum leaf was laid in diagonal squares between the car windows and a gold stripe ran above and below the windows. Cars 1 and 2 carried the Royal Coat of Arms while the other cars bore the royal cypher GRVI and crown in the centre of the car below the windows and a crown at each end in the letterboard panel near the doors.

The locomotives were painted in a manner to blend in with the cars. On all engines, the tenders, cab sides and running boards were painted a royal blue and the smokebox was painted black. In order to accommodate the colour scheme, CN widened the running boards on the Mountain type locomotives assigned to the train. Aluminum panels were run half way along the tender sides to blend in with the colour scheme on the passenger cars. The boilers and cylinders jackets were polished steel. The Royal Coat of Arms embellished the side of the tender and front of the locomotives. A Royal crown at the front of the running boards. CN and CP placed their corporate shields below the cab windows. There were subtle differences, however, between the schemes applied by CN. The 5117 differed the most, probably due to the short distance it hauled the train. Its running boards did not receive special metal work to widen the sides; its edge was simply stripped in gold or white. Due to a lack of space, the royal crowns were not used on this engine. On the two CN engines used in western Canada, the driving rods were edged in white paint with black centres. CP's locomotive and those used elsewhere by CN had polished rods.

A twelve car pilot train preceded the Royal train. It was composed of three CN baggage cars, a CP baggage-dormitory car, a CP diner, 4 CN and 2 CP sleepers and a CP lounge car. CP assigned Hudson 2851 to haul the pilot train over its system. No record of the locomotives used by CN has yet come to my attention.

The Royal couple arrived at Quebec City aboard CP's "Empress of Australia" on May 15, 1939. The next day, they boarded the Royal train at the Gare du Palais beginning their transcontinental odyssey. CP handled the train from Quebec City to Ottawa. CN forwarded the train from Ottawa to

Brighton, Ontario via Coteau. At Brighton, the train was turned over to CP and remained on CP trackage to Vancouver. The return trip from the West coast was made over the CN main line. A quick swing was made over CN lines through Southwestern Ontario. The train ran to Windsor via Guelph and then to St. Catharines via Brantford and Hamilton. The Royal party drove from St. Catharines to Niagara Falls to see the world famous cataract.

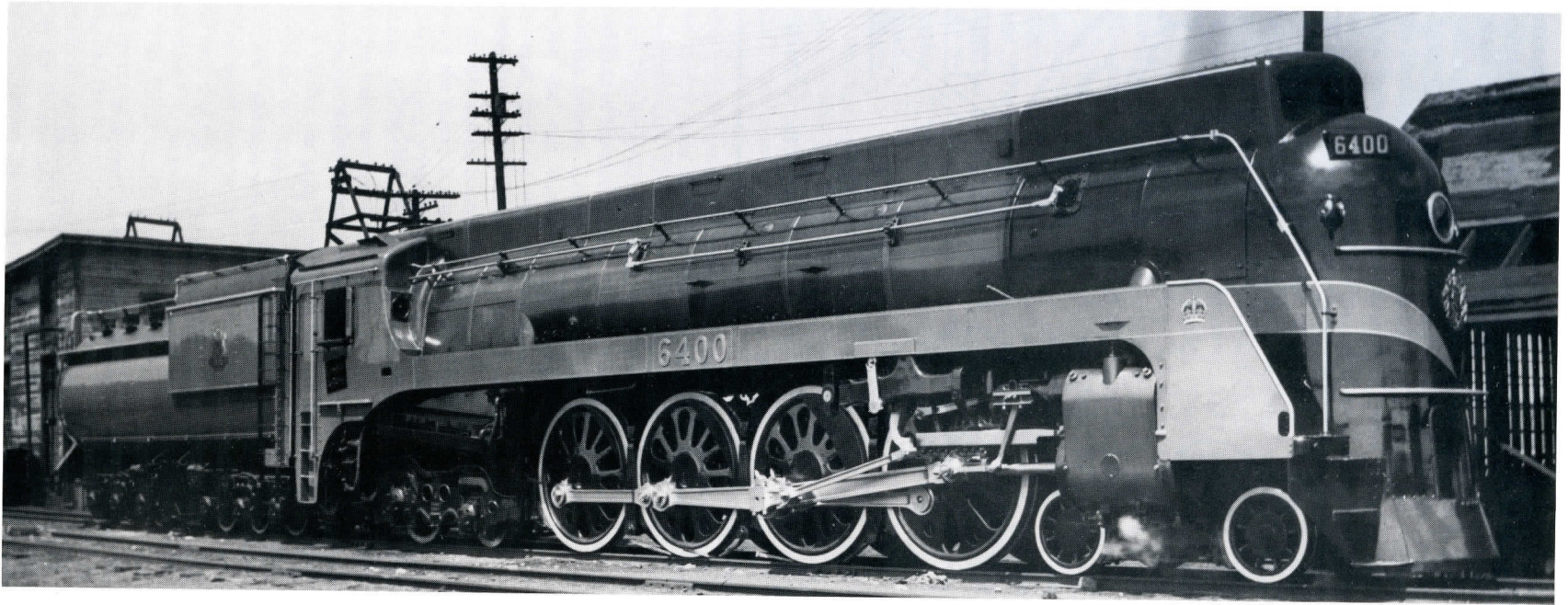
The train crossed the bridge over the Niagara River and entered the United States for a four day visit. The first American stop was at Washington. The train operated over the Pennsylvania Railroad between Buffalo and the U.S. capital. One of the few mechanical failures of the trip occurred on this part of the route. A sleeping car on the pilot train had a hot box near Williamport, Pennsylvania. By the time the matter had been tended to, the Royal train had steamed by. In those much simpler times, security for heads of state had not assumed the omnipresent status it has today.

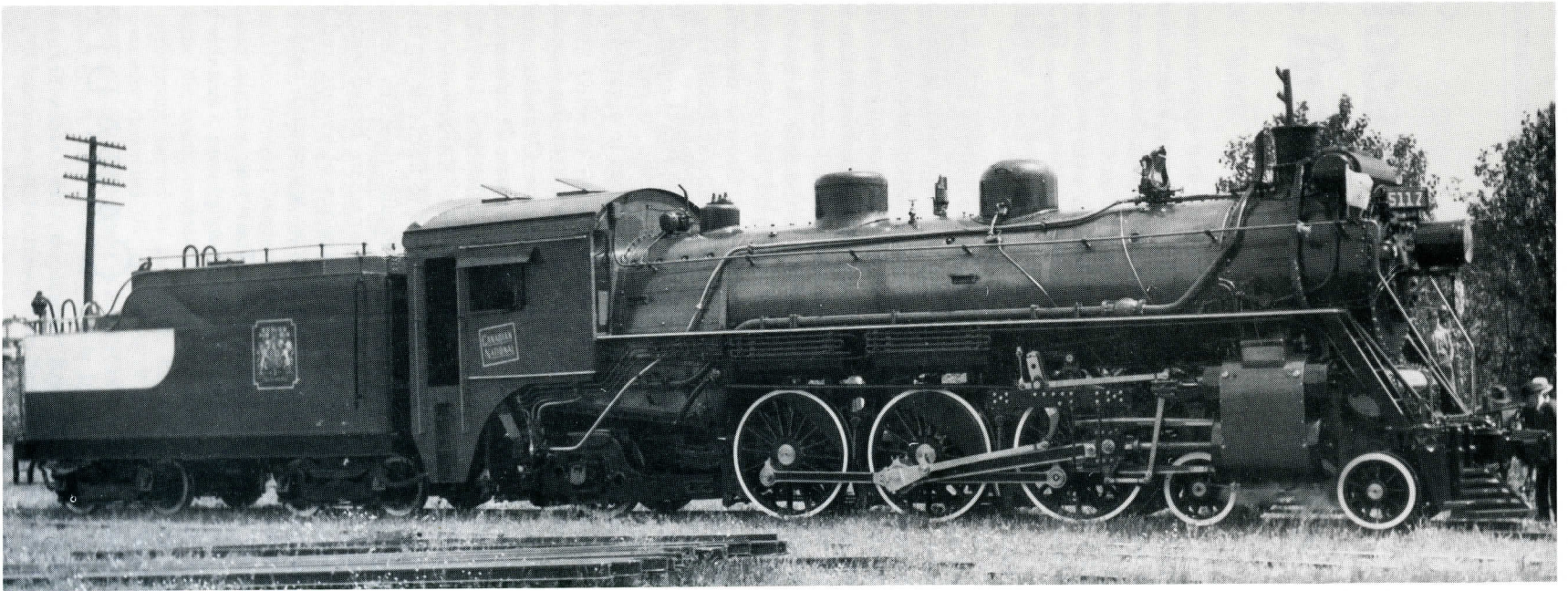
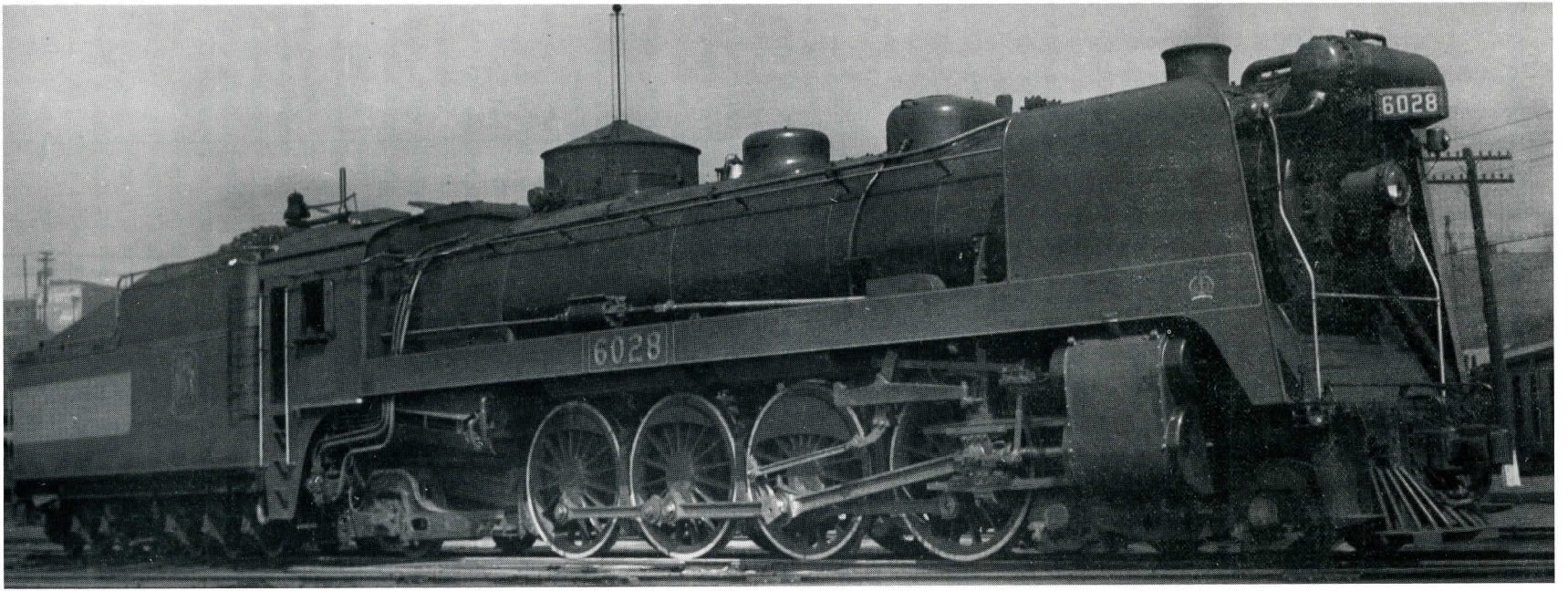
After a two day stay in Washington, the Royal train made an overnight trip over the Baltimore & Ohio to Jersey City, New Jersey where the Royal couple disembarked to cross to New York City on a destroyer. Later that day, after the King and Queen had visited the 1939 World's Fair, the train travelled up the New York Central to Poughkeepsie. After a one day private visit at the home of President Roosevelt, the Royal train made its return to Canada over the rails of the New York Central and the Delaware & Hudson. Crossing the border into Quebec, the train was powered by two of the D&H's Pacifics as it ran over the Napierville Junction Railway to Delson.

At Delson, CP took over the train for the last time. It ran over CP to Sherbrooke where it was turned over to the Quebec Central for furtherance to Joffre, Quebec. While the newspapers stated that two Quebec Central locomotives were used to haul the train, their numbers were not reported. From Joffre, CN handled the train to Newcastle. From Newcastle, the King and Queen travelled by limousine to Fredericton and Saint John. The train moved empty to Saint John via Moncton. The Royal party reboarded the train at Saint John enroute to Cape Tormentine. The trip to and from Prince Edward Island was made via a naval destroyer. The Royal train moved from Cape Tormentine to New Glasgow where it received the Royal couple for their final night on the train enroute to Halifax.

Their Majesties departed Halifax on CP's "Empress of Canada" for the Colony of Newfoundland. As the visit was confined to the St. John's area, all travel by the Royal couple was done by limousine. The Newfoundland Railway played an important role in the festivities, however, as it ran a large number of special trains from points across the island to St. John's.

During the succeeding decades, there have been many visits to Canada by the reigning monarch. With the advent of the airplane, the transcontinental tour by rail has become a thing of the past. However, as recently as her last visit, Her Majesty Queen Elizabeth II, travelled by special train between Cornwall and Kingston, Ontario. Thus the link between the Royal family and Canada's railways which started with the Royal visit of Edward The Prince of Wales in 1860 continues to the present day.





The ROYAL TOUR

REGAL in appearance, luxurious in interior decorations and appointments, the history-making royal train in which His Majesty King George VI and Her Majesty Queen Elizabeth travelled across Canada for a month was the most unusual home in which any British Sovereign ever resided for an extended period.

The train was in every way a home and a palace. Its fittings included the newest developments in railway equipment and every known device calculated to assure the safety of Their Majesties and to make their long journey comfortable and enjoyable.

Canadian Pacific Railway locomotive 2850, which hauled the royal train from Quebec City to Vancouver, is one of the most efficient wheeled-powerhouses in the world. In accomplishing this journey of approximately 3,100 miles, with aid over only the steepest grades of the Canadian Rockies, and without mechanical trouble of any kind, locomotive 2850 established a notable record.

No other Canadian locomotive ever presented a more striking appearance than No. 2850 on the tour. A mass of shining stainless steel, relieved by royal blue, silver and gold, her semi-streamlined front bore the Royal Arms over the headlight; Imperial Crowns decorated each running board; the crest of the Canadian Pacific Railway Company appeared beneath the window of the cab, and on the tender the Royal Arms, four feet high, were blazoned in relief.

The Canadian Pacific Railway Company proudly accepted the privilege of serving Their Majesties in a variety of ways. The Royal Visitors came to Canada in the Canadian Pacific liner *Empress of Australia*, travelled westward across the Continent over the Company's rail lines, rested for two days at Banff Springs Hotel in the Canadian Rockies, and attended state luncheons and dinners in the Chateau Frontenac at Quebec City and the Empress Hotel in Victoria, British Columbia. They crossed from Vancouver to Victoria in the steamship *Princess Marguerite* of the Company's British Columbia coastal fleet and returned to England in the palatial *Empress of Britain*, flagship of the Canadian Pacific fleet. In radio, Canadian Pacific Communications were used by the Canadian Broadcasting Corporation to transmit and distribute graphic descriptions of events and scenes during the Royal Tour, and across Canadian Pacific wires and cables modern magic flashed telephotos of the Royal Visit.

The Royal Tour was a truly historic event in which the Canadian Pacific Railway Company played a notable part.

CANADIAN PACIFIC

World's Greatest Travel System

The Nakusp & Slocan Railway : Early Railway Days in the Kootenays

by Douglas N.W. Smith

On December 1, 1988, the National Transportation Agency (the Agency) authorized CP to abandon its line between Nakusp and Rosebery, BC, a distance of 27 miles. This abandonment is of more than passing interest as it marks the end of a colourful era when two titans of the Victorian railway world clashed over the shipments from the silver mines of the Western Kootenays.

Late in the fall of 1891, a group of prospectors were enroute to Ainsworth, BC when they came across an outcropping of ore near Carpenter's Creek. The assay proved the ore to be rich in silver. The following year the rush commenced to exploit the Slocan district find. Ore production began in 1892 at the "Freddie Lee" mine near Sandon. The ore was packed on horses from Sandon to New Denver from where it was shipped in flat bottomed boats to the head of Slocan Lake. From there, it moved by pack train to Nakusp where it was forwarded to smelters on steamboats of the Columbia & Kootenay Steam Navigation Company. When the provincial government refused to build a 20 mile pack trail from Slocan Lake to Nakusp, the pack trains commenced to use the shorter trail to Kaslo.

Up to the early 1890's, the Kootenay region had very rudimentary transportation arteries. The CPR transcontinental line passed to the north of the region and the Great Northern (GN) main line to the south in the United States. The only railway in the lower Kootenays was the Columbia & Kootenay Railway (C&K) which extended from Nelson to Sproats Landing. The C&K had been chartered in 1890 and was built in 1891. CP had acquired the line under a 999 year lease in 1890. Steamboats were the main means of transport through the region. They provided access to the CP line at Revelstoke, To GN line at Bonner's Ferry, Idaho, and to the Spokane Falls & Northern at Northport, Washington.

Following the silver find, American capitalists quickly moved into the Kootenays. The trade of the region was inexorably drawn southwards. Given the lack of good transportation links to the BC coast, it appeared that this rich area would come completely within the American sphere of influence.

These fears were magnified when construction began on the Nelson & Fort Sheppard Railway (N&FS) began in 1893. The N&FS would form the Canadian portion of a rail line between Nelson and Spokane, Washington. At Spokane, connections would be made with the Great Northern. As the first all-rail route into the Kootenays, the N&FS threatened to siphon all traffic of the region into the United States.

J.A. Mara, MP for the Kootenay area wrote to the Dominion Minister of Railways and Canals, the Honourable John Haggart on April 20, 1893, "Already there is a rush into West Kootenay, but the whole of the trade is with the south. Not

a man nor a pound of freight has gone into the country from Canada for over 5 months. Another year like this and Canada might as well throw up the sponge and let the Americans have what might be the most profitable business on the main line of the CPR . . . The contract is let for the Nelson & Fort Sheppard Railway and the work is being pushed vigorously".

The construction of the N&FS brought matters to a head. Faced with a tight financial situation and the ominous signs of an economic recession, the CPR could not afford to finance the construction of rail lines into the district. In 1893, under pressure from mining interests and the Vancouver Board of Trade which viewed with alarm the American advances into its trading hinterland, the BC government voted to guarantee the interest upon a construction cost of \$25,000 per mile for the Nakusp & Slocan Railway (N&S) provided the federal government accorded the N&S a subsidy of \$3,200 per mile.

In his letter of April 20, 1893, J.A. Mara, MP urged the Dominion Minister of Railways and Canals to have the federal government not to wait for a vote in Parliament but to pass an Order in Council approving the subsidy to the N&S. The BC Minister of Finance was on his way east to see if the bonds of the N&S could be floated. Financial markets would be more favourable to the N&S project if the federal subsidy money was committed. Mara noted, "The telegram you sent to the Lieutenant Governor served its purpose as without that the Provincial Government would have deferred action till the next session, but the telegram can not be used with capitalists nor would it be considered binding upon your government".

On August 3, 1893, the N&S and CP signed an agreement whereby CP leased the line for 25 years with CP to take possession upon completion of the line. CP agreed to pay a rental equal to 40% of the line's revenues. With this agreement in hand, the N&S signed a contract with the Inland Construction and Development Company on August 16, 1893. The contract stipulated that the 38 miles line between Nakusp and Three Forks was to be completed by December 31, 1894. In order to issue the bonds necessary to finance construction, the BC government agreed to guarantee the bonds provided the company deposited the equivalent of the expected federal railway subsidy in the Bank of British Columbia. The Dominion government voted the subsidy in July 1894.

On October 3 1893, the steamer "Kootenai" brought leased CPR locomotive 403 on a scow from Revelstoke to Nakusp. By the end of 1893, track laying had commenced from Nakusp. On May 15, 1894, the Dominion Minister of Railways and Canals approved the request made on May 8th by the Inland

Construction and Development Company to operate freight and passenger service over the completed portion of the line.

Nelson's newspaper, "The Miner", reported on September 22, 1894 that the N&S was completed from Nakusp to New Denver and on October 27th commented that the rails were within 1¼ miles of Three Forks. On November 24th, G.J. Desbarats, one of the Dominion Government's Inspecting Engineers, filed a report on the new line. This report is reproduced in Appendix I. On December 1st, "The Miner" stated that the first passenger train had passed over the entire N&S line carrying various officials of the CPR. On December 20th, CP took the line over from the construction company.

While the N&S was pushing on to Three Forks, CP had been taking steps to improve its access to the Kootenays. During the winter months when water levels in the Columbia River fell, the steamboats of the Columbia & Kootenay Steam Navigation Company (CKSN) had trouble reaching Revelstoke. In 1894, CP constructed a branch line along the Columbia to by-pass the worse stretches of the river. On September 18, 1894, Desbarats reported that the branch to Wigwam was nearing completion. The troubles with the Columbia River were not to be overcome so easily. An item in "The Miner" dated January 5, 1895 stated that the Columbia River was closed to navigation and ores moving from Nakusp to Revelstoke were being handled by sled the 15 miles from the mouth of the Columbia to Wigwam.

Having found the terminus at Wigwam unsuitable, CP let a contract in September 1895 to extend the branch from Wigwam to a community called Arrow Head at the mouth of the Columbia River. Desbarats report on the progress of the extension on December 14, 1895 is in Appendix II.

In a subsequent report to the Dominion Government dated March 16, 1896, Desbarats stated that a 60 foot x 30 foot station and a 60 foot x 24 foot freight shed had been erected at Arrow Head. The spur track built on the wharf had a 2% grade to enable the boats to unload at any level of water. While ballasting was not yet completed, the line was deemed sufficiently safe to open if train speeds were kept to 12 miles per hour. Apparently, CP had started moving traffic over the line prior to this date as the February 8, 1896 issue of "The Miner" reported the "Nakusp" had been especially busy since the completion of the Arrow Head branch to the lake. As an example, it stated that on February 1st, the steamer took 240 tons of ore to Arrow Head. The CKSN built the tug "Columbia" in 1896 to power rail car barges on the Arrow Lake service to relieve the steamboats of this duty.

While the completion of the branch to Arrow Head eliminated the troubles from low water, the Columbia River was not completely vanquished. In June 1896, it flooded the Arrow Head Branch. The damage was so severe, the line was not reopened until the end of September.

As had been the case at Revelstoke, low water levels in the Columbia River had made winter navigation very difficult to the C&K terminal at Sproats Landing. In 1895, the C&W built to 0.7 mile spur off its main line to have a reliable year round connection with the steamboats. On December 14, 1895 Desbarats reported that the spur was in operation and would be used only between December and April during the period of low water.



A view of the bustling burg of Nakusp from one of CP's steamers. On the wharf the consist of the mixed train awaits the arrival of the vessel to begin transferring freight, mail express and passengers.
Credit: National Archives of Canada/PA30830.

Marking the end of the first phase of its expansion into the Kootenays, CP purchased the CKSN in December 1896 and took possession on February 1, 1897. The CKSN steamboats linked the Arrow Head branch to the N&S and the C&W as well to the new smelter at Trail.

The owner of the smelter, Augustus Heinze, built the narrow gauge Trail Creek Tramway (TCT) to link his smelter to the mines in Rossland in 1896. The following year, Heinze completed the Columbia & Western Railway (C&W) from Trail to West Robson. This was the first section of a projected new railway to the BC coast. In coming the owner of the N&FS built an extension from the Nelson-Spokane line to Rossland. Known as the Red Mountain Railway, this line reached Rossland in 1896.

In 1897, CP began the construction of its line from Lethbridge to the Kootenays. Eventually, this would become CP's second line across BC. As part of this project, CP took over the C&W and TCT in 1898. Heinze insisted that CP purchase the smelter. Reluctantly, CP agreed and thus came into being CP's interest in the Consolidated Mining & Smelting Company. The GN expanded its access to the region by acquiring the N&FS and Red Mountain in 1898.

While CP had been strengthening its system in the Kootenays, the Great Northern was not sitting idly by. The GN had completed its transcontinental line in 1893. GN President James Hill was out to secure all the traffic he could, while CP President Van Horne was determined to best Hill. The Slocan district mine traffic proved to be one of the areas where these two locked horns.

Round One seemingly went to Hill. In April 1895, he began construction of the Kaslo & Sandon Railway (K&S). This three foot narrow gauge line was aimed right at the heart of the Slocan mining region. In order to link the K&S to his system, the GN

organized the International Navigation & Trading Company in 1895. Its steamboats sailed from Kaslo to Bonners Ferry, Idaho where connections were made with the Great Northern main line and to the new smelter at Nelson.

CP was not slow to meet this challenge. In June construction began on an extension of the N&S from Three Forks to Sandon. The K&S reached Sandon on October 23, 1895, while the N&S arrived on December 12, 1895. The two companies were in combative mood. The K&S alleged the N&S was trespassing on its lands in Sandon. On the night of December 13th, K&S crews demolished the N&S station in Sandon. The events of that night came to be known as the "Railway War at Sandon". The account of the event as reported in "The Miner" is reproduced in Appendix III.

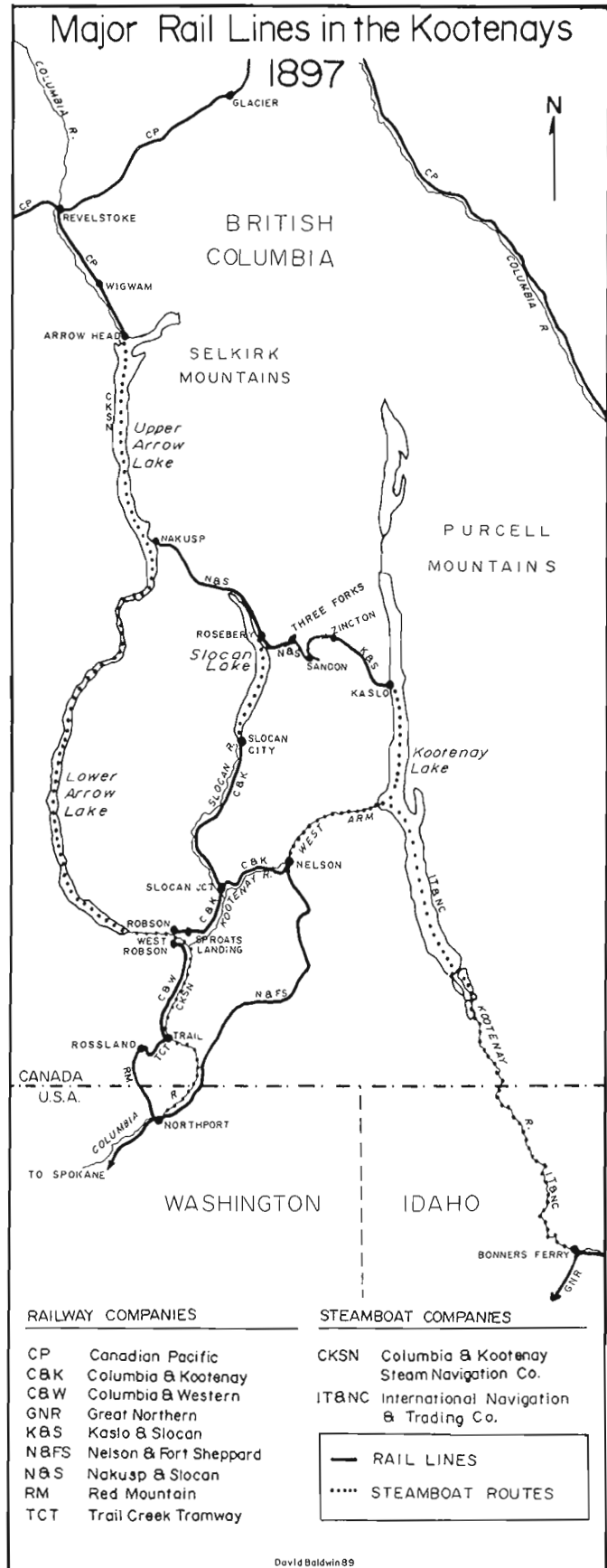
In order to shorten the distance from the Sandon mines to the Nelson smelter, CP decided to build a 31 mile branch line from Slocan Junction on the C&W to Slocan City at the southern end of Slocan Lake. This line was built under the charter of the C&W. In February 1896, surveyors were in the field locating the line. Construction of a steamboat and car barge for use on Slocan Lake to connect the N&S and the new branch line was commenced in January 1897. The laying of rails began in mid August. On November 20, 1897, "The Miner" announced that the last rail had been laid on the branch. The line was opened for service on December 1st, but the official opening trip was delayed from December 1st to the 6th due to poor weather.

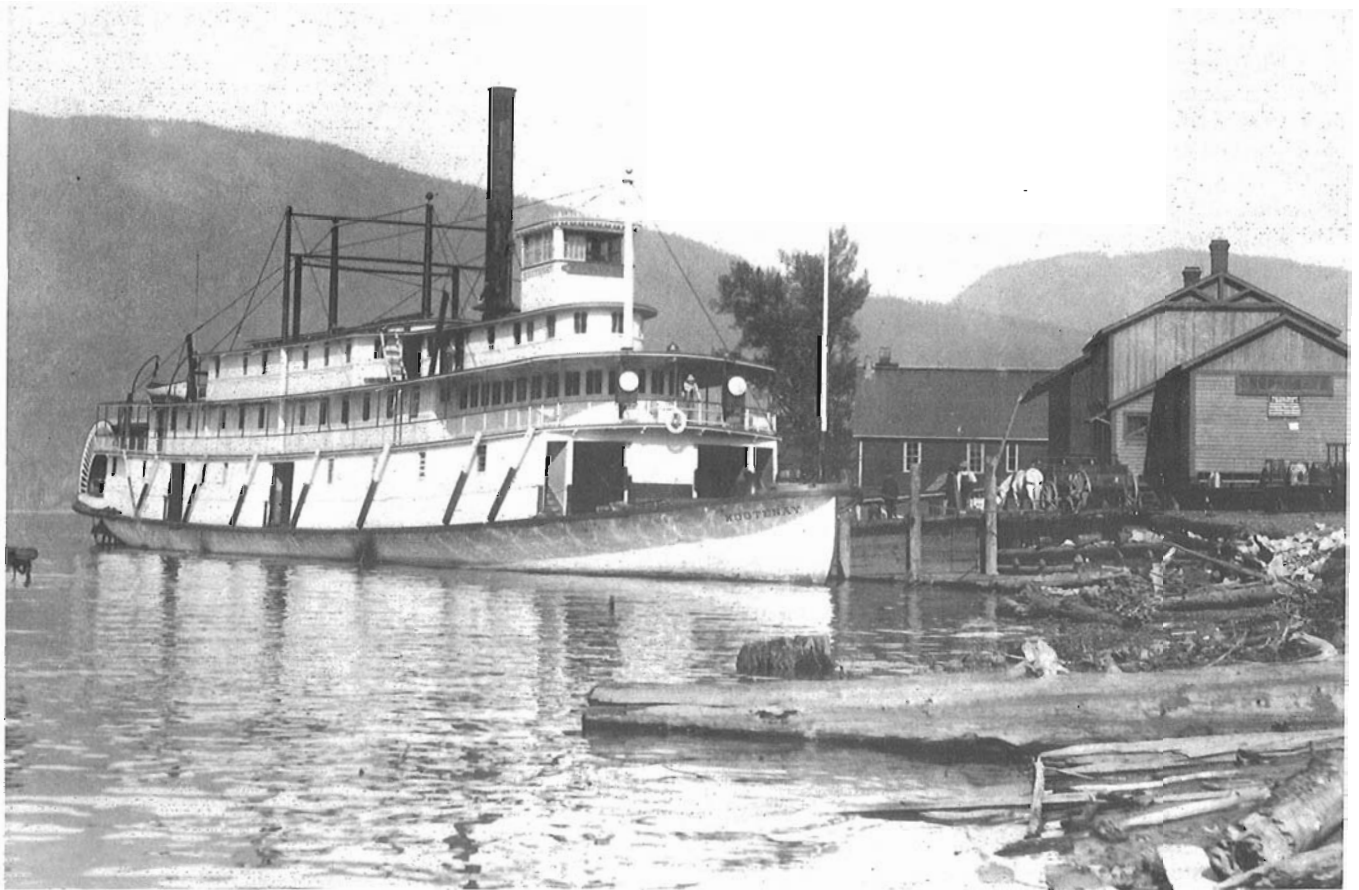
CP built the steamboat "Slocan" in 1897. It was the first CP vessel on the Slocan Lake. The following year the passenger tug "Sandon" was launched and assumed the duties of moving the rail car barge between Slocan City and Rosebery. The "Sandon" was replaced in 1928 by a new passenger tug, the "Rosebery". The first "Rosebery" was replaced by another passenger tug of the same name in 1943. In 1956, CP retired the "Rosebery". A new tug, the "In's G", took over. This vessel was operated by a private firm under a contract with CP.

The K&S, which initially handled the largest volume of ore shipments from the Slocan mines, was to have a short life span. In 1909, slides closed the line between McGuigan and Sandon. The following year, fires wiped out several of the major mines along the line leading to a suspension of service. The GN had formed the Kootenay Railway & Navigation Company in 1898 which had as its assets the K&S as well as the International Navigation & Trading Company steamboats. With the closure of the K&S, the GN withdrew from the steamboat business. Following an accident to the "Kaslo" in May 1910, the fleet of steamboats was laid up.

Following the sale of the K&S to a group of local citizens, it re-opened in 1911. It was transferred to the provincial government in 1912 who turned it over to CP that year. CP built a line from Parapet, a point near Three Forks, to Zintcon in 1912. At Zintcon a connection was made with the K&S. The K&S line from Zintcon to Kaslo was converted to standard gauge. On July 1, 1914, CP ran its first passenger train from Nakusp to Kaslo. Floods in 1955 led to the abandonment of the line between Denver Canyon in 1957.

Steamboat service over the Arrow Lakes between Arrow Head and Robson via Nakusp came to an end in April 1954





CP had the steamer "Kootenay" built in the shipyards at Nakusp. It entered service in 1897 running from Arrow Head to Robson via Nakusp. The 184 foot long sternwheeler made a handsome sight as it forged together the railway system CP was putting together in the later 1890's in the region. This view shows the "Kootenay" tied up at the wharf at its birthplace. The Nakusp station and freight shed are the buildings to the right of steamer.

Credit: CP Rail Corporate Archives.

when CP retired the steamboat "Minto" which had been built in 1898. In 1968, the branch line from Revelstoke to Arrow Head was abandoned.

In 1974, CP applied to the Canadian Transport Commission (CTC) for permission to abandon the line between Denver Canyon and Nakusp. A year later, the CTC ruled that CP could not abandon the line. Following a reconsideration of CP's application in 1980, the CTC permitted the abandonment of the 4 miles between Denver Canyon to Rosebery but required the retention of the remainder of the line. The application was again reconsidered in 1984.

In 1988, the CTC successor the National Transportation Agency (the Agency) again reviewed the decision. In 1987, the branch handled only 71 carloads and generated losses in excess of \$550,000. Maximum speed over the branch line was 10 miles per hour. Train service was limited to one round trip per month. The major shipper over the line was a pole producing company in Nakusp. The reason for the retention of the rail line had been the limited clearances on the road to Nakusp which precluded shipments by large trucks. Tests in 1988 showed that trucks could move over the road. Based on this new information, the Agency ordered the line abandoned 30 days after its Decision which was released on December 1, 1988.

The final run started on December 18th when GP9 8822, two empty log cars, a snowplow and cabooses were moved by barge from Slocan City to Rosebery. On the 19th, the train was moved off the barge and up the branch to Nakusp. After the two log cars were loaded, the train returned to Rosebery and was placed on the barge on December 20th. The following day, the tug "Iris G" sailed down Slocan Lake closing out the 93 year history of rail barge movements on the lake.

Appendix I

North Bend, B.C.
November 24, 1894

Collingwood Schrieber, Esq.
Chief Engineer, Government Railways
Ottawa

Sir,

In accordance with your instructions of the 15th inst. I have inspected the Nakusp and Slocan Railway and beg to report as follows:

Track is laid on the whole of the line from Nakusp to Three Forks, a distance of 36.8 miles.

The roadbed throughout is of a substantial character. The embankments are built to a width of 12 feet at formation level and the cuttings are taken out to width of 16 feet in rock and 18 feet in earth. The slopes are fair and are supported by cribwork at doubtful points.

Most of the ballast is sand and gravel. At the Nakusp end about three miles are ballasted with sand, and some small pieces are ballasted with broken rock.

The road runs through a wooded uninhabited country and has been cleared for width of 100 feet. There are no fences or road crossings . . .

The bridge over Wilson's Creek consists of a 100 foot through Howe truss with trestle approach . . . Carpenter Creek is crossed on a deck truss of 80 feet span with trestle approach . . . Both of these bridges are of fir and are built according to the standard plans of the CPR.

The track is laid with old steel rails taken from the main line of the CPR. Most of these rails weight 56 pounds to the yard, some of them weight 60 pounds per yard. The fishplates are also from the CPR main line and are of different patterns. Most of them are straight plates 18 inches long. About 4 miles of track at the Three Forks end of the line is only single bolted; two bolts to a joint, and some of the sidings are not full bolted.

Good siding accommodation is provided at both terminals, Nakusp and Three Forks. There are also sidings at Summit Lake, Rosebery and the New Denver trail. At Nakusp there is a line to the wharf on Arrow Lake and at Rosebery a line runs to the wharf on Slocan Lake. The siding to the engine house at Three Forks is not laid and the grading is not completed.

There are four standpipes, one at Nakusp, one at Three Forks, and the other two at intermediate points. The stand pipes are 8 inches in diameter and each one is connected 8 inch riveted pipe to a tank of 3,000 gallons capacity . . .

At Nakusp there is a very good station with waiting rooms, baggage room and office on the ground floor and living apartments above. A large freight shed adjoins the station and an engine house two engines is at the other end of the yard. At Rosebery a combined passenger station and freight shed has been built. At Three Forks there is a good passenger station and a large freight shed. All these buildings are of wood, are painted and completed.

The turntables are not in place yet having only arrived at Nakusp on the 24th inst. There are two of these turntables, one for Nakusp and one for Three Forks. They are of wrought iron, 55 feet long.

The pit for the turntable at Nakusp is finished except the concrete foundation at the centre but the pit at Three Forks is not yet built.

The CPR telegraph line from Revelstoke to Nelson is strung along the line of this railway and is connected to the stations . . .

There are two locomotives, two passenger cars and some freight cars on the line and a train is run daily from Nakusp to Three Forks and back.

I am, Sir,
Your obedient servant,

G.J. Desbarats

Appendix II

North Bend, B.C.
December 14, 1895

Collingwood Schrieber, Esq.
Chief Engineer
Department of Railways and Canals
Ottawa

Sir,

According to instructions I have inspected the Revelstoke & Arrow Lake Branch of the CPR, the extension of the Nakusp & Slocan Railway to Sandon, and the spur of the Columbia & Kootenay Railway and have the honour to report as follows:

Revelstoke & Arrow Lake Branch

This line was inspected last year to the 10th mile from Revelstoke at Station 514. The track is now laid to Station 904, a further distance of 7.38 miles.

Of this distance, the first 5½ miles to the steamboat landing at Wigwam were built last year. Passenger trains ran last winter from Revelstoke to Wigwam and are now run to connect with the steamer for Kootenay points . . .

The ballast is generally coarse sand and gravel. The line north of Wigwam is well ballasted and is in good surface. South of Wigwam, the road was being ballasted at the date of inspection and required a few days work to complete it.

The rails are old steel rails from the main line of the CPR . . .

At Wigwam, there are some temporary sidings, a "Y" track and a spur to the wharf. When the line is finished the steamers will land at the end of the line at Arrow Head and the temporary tracks will be removed.

Work is in progress on the line beyond Station 904 to Arrow Head. South of Station 904 there are a number of rock bluffs extending about 3 miles. There is still some heavy work to be done here which will hardly be finished this month. Beyond this most of the grading is finished and some tracklaying has been done. A wharf is being built at Arrow Head.

The telegraph line is built along the line of Railway and there is a telegraph office at Wigwam.

Extension of the Nakusp & Slocan Railway

This extension starts from the main of the Nakusp & Slocan Railway at its terminus at Three Forks, continues the main line for 600 feet and then by a switchback turns up the valley of the South Fork of Carpenter's Creek.

The line follows the bottom of this valley as far as Sandon, a distance of 4.17 miles, keeping about 20 feet above the stream which it crosses five times.

The line rises continuously from Three Forks to Sandon, the difference of level being 913 feet. This gives an average grade of 4.15 per hundred, the maximum grade used being 4.8 per hundred.

There is a 16 degree curve on an 0.8 per cent grade leaving the yard at Three Forks. The sharpest curve on the heavy grade is 12 degrees . . .

The rails are old steel rails from the main line of the CPR weighting 60 pounds per yard with strap fish plates 20 inches long . . .

The yard at Sandon is on a grade of 3.8 per hundred. The track extends to the foot of the dump of the Kaslo & Slocan Railway. This last Railway claims that part of the yard is on their right of way. Disputes on this point have delayed work in the yard which is not in good shape yet.

The station building 52' x 22' is being built and is well advanced and a freight shed is to be constructed.

Two side tracks are laid in the yard giving a length of siding of 996 feet . . .

A safety switch with a siding of 1,100 feet is also provided 1.7 miles from Sandon. At the time of inspection, the switch stand was not in place and the switch was not in working order.

At Sandon, foundations are in for a wooden turntable and the siding to it is graded.

The telegraph line is built along the line of railway, but will not be operated till the station at Sandon is finished . . .

I have the honour to be, Sir,
Your obedient servant,

G.J. Desbarats

Appendix III

THE RAILWAY WAR AT SANDON THE K&S MEN TEAR UP THE N&S TRACKS

Total Destruction of Buildings – The station Pulled Down By an Engine – What Officials Have to Say

Sandon is about 4 miles from Three Forks on Carpenter Creek. The town at present consists of quite a number of hotels and stores on each side of street 30 feet wide, all the buildings but two below the line of the K&S Railway, which at this point circles the upper end of the town to a point a little beyond the wagon road which goes up to the Slocan Star mine. The K&S people claim 150 feet from their line for siding and station purposes and the N&S people say they have no right to it and proceeded to put up a station, freight house and tracks on it. Hence the trouble. Injunctions have been issued from Victoria and dissolved and the K&S people this week brought the matter to a crisis.

On Sunday night about 8 pm at Kaslo station, the K&S people assembled 60 or 70 strong, able-bodied men of several nationalities with tools of every description, and it was supposed they were going to repair a large bridge which had settled somewhere on the line. They, however, ultimately landed at Sandon, about 3 am on Monday, under the leadership of Mr. Ffolliott, manager for Messrs Foley Brothers & Guthrie, the contractors who built the K&S; Mr. McGraw, the superintendent of the line; and Mr. Miller.

THE ATTACK

The men employed by Mr. Clements, the contractor putting up the buildings for the N&S with Mr. Hamilton, the agent and the telegraph operator, were asleep in the boarding car, which was placed on the track at the point marked B on the sketch [see map], and at the point A was a freight car to be loaded with ore from the Reco mine. The Kaslo people began operations by turning the switch and running the cars off. The freight car going first jumped the track at the switch, the boarding car bumping into it pretty roughly. By the time the boarding car was started most of the occupants were awake, and as its motion increased Mr. Clements jumped and landed on some loose boards, getting severely bruised. The others stayed with the car until the collision, when the stove pinned the agent to the wall, making a large bruise on his leg. Fortunately the stove was cold. The other men in the car were badly shaken, but not seriously hurt.

THE DESTRUCTION OF THE BUILDINGS

The work of destruction was now begun. The freight shed was quickly torn down and the remains thrown upon lands the K&S do not claim. The bridge [point C on the map] forming the new road put in by the N&S was demolished and the posts sawed off. The platform [point D on the map], which blocked the way of the old government wagon road, was destroyed. The ties and rails to point E were torn up and also part of the platform, rails and ties at point F.

The warriors now went to breakfast, while telegraph messages were sent to inform the various officials of the trouble.

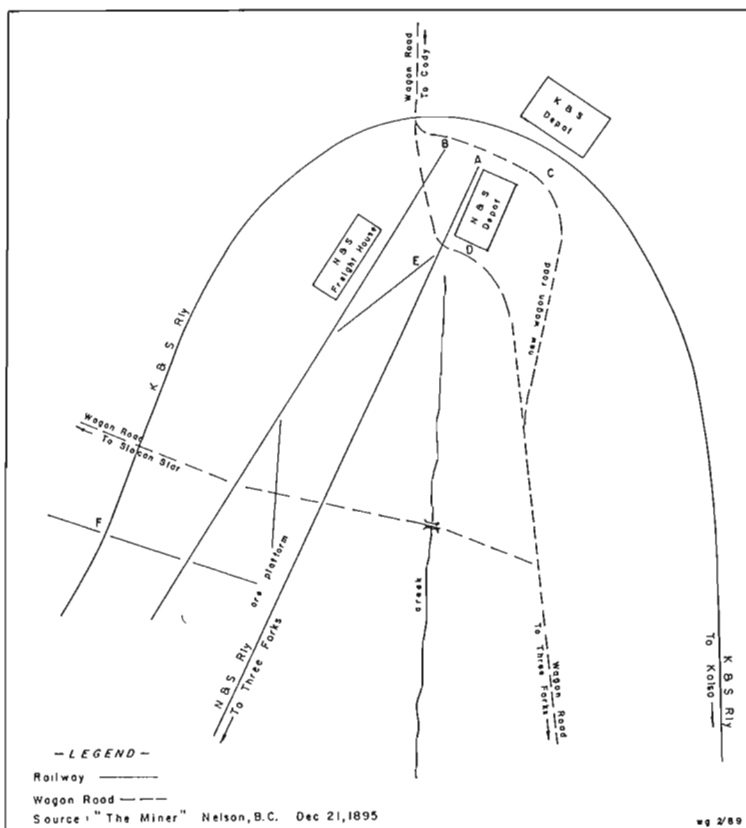
Mr. Lawrence, roadmaster of the N&S, and Mr. Johnson were soon on the ground and with a small number of men attempted to re-lay the track. The Napoleon of the K&S, Mr. Ffolliott, lined up his men at point E and, when the N&S men attempted to put a tie down, they were immediately upset with some small force and the tie thrown after them. The officials then attempted to go on the ground in dispute and were pushed back and technically assulted. The men employed by Mr. Clements went into the station and commenced work, but were immediately stopped and led carefully out. The station was now the only building left on the disputed ground. It was 50 x 22 feet and partly two storeys high.

TELEGRAMS AND RUMOURS

Telegrams in cipher were now the order of the day and every hotel in Sandon was filled with rumours. "Every official of the K&S was to be arrested", "Mr. Marpole was on his way from the main line and would be in Sandon by 9 am Tuesday with 400 men", etc., but Monday passed off peacefully.

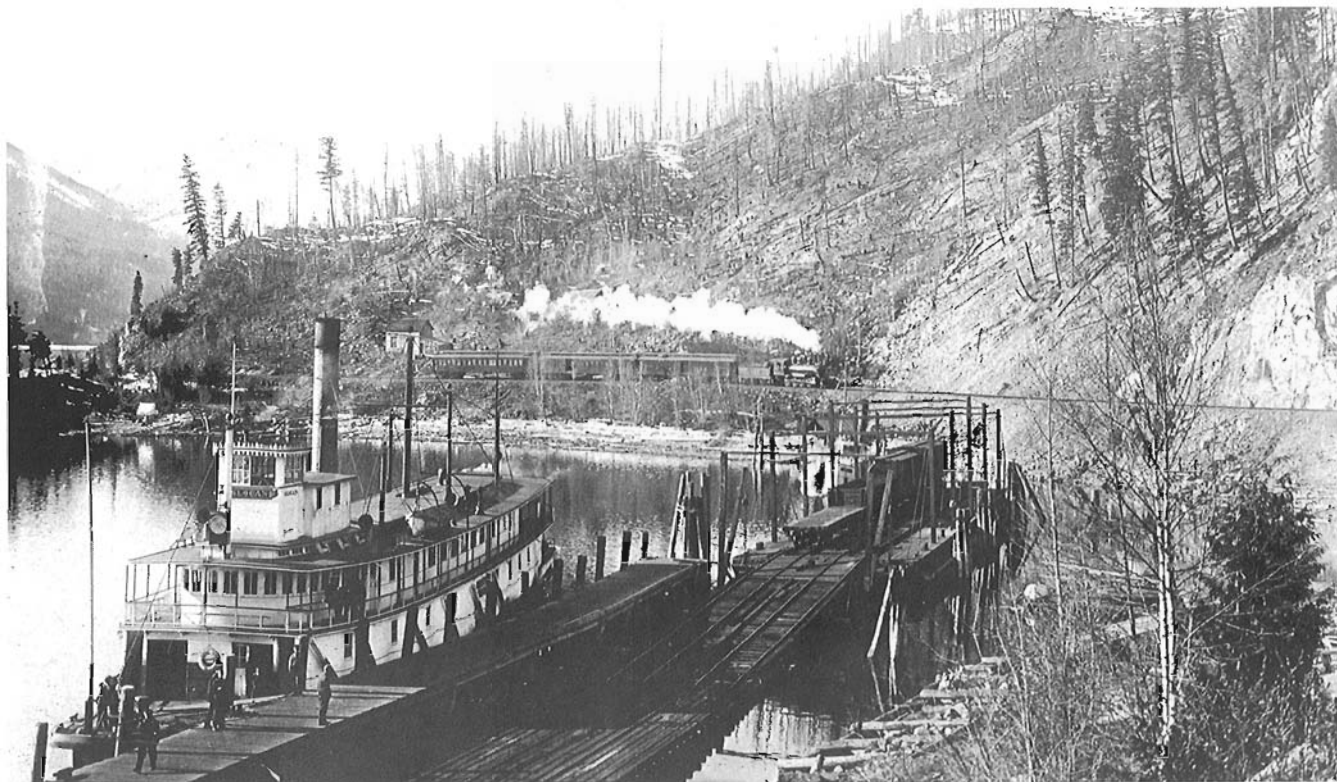
THE WAR BEGINS AGAIN

Tuesday there was great difficulty in hearing any news + from the outside, as the wires were reported to be down and the morning, which was cold, the thermometer registering about zero, passed off quietly.



A CP consolidation prepares to back an ore train down the steep grade the four miles from Sandon to the switchback near Three Forks enroute to the Alamo Extractor in 1920. This site was the scene of a bitter conflict between the Kaslo & Slocan and Nakusp & Slocan Railways which culminated in the destruction of the original N&S station.

Credit: Provincial Archives of British Columbia, HP62371.



During the early years of this century, the waterfront at Rosebery was a busy place. In this view, the "Slocan" awaiting passengers coming down on the Nakusp train seen steaming towards the wharf. After making its stop at Rosebery, the passenger train will continue its southbound trip to Sandon. The passenger carrying tug "Sandon" is to the left of the rail car barge. The "Slocan" was placed in service in 1897 and "Sandon" one year later. Both were built at Rosebery.

Credit: Provincial Archives of British Columbia, HP1460.

Soon after 12 noon the K&S train arrived and a crowd of men swarmed out of the cars, under Superintendent McGraw. They at once attacked the station building with axes and hammers and the splinters flew on all sides. Remonstrances were made against the destruction by N&S officials on the ground, but were disregarded. It was now known by the N&S people that Mr. Marpole had left Three Forks and would be in Sandon in 30 minutes and that he had no force of men with him. The business of destruction proceeded as fast as 60 or 70 men could work. Ropes were brought and fastened to the building, then led through a block attached to the engine, which went slowly ahead and amid the excited yells of the crowd the main building was pulled down 50 minutes from the commencement of the work.

The whistle of the large engine of the N&S was now heard, and shortly afterwards the train came into the yard. Messrs Marpole, D. McGillivray, Lawrence, Johnson and a few passengers descended and quietly viewed the scene. Superintendent McGraw shouted for his men and told them to line up and throw anyone back who attempted to cross the line at point E, but no attempt was made to do so. After looking over the ground and apparently giving direction for the rearrangement of the tracks, etc. Mr. Marpole left about 3:30, and shortly afterwards the K&S train pulled out with the officials for Kaslo, leaving all quiet at the seat of war.

Mr. Marpole was seen, but had nothing to communicate for publication. The courts would no doubt settle the difficulty. It

was a pity such a great destruction of property had taken place, as an undertaking could have been given to leave things as they were until a legal decision was arrived at.

MR. FFOLIOTT'S VIEWS

Mr. Ffolliott was also seen. He said he regretted the destruction of property, but had acted throughout under legal advice sent from Victoria. Had the N&S people agreed when asked on Monday to give an undertaking not to trespass until the matter could be decided in the courts, the pulling down the station building of the N&S would have been avoided, but he could get no promise and his instructions had to be carried out. The K&S company had bought the ground claimed and were fully entitled to it, and he could not see what right the N&S Railway could possibly have to the property in question. It was vital to the proper working of the K&S that they should be able to make sidings which they could not possibly do if the N&S were allowed to divert the wagon road as they wanted to do.

OPINION AT SANDON

At Sandon, the feeling seemed to be that the K&S people were in the right, but at the same time it was thought that some arrangement might easily have been arrived at which would have prevented the destruction of so much valuable property . . .

Source: "The Miner", December 21, 1895. Nelson, British Columbia.

Algoma Central 1982

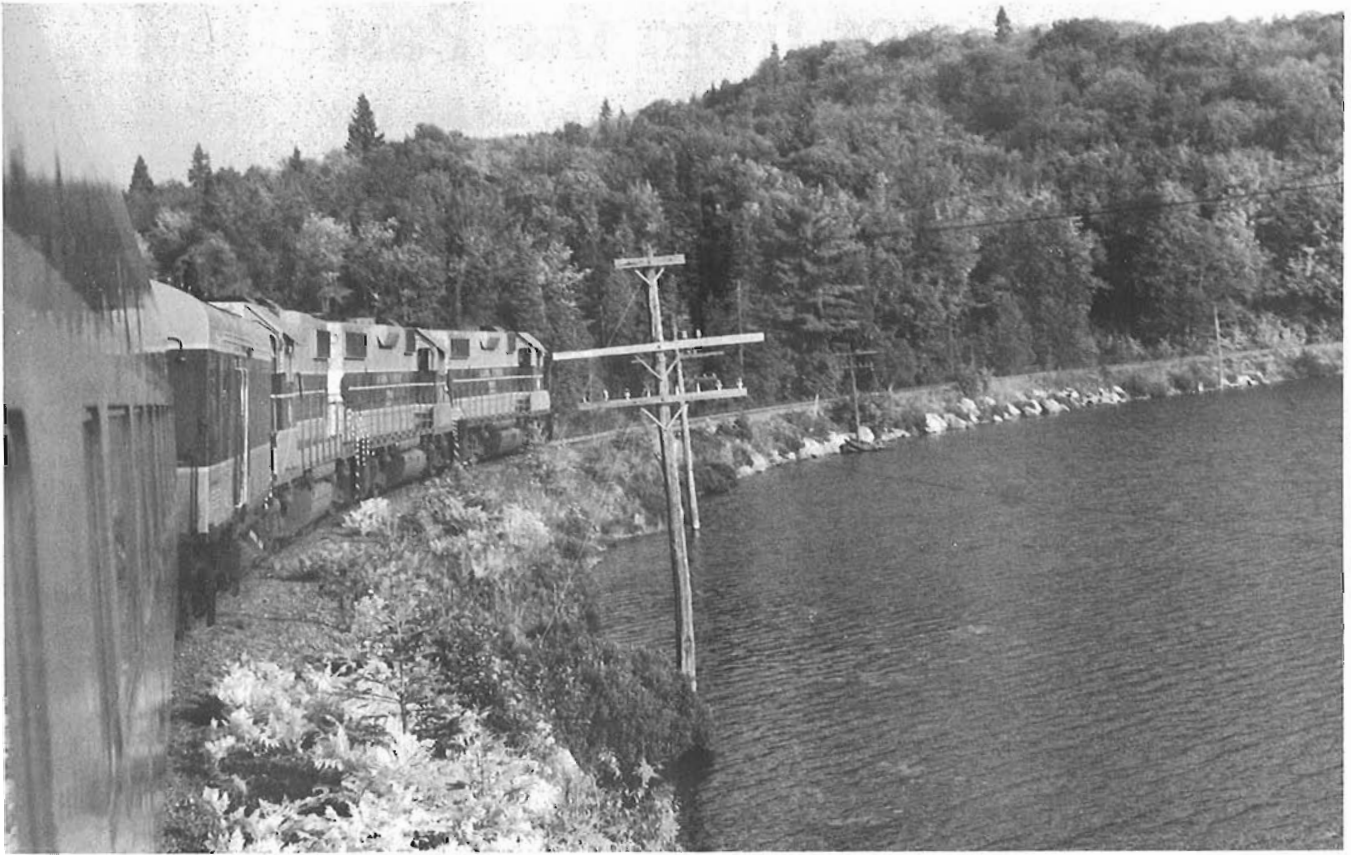
by Gordon Taylor



OUR MEMBER GORD TAYLOR has sent these views of a trip on the Algoma Central Railway on September 10 and 12 1982. Photo 1 shows train No. 1 loading at the station at Sault Ste. Marie. Note the black bear over the steam generator. Photos 2 and 3 show the train crossing the Bellevue Valley trestle, while photos 4 and 5 are of trains 3 and 4, the Agawa Canyon tour. Note the business car Agawa in photo 5.

All photos by Gordon Taylor.





Pages from the Past

Some significant anniversaries in May and June 1989.

by Fred Angus

125 YEARS AGO BELOEIL, CANADA EAST. WEDNESDAY, JUNE 29 1864

In the 1860's immigration from Europe to North America was very heavy as people from many European countries left their crowded and politically agitated homelands for a new life in British North America as well as the United States. Although the latter country was embroiled in Civil war, by 1864 it appeared that peace was not far away and a new era of prosperity was ahead. North of the border the prospect of Confederation of the British colonies was approaching a reality, and in three more years a new nation, the Dominion of Canada, would be born. Certainly the new world looked very attractive to Europeans, and ships, both steamers and sailing vessels, came to American in large numbers carrying settlers.

One such ship was the "Neckar", a German sailing vessel, which left Hamburg on May 18 1864 for Canada. On board were 538 immigrants, some bound for Canada, others enroute to Wisconsin and other points in the United States. On June 26 the "Neckar" arrived at Quebec and two days later all but 100 of the passengers (a total of 438) embarked at Pointe Levi on a special eleven-car train of the Grand Trunk Railway. The immediate destination was Montreal, but almost one hundred of the travellers would not live to see that city. Of the eleven cars, seven were immigrant cars which were scarcely more than box cars with windows; small and crowded. None of the cars was equipped with air brakes for the simple reason that such had not yet been invented.

All went well until the train arrived at Richmond where the line from Levis joined that from Portland. At Richmond engineer William Burney took over the controls of the locomotive of the special train, GTR number 168, "Ham", one of a trio, "Ham", "Shem", "Japeth", built in Hamilton in 1857. Burney did not want to take the train as he had never been over the line between Acton Vale and Montreal; however he was persuaded to go since locomotive foreman Thomas King had said he was short handed and there was no one else available. At 1:15 A.M. on June 29 the train started from a wood stop at St. Hilaire and headed down the grade into the Richelieu valley. Near the bottom there was (and still is) a sharp curve to the right on to the bridge across the Richelieu river between present day Otterburn Park and Beloeil. The train descended the grade and rounded the curve on to the bridge and, as the engineer looked ahead he saw a red signal; the drawbridge at the far end was open!

At the drawbridge, Nicholas Griffin, the bridgetender, had opened the span to allow a tugboat and barges to pass through. It was a clear warm night and no scheduled trains were due. The first hint of trouble occurred when Griffin thought he heard a train start somewhere to the east, at which point he checked the signals to be sure they were working. Soon the rumbling of the train was heard on the bridge and Griffin realized that it could not possibly stop in time. As the whistle blew frantically as a signal to tie down the brakes, the locomotive, actually pushed by the weight of the train behind it, reached the open span and fell in, landing on one of the barges. Inexorably the cars reached the gap and, one by one, also fell in. The last car, a brake van, landed on the top of the wreckage, almost undamaged. The speed was not all that great, perhaps ten miles an hour, but the weight of the train, and the lack of sufficient brakes made the outcome inevitable. The sight of the smashing cars and the cries of the wounded and dying was horrible in the extreme, easily comparable to the great battles then being fought in the southern states near another Richmond.

Rescue operations began almost at once but for almost one hundred persons it was too late. Special trains came from Montreal bearing doctors and others who could be of assistance to the injured. An interesting foot note concerns Dr. Thomas Roddick, then only eighteen years old, who was passing through Montreal enroute to Scotland. He was staying with Dr. Scott of McGill when word was received of the disaster. Roddick joined the other doctors in helping the sufferers and later decided to stay in Montreal where he remained until he died in the 1920's. The Roddick gates at McGill are in his memory.

The coroner's inquest found William Burney guilty of gross carelessness, but the real blame lay with the whole system which had tolerated sloppiness and breach of rules. Poor Burney was made a scapegoat and was ruined both mentally and physically. Even in the 1890's he was often pointed out as the engineer of the 1864 disaster. Within a few years George Westinghouse patented the air brake, a device which could have saved the train had it been in use.

The final death toll was an even one hundred, including one curious passenger beheaded by a loose wire while looking out a train window a day or so later. It was, and still remains, the worst train wreck in Canadian history, and one hopes that it will always hold that record. A century and a quarter later, one still recalls, on passing the spot, the horror that occurred there on a warm June night in 1864.



*A view of the wreckage after the Beloeil Bridge disaster of June 29, 1864. The brake van, lettered "G.T.R. No. 7", appears to have suffered little damage, but the rest of the train is a complete wreck.
National Archives of Canada photo C-3286.*

**100 YEARS AGO
MONTREAL QUEBEC TO SAINT JOHN NEW
BRUNSWICK. JUNE 2 TO 3 1889**

During the 1880's the Canadian Pacific Railway had built its main line to the west coast and by 1887 had an unbroken line from Quebec City to Vancouver. It then cast its sights eastward to Saint John N.B. By December 10 1888 the last gap in the "Short Line" had been closed as was outlined in Canadian Rail for January-February 1889. However it was almost six months before the line was finally ready for full operation. The inauguration of through passenger service had been long hoped for by the city of Saint John and, as the big day drew near, several of that city's newspapers sent reporters to Montreal to ride the first train and report on its progress.

The evening of Sunday, June 2 1889 was one of considerable activity at the CPR's new Windsor station in Montreal as several hundred people were on hand to witness the departure of the first through train on the "Short Line". Engine 174 (an 1873 Baldwin 4-4-0 formerly No. 25 of the Toronto Grey and Bruce) headed a four-car train consisting of a Crossen-built combination baggage-mail-express car, a combination colonist car and smoker, a first class buffet and, finally, the sleeping car "Calgary". At exactly 8:30 P.M. conductor John Cunningham shouted "all aboard" and engineer John Wells started the train amid the loud shouts of the well-wishers present.

There were several delays and problems enroute but, considering that this was the inaugural run, things went quite well. Despite hot boxes which caused delays at Farnham and Magog, arrival in Sherbrooke at 12:25 A.M. was only eight minutes behind schedule. Yet another hot box caused arrival at Megantic to be 30 minutes late at which place engine 360 took the train to Brownville Junction which was reached, 25 minutes late, at 7:50 A.M. Here Dubs engine 28 was put on and nine minutes were made up by Mattawamkeag, the junction of the Maine Central, which was reached at 9:26 A.M. However a delay of 25 minutes ensued due to "the engine's works getting heated, owing to the rapid journey over the line". Between Mattawamkeag and McAdam there were several delays, not the least of which was due to an encounter with a hoard of caterpillars which swarmed over the tracks and, when crushed by the locomotive drivers, lubricated the wheels causing lack of traction. The weather had turned poor as a storm moved up from Pennsylvania. This was the same storm that had caused the disastrous Johnstown flood only two days before when rising waters had burst a dam in western Pennsylvania.

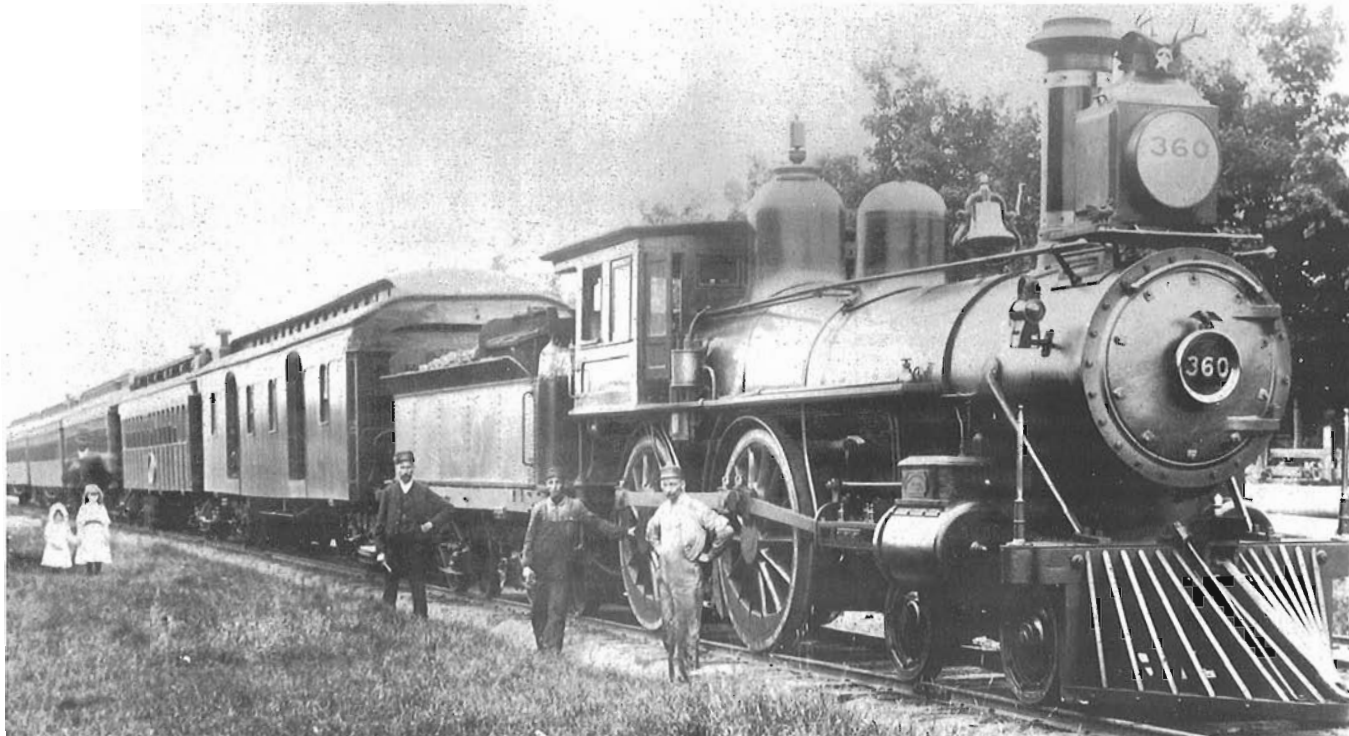
Due to all these delays, departure from McAdam was one hour and thirty-eight minutes late, at 12:58, but engineer Tom McKenna and fireman Frederick McLellan made up 43 of the lost minutes during the 84 mile run to Saint John. The Loyalist City was reached at 3:15 P.M., just 55 minutes late, amid a crowd of 1500 people who had gathered to witness this

SHORT LINE between Halifax and St. John, N. B., and Montreal.									
	Mixed.	Sherb'k Express	Express	MP	June 2, 1889.	Express	Sherb'k Express	Mixed.	
			5 50 am	758	HALIFAX N. S.	11 30 pm			
			7 35 "	696	Truro, N. S.	8 45 am			
			10 07 am	619	Amherst, N. S.	7 18 am			
			9 50 am	598	Pt. du Chene	6 50 am			
			11 55 am	570	Moncton, N. B.	5 35 pm			
			9 50 pm	451	St. John, N. B.	4 50 pm			
			3 00 pm	481	St. John, N. B.	8 30 pm			
			4 25 pm	526	Fredericton Jc.	12 52 pm			
			6 30 am	443	St. Andrews	4 40 pm			
			15 45 pm	393	McAdam	11 20 am			
			6 20 "	391	Venceboro	11 05 "			
			6 29 "	386	Lambert Lake	10 50 "			
			6 51 "	375	Forest	10 33 "			
			6 59 "	370	Eaton	10 26 "			
			7 25 "	350	Bancroft	9 55 "			
			7 45 "	345	Crosscut	9 38 "			
			8 05 "	335	Mattawamkeag	9 15 "			
			8 22 "	328	Chester	8 53 "			
			8 30 "	299	Schoodic	7 45 "			
			9 50 "	293	Brownville Jc.	7 30 "			
			10 26 "	275	Onawa	6 42 "			
			11 18 "	259	Greenville	6 10 "			
			11 55 pm	241	Ashwith	5 27 "			
			12 25 am	226	Long Pond	4 52 "			
			12 35 "	219	Jackman	4 42 "			
			1 00 "	206	Holeb	4 20 "			
			1 30 "	195	Beattie	3 55 "			
			1 40 "	191	Boundary	3 35 "			
			2 25 "	175	Lake Megantic	3 05 "			
			2 43 "	161	Maraden	2 23 "			
			3 07 "	151	Scotstown	2 00 "			
			3 37 "	137	Bury	1 33 "			
			3 56 "	123	Cookshire	1 14 "			
			4 06 "	123	Birchton	1 04 "			
			4 21 "	121	Bulwer	12 57 "			
			4 21 "	117	Johnville	12 48 "			
			4 37 "	110	Lennoxville	12 27 "			
			4 59 "	108	Sherbrooke	12 17 am			
			5 09 "	100	Rock Forest	11 58 pm			
			5 20 "	89	Magog	11 37 "			
			5 55 "	78	Eastman	11 07 "			
			6 18 "	70	Foster	10 46 "			
			6 29 "	61	West Shefford	10 31 "			
			6 44 "	54	Adamsville	10 18 "			
			6 55 "	50	Brigham Junc.	10 10 "			
			7 10 "	44	Farnham	10 00 "			
			7 25 "	30	St. Johns	9 51 "			
			7 38 "	3	Montreal Junc.	9 41 "			
			8 17 "	0	MONTREAL	8 30 pm			
			8 30 pm	0	(Windsor St.)	8 40 pm			



The first timetable of the "Short Line" from Montreal to Saint John dated June 2, 1889. This schedule was in effect only until August 15, at which time the running time was shortened by twenty minutes. Collection of Fred Angus.

Stop-over Checks will be granted to passengers desiring to stop off at a station short of the destination of their tickets on application to the Conductor; but this privilege is only to be exercised on tickets issued only to such other tickets as the railway company may from time to time extend. On Colonist tickets, the date of their expiration, and will not be accepted for passage after the date of their expiration. On Colonist tickets, reading from any point east of Port Arthur to Vancouver or any point in British Columbia or Puget Sound Ports. Stop overs of three days will be granted on application to Conductor at any station. Winnipeg, Man., to Calgary, Alta., inclusive, to give holders an opportunity of inspecting farm lands.



This locomotive, CPR 360, pulled the first through train during the Megantic – Brownville Junction portion of the inaugural trip. It is here pictured at an unknown location, in either Maine or eastern Quebec, some time in the summer of either 1888 or 1889. Built in CP's Delorimier shops in 1886, this locomotive was later numbered 205, and still later 17, before being scrapped in June 1926.
Canadian Pacific Corporate Archives.

momentous event. The crowd broke into long and continued cheering, and the whistles of ships in the harbour, as well as locomotives in the railway yards, echoed the shouts of the people. It was a joyous occasion, long looked for and now a reality.

In 1889, and for more than a quarter century thereafter, through service was offered to Halifax and, accordingly, a locomotive of the Intercolonial Railway coupled on to take the train on to Moncton and so to the Nova Scotia capital. This through service was discontinued during World War I, but two trains a day continued to operate on the CPR line between Montreal and Saint John. Then, in 1955 a single diesel-powered train, nos. 41 and 42, the "Atlantic Limited", replaced the two steam-hauled trains. Canadian Pacific service continued until 1979 when VIA Rail Nos. 11 and 12, the "Atlantic" resumed through service between Montreal and Halifax via Saint John.

The "Atlantic" fell victim to the 1981 cuts by the former Liberal government and was discontinued on November 15 1981. For 1293 days there was no through train until the newly-elected Conservative government, which had promised in the 1984 election campaign to restore service, ordered the train to be reinstated. Thus the second inaugural of the "Atlantic" took place on May 31 1985 as the first train left Montreal. Now, once again, the train is threatened. The federal government has ordered massive budget cuts for VIA and, despite greatly improved ridership, the "Atlantic" is again a prime candidate for discontinuance. Although it will undoubtedly survive to have its one hundredth anniversary, it may not last much longer. Such a short-sighted policy on the part of government officials is most unfortunate for the travelling public of Canada.

75 YEARS AGO RIMOUSKI QUEBEC. FRIDAY, MAY 29 1914

At 4:30 P.M. on Thursday, May 28 1914, Canadian Pacific's ocean liner "Empress of Ireland" sailed from Quebec City bound for Liverpool. On board were 1060 passengers and 415 crew, a total of 1475 persons. Included in the passenger list were almost 100 members of the Salvation Army who were on the way to England for a conference. In charge of the ship was Captain Henry George Kendall who had become famous in 1910 when, as captain of the CPR ship "Montrose" had detected the notorious murderer Crippen who was fleeing from England to Canada.

At Rimouski that night the transatlantic mails were put aboard and at Father Point the pilot was dropped at 1:30 A.M. on May 29. The "Empress" then proceeded at full speed and, after passing the Cook Point gas buoy, Captain Kendall sighted another ship. It was the Norwegian collier "Storstad" enroute up river with a full load of Nova Scotia coal. What happened next is best told in the words of Captain Kendall at the subsequent enquiry:

"The Storstad was then about one point on my starboard bow. At that time I saw a slight fog bank coming gradually from the land and knew it was going to pass between the Storstad and myself. The Storstad was about two miles away at the time. Then the fog came and the Storstad lights disappeared. I rang full speed astern on my engines and stopped my ship. At the same time I blew

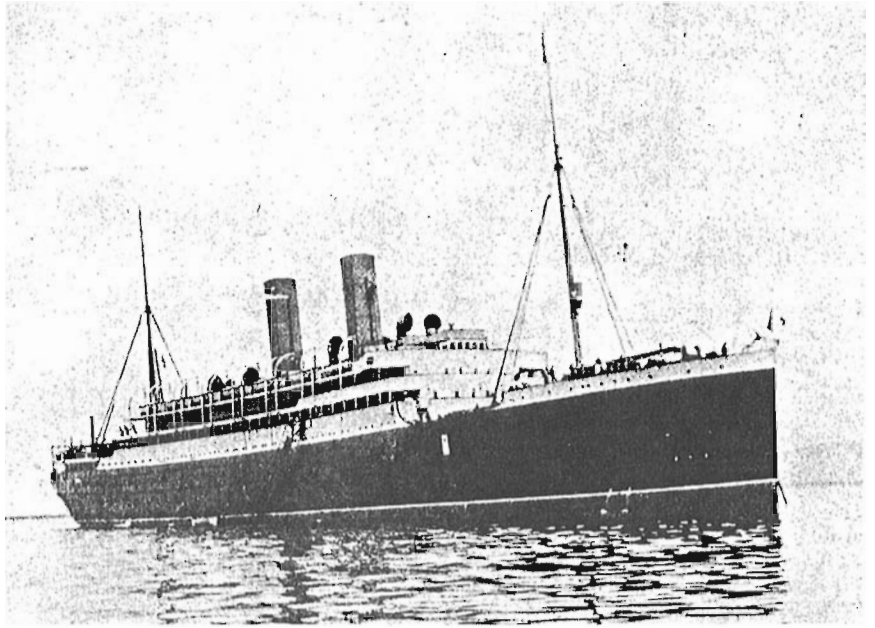


HE IS THE PILOT IN A FOG

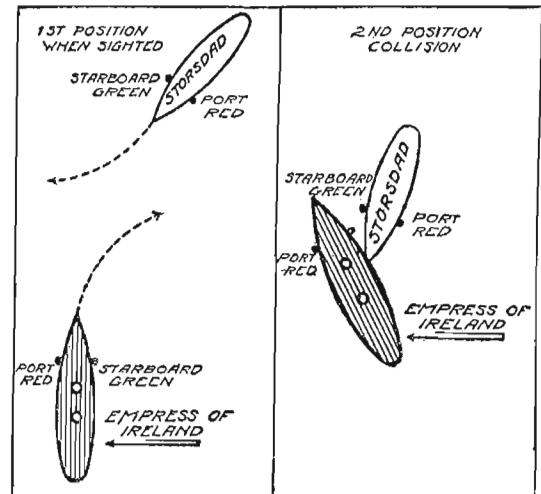
A contemporary cartoon showing Death at the helm of the Storstad at the time of the Empress of Ireland sinking.

three short blasts on the steamer's whistle meaning 'I am going full speed astern'. The Storstad answered with the whistle, giving me one prolonged blast. I then looked over the side of my ship into the water and saw my ship was stopped. I stopped my engines and blew two long blasts meaning 'my ship was under way but stopped and has no way upon her'. He answered me again with one prolonged blast. The sound was then about four points upon my starboard bow. It was still foggy. I then looked out to where the sound came from. About two minutes afterwards I saw his red and green lights. He would then be about one ship's length away from me. I shouted to him through the megaphone to go full speed astern as I saw the danger of collision was inevitable. At the same time I put my engines full speed ahead, with my helm hard aport, with the object of avoiding, if possible, the shock. Almost at the same time he came right in and cut me down in a line between the funnels".

The result was sheer disaster. Under the momentum of the great mass of coal, the reinforced bow of the "Storstad" sliced into the starboard side of the "Empress" amidships and penetrated at least twelve feet. Since the "Storstad" had reversed its engines, it then pulled out of the huge hole, as a result of which the water rushed in. In a mere fourteen minutes the "Empress of Ireland" sank resulting in the death of 837 passengers and 241 crew, a total of 1078 persons. It was the worst shipwreck in Canadian waters, approaching the death toll of the sinking of the "Titanic" two years before.



The Empress of Ireland as she appeared soon after she went into service in 1906.



A diagram showing the positions of the Empress and the Storstad just before and during the collision. Had both ships turned as shown in the first drawing the collision would have been avoided.

In recent times divers have explored the wreck of the "Empress of Ireland" which lies on almost an even keel. Artifacts from the ship are on display at a maritime museum at Father Point on the lower St. Lawrence near Rimouski. They are a mute testimony of that night of horror on the river.

FIFTY YEARS AGO CANADA. SPRING OF 1939.

Their Majesties King George VI and Queen Elizabeth, with their daughters Elizabeth (now Queen Elizabeth II) and Margaret Rose, toured Canada largely by rail. An excellent account of this tour, written by Doug Smith, appears elsewhere in this issue, and the reader is referred to it.

Rail Track Mileage in Alberta 1883 – 1915

by Desmond H. Brown

Department of History The University of Alberta Edmonton, Alberta

PURPOSE AND SCOPE OF THE WORK

This essay and the railway map with which it is cross-indexed, were prepared as part of a demographic study of Alberta. The essay proper consists of a "Note on Sources," a tabulated record of the annual rail track mileage laid down by the several railways chartered in Alberta from 1883 to 1915, an annex detailing the sources for the information in the tabular record and the names of the chartered railways, and a bibliography. 1915 was chosen to close the work because it was the first and last year in which the trains of three transcontinental systems rode the rails of their parent companies across Alberta. Before that year, the Canadian Northern Alberta Railway line from Edmonton to the Yellowhead Pass, although complete,* was not open for traffic. In the following year, 1916, sections of it were merged with the parallel Grand Trunk Pacific Railway line to form a single track on which ran trains of both systems.

The map, which is held in the Map Collection of the Department of Geography of the University of Alberta, presents the same information as the essay, but in graphic form. Each annual increment of track is indicated by a line segment coloured differently from the preceding and succeeding segments, and adjacent to each segment, written in the appropriate colour, is the year in which the track it represents was laid down. Also included on the map is a smaller inset map of Alberta, on which the tracks of the several railways in Alberta are shown as they were in 1915, with each represented by a different colour and number. The name of any railway can be found by locating the number representing the system on the table of names under the inset map. A similar map can be reproduced easily from the tabular data, using coloured pencils and a seven by three foot Alberta *Railway Network* map, which can be purchased from Maps Alberta, Department of Forestry, Land and Wildlife, Land Information Services Division, 9945-108 Street, Edmonton, at a cost of \$8.00.

Data presented both in the essay and on the map were culled from a variety of sources and integrated to present the best available representation of historical fact. However, because of the several quite different data presentation systems that had to be reconciled, interpolation not infrequently had to be resorted to. Inevitably, the errors caused by this procedure will only become apparent after the work is subjected to critical examination. The writer can only apologize in advance for these, and hope that they will be few.

* Georges R. Stevens, *Canadian National Railways* (Toronto: Clark, Irwin and Company Limited, 1962) II, 95-96.

NOTES ON SOURCES

In a work of this kind it is usual, after reading secondary sources such as company histories, to turn to government records. There are a profusion of these but, unfortunately, none which were located and used to compile this record present their data in a consistent and readily useful form. For example: although the annual *Sessional Papers* published by the Alberta Legislature first appeared in 1906, the Railway Department was not created until 1912, and its first *Report* did not appear in the *Sessional Papers* until the following year. Data given in this and following *Reports* are for a calendar year, and the total mileage for each railway is given annually. Thus, the track laid each year can be computed by simple subtraction. However, there is no indication where it was laid. In the absence of other information (which is available in most cases) regarding such mileage, one must start from a known point and simply lay off the incremental mileage along the known route of the railway. An excellent feature of the *Reports*, after 1914, is the annually updated railway map of Alberta which each contains. The Library of the Alberta Legislature has a complete collection of the Alberta *Sessional Papers*, and sets are held in most large university libraries.

Railway statistics for the Dominion were recorded in the *Report* of the Dominion Minister of Railways, which was included in the first Canadian Government *Sessional Papers* issued in 1867, and annually thereafter. However, as opposed to those detailed in the Alberta records, Dominion statistics are reported, not for a calendar year, but for an annual period beginning July 1, and ending June 30. Another drawback is that all track segments, which frequently began and ended at obscure sidings ranged over the whole of the Dominion, were recorded without their provincial designators. Furthermore, it was often the case that a segment of track began in one province and ended in another. Therefore, every place name had to be checked to establish whether or not it was in Alberta. The official *Gazeteer* of Canada, which is published in several volumes, provides one method of ascertaining this information, but it is difficult to work with, because it locates each place or feature by longitude and latitude. If it is used in conjunction with nineteenth century gazeteers, railway maps, and current highway maps however, most sites can be located. A useful, but often frustrating feature of the *Reports* were the separate, annual statements of the Deputy Minister and the Chief Engineer. These are usually in the form of an essay, and run to thirty or forty pages. Consequently, they tend to present data in a random, untabulated form, but such information, when found is valuable because

specific dates and mileages are recorded. Another likely, although equally frustrating source of specific data are the items in the Deputy Minister's report relating to subsidies granted to railway companies. Usually, such items only contain information of a planned or projected route, but occasionally work is done specified. This information was not included after 1910. Dominion railway maps became an integral part of the *Reports* in 1890, but ceased to be so in 1902. Most railway volumes of the Canadian *Sessional Papers* are held in the Cameron Library at the University of Alberta. The Alberta Legislature Library has a complete set, as do large university collections in other provinces.

"Construction of Railways in Canada," by M.L. Bladen (University of Toronto Studies - History and Economics, *Contributions To Canadian Economics*, Part I, vol. v, 1932; Part 2, vol. vii, 1934) is a systematic and detailed review of railway track construction in Canada from 1836 to 1932. Of particular value are the bibliographical essay (Part 1, pp. 43-44) and the list of all railroads chartered by the federal and provincial governments to the latter date (Part 2, pp. 104-07). However, for a provincial study, it suffers from the same fault as the Dominion Government statistics, in that track segments often begin and end at obscure locations, and these are recorded without provincial designators.

A most useful document, a "Statement showing dates on which track was first laid" in the Western Region of the Canadian National Railways, is held by the Canadian National Railway Library, 935 LaGauchetiere Street, West, Montreal, Quebec. While this gives very precise information about dates tracks were laid, it suffers from the fact that the data are tabulated by an alphabetical arrangement of CNR subdivision, of which there are approximately one hundred and fifty. Moreover, all place names are given without provincial designators. A more serious defect is that the statistics refer to tracks in use in 1968 (the apparent date of issue of the document) and so no mention is made of trackage torn up or abandoned. Nor, where a line has been rerouted, is there any record of that which it replaced.

Volume II of George R. Stevens *Canadian National Railways* (Toronto: Clark Irwin, 1963) is useful for checking or confirming some data which are otherwise incomplete. But it cannot be used to generate basic information, because its tabular data are presented in a random and uncoordinated manner, and it is not much concerned with anything off the main lines. However, it does contain the only specific data the writer could find concerning the parallel tracks from Edmonton to the Yellowhead.

Preparing the map of the railways in Alberta, which, at first sight, looked to be a major task, was made comparatively easy, when the *Appendix to A Statutory History of the Steam and Electric Railways of Canada 1836-1937* was found in the Canadian National Railway Library. This useful document is a book of maps of all the railways in Canada, by region, and each railway is identified by the name under which its first charter was issued.

Other publications which were of use in completing this work are cited in the bibliography.

SOURCES OF INFORMATION FOR TABULAR RECORD

- A - Alberta. *Sessional Papers*.
- B - Canadian National Railways. "Western Region Data Sheet".
- C - Canada. *Sessional Papers*.
- D - G.R. Stevens. *Canadian National Railways*, Vol. II.

NAME UNDER WHICH CHARTER TO CONSTRUCT RAILWAY WAS ORIGINALLY GRANTED

- 1 - Alberta Central Railway
- 2 - Alberta and Great Waterways Railways
- 3 - Alberta Midland Railway
- 4 - Alberta Railway and Coal Company
- 5 - Calgary and Edmonton Railway
- 6 - Canadian Northern Railway
- 6 a - Canadian Northern Alberta Railway
- 7 - Canadian Northern Western Railway
- 8 - Canadian Pacific Railway
- 9 - Central Canada Railway
- 10 - Edmonton, Dunvegan and British Columbia Railway
- 11 - Edmonton and Slave Lake Railway
- 12 - Edmonton, Yukon and Pacific Railway Company
- 13 - Grand Trunk Pacific Railway
- 14 - Mountain Park Coal Company
- 15 - North Western Coal and Navigation Company
- 16 - St. Mary's River Railway Company

BIBLIOGRAPHY

- Alberta Provincial Legislature. *Sessional Papers*. Edmonton: King's Printer, 1913-1916.
- Bonar, James C. *Canadian Pacific Railway Company and its Contributions Towards the Early Development and to the Continued Progress of Canada*. No Publisher, 1950. 7 vols., Vol. 7.
- Canada. *Appendix to A Statutory History of the Steam and Electric Railways of Canada 1836-1937*. Ottawa: King's Printer, 1948.
- _____. *Gazetteer of Canada*. Ottawa: Queen's Printer, 1968. 11 vols.
- _____. *Sessional Papers*. Ottawa: Queen's Printer, 1880-1916.
- Canadian National Railways. "Statement showing dates on which track laid." No place, no date. (Held in CNR Library)
- _____. *Synoptical History of Organization, Capital Stock, Funded Debt and Other General Information*. Montreal: CNR, 1960.
- _____. *Tabulated History and Railway Mileage 1836-1925*. No place, no date. (Held in C.N.R. Library)
- Crosby, P.A. *Lovell's Gazetteer of British North America*. Montreal: John Lovell, 1873.
- Place Guide*. Winnipeg: Sanford Evans Services Limited, 1961. 7 vols.
- Stevens, G.R. *Canadian National Railways*. Toronto: Clark, Irwin and Company Limited, 1962. 2 vols.

**TABULATED STATEMENT SHOWING YEAR IN WHICH TRACK WAS LAID BY
RAILWAYS IN ALBERTA, FROM 1883 TO 1915**

See Annex for source of information	From	To	Miles of track	See Annex for name under which charter was originally granted
1883:				
C	Walsh	Kickinghorse Pass	316	8
1885:				
C	Dunmore	Lethbridge	109	15
1890:				
C	Calgary	Red Deer (mile 94)	94	5
C	Lethbridge	Coutts	65	4
1891:				
C	Calgary	Mile 50, South of Calgary	50	5
C	Red Deer	Edmonton	101	5
1892:				
C	Mile 50, South of Calgary	McLeod	57	5
1898:				
C	Lethbridge	Piegan	41	8
1899:				
C	Piegan	Crowsnest	54	8
1901:				
C	Edmonton (Terminal Juct.)	Mile 4	4	12
C	Stirling	Spring Coulee	30	16
1904:				
C	Spring Coulee	Cardiston	32	16
1905:				
C	Lacombe	Stetler	47	5
B	Lloydminster	Edmonton	164	6
C	Mile 4 (Edmonton)	Edmonton (E.Y.P. Station)	3	12
C	Wetaskwin	Daysland	47	5
1906:				
B	Edmonton	Morinville	22	11
1907:				
C	Daysland	Hardisty	44	5
D	Edmonton	Stoney Plain	20	12
1908:				
B	Butze	Irma	40	13
1909:				
C	Hardisty	Hayter (Alta/Sask border)	63	8
B	Irma	Chip. Lake	187	13
C	Kipp	Carmanguay	28	8
C	Lethbridge	McLeod (via Kipp)	32	8
C	Langdon	Acme	39	8
B	Tofield	Camrose (Barlee Junct.)	24	13
B	Vegreville	Ryley	22	3

1910:				
B	Alta/Sask border	Sibbald	5	6
B	Camrose	Heatburg	60	13
B	Chip. Lake	Entrance	103	13
B	Ferlow Junct.	Drumheller	121	3
B	Ryley	Camrose	25	3
C	Stetler	Castor	35	5
1911:				
B	Alix	Briggs	45	7
B	Bickerdike	Robb	32	13
C	Carmanguay	Alderside	56	8
C	Castor	Coronation	21	5
B	Drumheller	Rosebudd	23	3
B	Entrance	Yellowhead	66	13
B	Heatburg	Lousana	21	13
B	St. Albert	Bilby	22	6 a
C	Irricana	Standard	36	8
B	Morinville	Perryvale	56	11
B	Warden	Alix	21	7
1912:				
C	Bassano	Standard	35	8
B	Briggs	Otaway	46	7
D	Bilby	Wolf Creek	90	6 a
B	Edmonton (Terminal Junct.)	Camrose	48	3
A	Edmonton	Morinville	25	10
B	Lousana	Beiseker	61	13
B	Michichi	Munson Junct.	10	6
B	Perryvale	Athabaska	17	11
B	Rosebudd	Norkolk	46	3
B	Robb	Foothills/Mountain Park	56	13/14
B	Sibbald	Watts	90	6
1913:				
B	Beiseker	Calgary	36	13
A	Morinville	Smith	106	10
B	Norfolk	Calgary	14	3
B	Onoway	Sangudo	31	7
B	Otaway	Saunders	43	7
B	Watts	Michichi	26	6
D	Wolf Creek	Yellowhead	120	6 a
1914:				
C	Bassano	Empress	118	8
A	Carbondale	Boyle	75	2
C	Coronation	Compeer	67	5
C	Forth	Ullin	65	1
C	Gleichen	Shepherd	41	8
B	Saunders	Brazeau	17	7
A	Smith	Aggie	109	10
C	Stirling	Foremost	49	8
C	Suffield	Lomond	84	8
1915:				
A	Aggie	Rycroft	77	10
A	Byle	Ten miles South of Conklin	100	2
B	Camrose	Galahad	56	7
A	McLennan	Peace River	49	9
B	Sangudo	Robinsons	2	7



Rail Canada Decisions

by Douglas N. W. Smith

CHANGES ALONG THE ST. LAWRENCE

On March 9, 1989, the Agency authorized CN to abandon the 39 mile portion of the Sorel Subdivision between Sorel and St. Gregoire, Quebec. This line has one of the most complex corporate and financial histories of any in the country.

The first portion of the line to be built was the section from Sorel to Yamaska, a distance of 10 miles. This line was built as part of the main line of the Richelieu, Drummond & Arthabaska Railway (RD&A). Chartered in 1869, the company completed the portion of its line from Sorel to Drummondville in 1871. The RD&A was amalgamated with the South Eastern Counties Junction Railway in 1872 to form the South Eastern Railway (SER). CP acquired the SER in 1883.

In May 1882, the Great Eastern Railway (GER) was incorporated. The charter of the GER authorized the construction of a line from the Intercolonial at Levis to Dundee on the Canada-U.S. border via Montreal. At this time, the GTR had the only line connecting the Intercolonial to Montreal. The major advantage of the GER would be that its line would be 10 to 15 miles shorter than the GTR route and would be almost grade free compared to the heavy grades encountered on the GTR route. The promoters must have hoped make a quick profit by selling the GER to the government.

While the GER would be sold a number of times, it would be almost fifty years before it fell into the hands of the government. In 1887, five years after it received its charter, the GER completed a 6 miles line from a junction with the SER at Yamaska to the banks of the St. Francis River. Writing to the Secretary of the Montreal Board of Trade in August 1897, Mayor N. Gill of Pierreville stated that the GER had operated trains over this line for a few weeks before the elections of 1887. After the elections, all operations had ceased and, during the ensuing years, most of the rails and ties were torn up.

In 1887, the GER commenced construction from St. Gregoire, where a connection was made with the Grand Trunk branch line between Doucet's Landing and Victoriaville, to the Nicolet River. Rails were laid on this segment in 1889. Regular service did not commence as the GER succumbed to financial problems in 1890. Shortly thereafter the GER was siezed by its creditors.

The next stage in the development of the GER is linked to two railway companies: Montreal & Sorel Railway (M&S) and

the Atlantic & Lake Superior Railway (A&LS). The M&S was a hard luck property. Completed from St. Lambert to Armstrong, a point on the west bank of the Richelieu opposite Sorel, in 1882, it was first leased to the SER and later to the Grand Trunk (GTR). Neither the SER or the GTR were able to find any profit in the line. As the line ran along the south shore of the St. Lawrence, most shippers found it cheaper to use send out their goods and agricultural produce by steamboat. In fact during the five years under the GTR lease, the line was shut down for more than two years awaiting repairs. In 1889, the GTR washed its hands of the M&S. The lease was picked up by the GER. When the GER encountered financial difficulties in 1890, the M&S fell into the hands of a receiver. Three years later, it was acquired by the Tourville Syndicate to form a component of the their South Shore Railway.

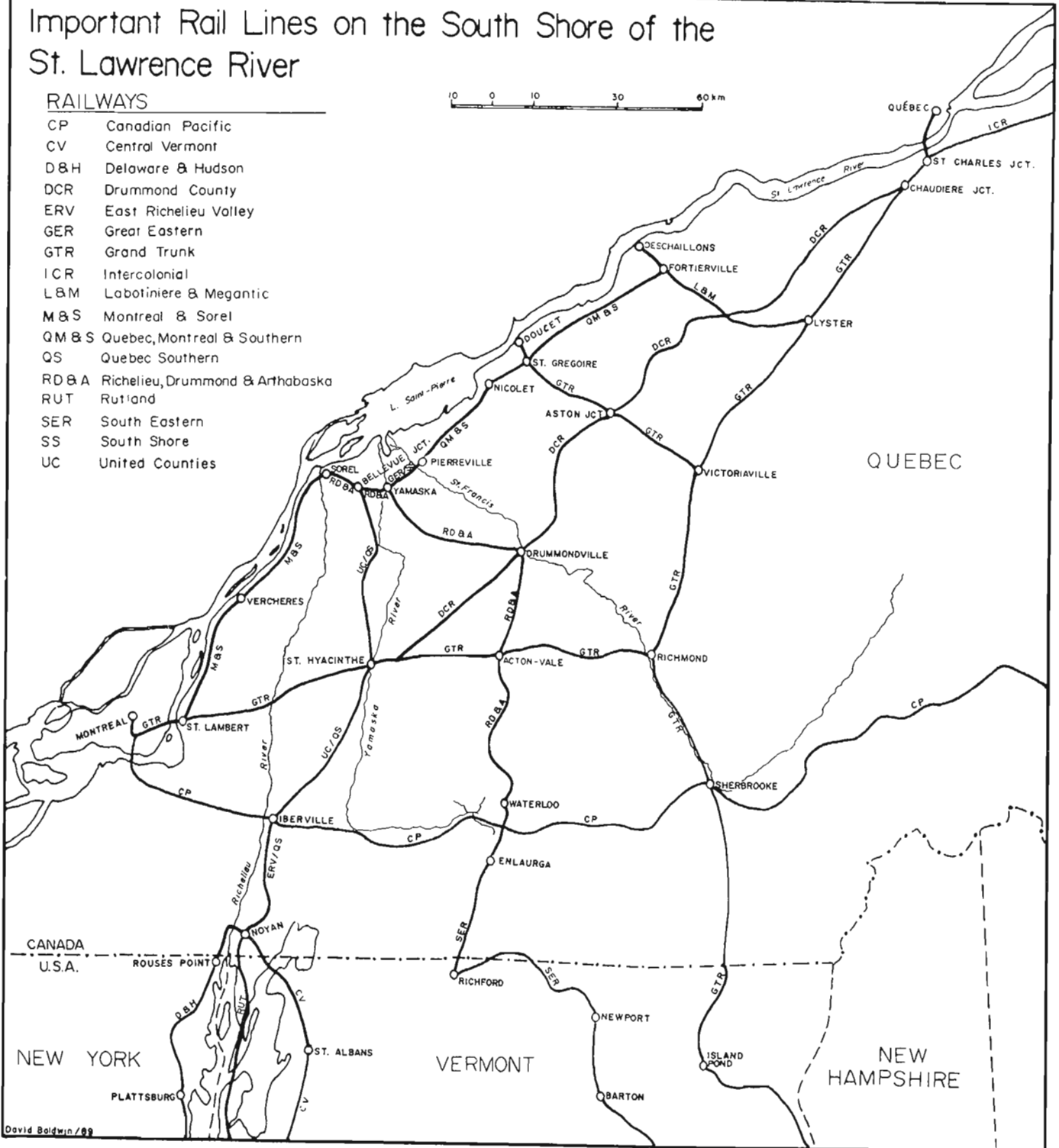
The South Shore Railway received a charter to build from Montreal to Levis in 1894. Between Sorel and Levis, it would have duplicated the route of the GER. In order to eliminate this possible competitor and to acquire the subsidies voted to the GER by the provincial and dominion governments, the Tourville Syndicate planned to acquire the GER. On May 5, 1894, the promoter of the GER, C.N. Armstrong signed a contract with the Tourville Syndicate to sell them the GER once its title was cleared. The Tourville Syndicate made arrangements with the GER's creditors, the principal one being railway contractor H.J. Beemer, to pay off the \$70,000 debts of the line.

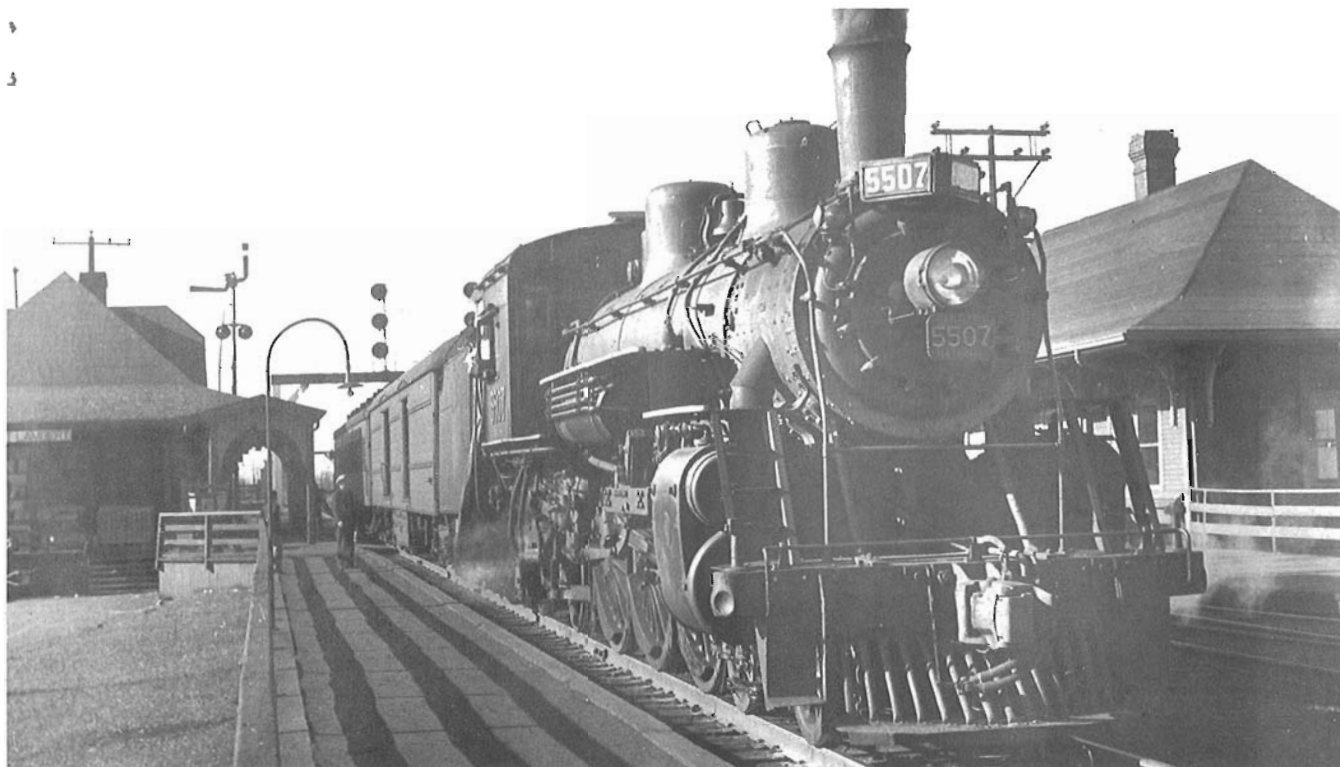
M.P. Georges Ball provided a very lucid and candid commentary on these dealings in a speech he gave in the House of Commons on May 15, 1901. During the course of his address he stated, "In 1894 the syndicate applied to the Quebec legislature for a charter to build a railway to be called the South Shore Railway, from a point near St. Lambert to Levis. As there was then a charter for a railway in the same direction, called the Great Eastern Railway, and work was done at Yamaska and Nicolet, I opposed that Bill. We came together: Mr. Tourville and Mr. Beauchemin representing the syndicate, Mr. Beemer [a railway contractor] and I representing the creditors of the Great Eastern Company, the members for Nicolet, the Hon Mr. Beaubien, then Minister of Agriculture and the Hon Mr. Nantel, Minister of Railways and Public Works. It was understood then that we should allow the syndicate to obtain the charter, and in consideration they were to purchase the Great Western at a cost of \$70,000 . . ."

Important Rail Lines on the South Shore of the St. Lawrence River

RAILWAYS

- CP Canadian Pacific
- CV Central Vermont
- D&H Delaware & Hudson
- DCR Drummond County
- ERV East Richelieu Valley
- GER Great Eastern
- GTR Grand Trunk
- ICR Intercolonial
- L&M Labotiniere & Megantic
- M&S Montreal & Sorel
- QM&S Quebec, Montreal & Southern
- QS Quebec Southern
- RD&A Richelieu, Drummond & Arthabaska
- RUT Rutland
- SER South Eastern
- SS South Shore
- UC United Counties





While the identification is not available, this photo probably is of the daily except Sunday passenger train which ran from Montreal to Victoriaville via Sorel and Nicolet. Ready to leave St. Lambert, Pacific 5507 heads up the two car consist of Train 138-140. In 1960, this passenger service was abandoned.

Credit: Paterson George Collection.

“Another condition was that Mr. Beemer and myself should become directors of that road [the South Shore]. We see in the preamble of the Act incorporating the South Shore Railway Company the names of the Hon Louis Tourville, Joel Leduc, J. M. Fortier and J.R. Wilson, of Montreal, H.J. Beemer, contractor of Montreal, H. Beauchemin, of Sorel, and Georges Ball, of Nicolet. At that time the Montreal & Sorel Railway . . . belonged to Messrs Tourville and Leduc, but they had not the title of sale.”

“They contrived to seize the road and have it sold so as to obtain a title to it. So when the bargain to which I have referred took place, we decided to have the Montreal & Sorel sold by auction as well as the Great Eastern Railway. Mr. Armstrong [the promotor of the Great Eastern] was to purchase the Great Eastern for the costs of the court and Mr. Tourville was to get the Montreal & Sorel for the costs of the court”.

The first part of the plan was executed according to the plan. Tourville bought the M&S for \$1,500. A few days later the Great Eastern came under the Sheriff’s hammer. A rival bidder showed up and forced Armstrong’s bid up to \$20,000. Armstrong threw the entire process into confusion as he did not have \$20,000 to get clear title. The Syndicate offered to pay the sum, but Armstrong refused their offer.

It is most likely that Armstrong never intended to part with the GER under the terms of his agreement with the Tourville Syndicate, but viewed this as a quick way to clear the title to the property. In April 1893, he had obtained a charter for the Atlantic & Lake Superior Railway which was to link Gaspe to Lake Huron. In 1894, he acquired control of the bankrupt Baie

des Chaleurs Railway between Matapedia and Caplan. He planned to acquire running rights over the Intercolonial from Matapedia to Diamond Junction, just west of Charny, where he would connect with the GER. The A&LS project started to unravel when it became known in the London money markets that the Dominion government refused to guarantee interest on the bonds to finance the construction. In 1896, Armstrong had practically completed the rehabilitation of the line between St. Gregoire and Nicolet when his funds dried up. It would require yet another three years to settle the fate of the GER. By this time, the Dominion government had acquired the Drummond County Railway to extend the ICR eastwards from Levis to Montreal.

As Mr. Armstrong never paid the court for the line, the courts ordered it to be sold in 1899. A director of the South Shore, Mr. Prefontaine, was the only bidder. He secured the GER for \$510. Prefontaine was sitting as a Member of Parliament. In 1899, he obtained from the Dominion government a \$3,200 per mile subsidy for the South Shore Railway from Sorel down to Lotbiniere as well as \$35,000 for the bridge at Sorel; \$50,000 for the bridge at Yamaska; \$50,000 for the bridge over the St. Francis, and \$15,000 for the Nicolet bridge.

In 1891, floods washed out the CP bridge over the Yamaska River. This led to CP’s abandonment of the former RD&A line between Drummondville and St. Robert Junction. This action completely isolated the GER line from Yamaska to the St. Francis River. CP’s decision to abandon its trackage through Yamaska could well have precipitated the lifting of the rails from the GER line between Yamaska and the St. Francis River.

CP's abandonment of the Drummondville-St. Robert section of the old RD&A line left the 5 mile segment between St. Robert Junction and Sorel disconnected from the rest of the CP system. This section was retained for the use of the United Counties Railway (UC). When the UC began service to Sorel in 1894, its line stretched from Oberville to St. Robert Junction. The UC extended its operations southwards from Iberville to Noyan in 1898 when it inaugurated service over the just-completed East Richelieu Valley Railway (ERV). The two railways were amalgamated to form the Quebec Southern Railway in 1900.

In 1896, the South Shore completed its bridge over the Richelieu River at Sorel and laid 2½ miles of track necessary to effect a connection with the UC. While construction subsidies for the South Shore were only approved in 1899 by the Dominion government, payment was made retroactively for this work. In 1900, the South Shore completed its line from Sorel to the west bank of the St. Francis River. While it is unclear from the available documentation, it is probable that the South Shore took over the short stub CP trackage between Sorel and St. Robert Junction (which was renamed Bellevue Junction) and laid the rest of the line on the old alignment of the RD&A.

This activity was due to an infusion of capital from a new quarter. In 1901, it was publicly announced that the South Shore and QS had come within the sphere of the New York Central. At this time, the New York Central (NYC) had a controlling interest in the Rutland Railroad. With the blessings of the NYC, the Rutland planned to inaugurate through Montreal-New York and Montreal-Boston services. In order to do so, it built a new line northwards from Burlington, Vermont to Noyan, Quebec. As the Vanderbilt and CP interests were working together to compete with the GTR, CP provided the Rutland with running rights into its terminal facilities in Montreal. The QS attracted the attention of the Rutland as it provided a ready-made link between the Rutland at Noyan and CP at Iberville. Once it had acquired control of the QS, the Rutland began to operate a through Sorel-Boston coach and St. Hyacinthe-Boston sleeping car on its Montreal-Boston overnight train.

Profitability, however, continued to elude the property. Reflecting the sparseness of on-line traffic, train service was confined to a pair of daily except Sunday mixed trains. For the 12 month period ending, June 30, 1901, the South Shore had cleared only \$18,800 more than its operating expenses. Given this poor financial position, the Rutland allowed the South Shore and QS to enter receivership in 1904.

During the reorganization, the South Shore and the QS merged to form the Quebec, Montreal & Southern Railway (QM&S). Ownership of the QM&S was acquired by the Delaware & Hudson Railway (D&H) in 1905. By using the Grand Trunk trackage and bridge over the Richelieu River, the D&H made a connection between the QM&S at Noyan Junction and its tracks at Rouses Point, New York. The D&H acquired the QM&S to Charny to form a through route for pulp wood shipments from Northern Quebec to paper mills located along the line of the D&H in New York State. To bring these plans to fruition, the D&H planned to extend the QM&S to Charny where it would have access to the Quebec Bridge, then under construction.

In 1906, the D&H signed \$2 million in contracts to complete the 15 mile missing section between the St. Francis and Nicolet Rivers and to build 27 miles eastwards from St. Gregoire to Fortierville. Once this work was completed, there would be only a 40 mile section left to build. The QM&S, however, never did reach Charny. In August 1907, the Quebec Bridge collapsed. Ten years would elapse before the structure was completed. During this hiatus, the D&H reassessed the project and decided to shelve the plans for the extension.

In 1929, local MP's pushed through a bill in the House of Commons to have CN take over the QM&S. The sustained financial losses by the QM&S were making the D&H restive. By incorporating the QM&S into CN, the MP's were hoping that political considerations would keep the line open. Thus even though it was a proven money loser, CN was forced to take the line over. The government's rationale for that take over was to avoid double tracking the Montreal-Charny line via Drummondville which at this time was the third busiest on the CN system. By extending the QM&S line twenty miles eastwards from Fortierville, CN would have a new main line with only a 0.4% grade. The maximum grade on the Drummondville line was 1%. When questioned by members of the opposition, the Honourable C.H. Dunning, Minister of Railways stated he had no information on the earnings of the QM&S. Quite a surprising statement as the government spent \$6 million to purchase the line.

The onslaught of the depression put a quick end to any plans to upgrade the QM&S. Amongst the first lines ever abandoned by CN were large segments of the QM&S. The trackage between Noyan and St. Hyacinthe was abandoned in 1931 and that between St. Gregoire and Fortierville in 1934.

A fire destroyed a portion of the Pierreville bridge in 1976. From that time, CN ceased to provide train service from a point just east of Sorel [Mile 47.16] to Nicolet. CN made arrangements with shippers located along the shut down portions of the line to move their commodities by truck to the nearest railhead with CN compensating them for any increases in their costs. The remaining segments in 1987 generated 1,847 carloads. The largest shipper on the portion of the line that CN applied to abandon is Sorel Elevators located at Tracy.

Based upon the evidence provided by shippers, the Agency concluded that the eastern and western ends of the Sorel-St. Gregoire line could become profitable with the levels of traffic projected by shippers. Accordingly, the Agency ruled that CN had to retain the 1.7 mile section of line between Tracy and Sorel and the 7.2 miles of line between Nicolet and St. Gregoire as well as the 0.3 mile Becancoeur Spur at St. Gregoire. The 30 miles of trackage between Sorel and Nicolet were authorized for abandonment.

SHORT TURNS

On March 3, 1989, the Agency authorized CP to abandon two lines which cross the New Brunswick-Maine border. Authority was given to abandon the 5 mile portion of the Aroostock Subdivision between Aroostock and the border and the 5 mile portion of the Houlton Subdivision between Debec Junction and the border. In a future issue of "Canadian Rail", the history of these two lines will be considered.



In the days before Penn Central, the Canada Southern was a major line involved in the movement of freight and passengers between the American Northeast and Midwest. Built with the backing of the Vanderbilt family, the Canada Southern Railway was to be an integral part of their New York Central system. Operations of the Canada Southern was entrusted to another NYC controlled line, Michigan Central Railroad, for many years. In this circa 1915 view, a Pacific leads a 9 car MCR train across the impressive viaduct over Kettle Creek on the outskirts of St. Thomas, Ontario.

*Credit: Merrilees Collection,
National Archives of Canada/
PA-166758.*

CP's application to abandon the 7 miles north of Temiscaming, Quebec was approved by the Agency on March 30, 1989. This part of the line was built by the Interprovincial and James Bay Railway in 1912-1913. In 1987, the line handled a total of 34 carloads and experienced a loss of \$148,000.

As part of its decision regarding the Sorel Subdivision, the Agency ruled on CN's application to abandon the Desormeaux Spur which currently extends 0.3 miles northwards from St. Gregoire. The line was completed by the Grand Trunk in December 1864. Originally it extended from Victoriaville through St. Gregoire to Doucet's Landing a point on the banks of the St. Lawrence River opposite Trois-Rivières. CN abandoned almost all of the track north of St. Gregoire after 1960. The Agency decision of March 9, 1989 authorized the removal of the spur. The section between St. Gregoire and Acton Junction remains in service.

Included in this issue is a retrospective article on the history of the Nakusp & Slocan Railway and the role it played in the development of the CP rail lines and steamboat system in the Kootenays in the 1890's. The motivation for this article was the December 1988 decision by the Agency to permit CP to abandon the last extant section of the Nakusp & Slocan.

CLARIFICATION: CONRAIL IN SOUTHERN ONTARIO

I would like to thank John Godfrey for bringing to my attention the contradictory statements concerning Conrail's ownership of the former Canada Southern line which occurred in this section in the November-December 1988 issue. While Conrail had acquired the Canada Southern from Penn Central it never received more than temporary permission to provide service over the line nor was its ownership ever officially sanctioned.

When the Consolidated Rail Corporation came into being in 1976, it notified the Canadian Transport Commission (CTC) of its intention to acquire the following Canadian properties from the trustees of the Penn Central:

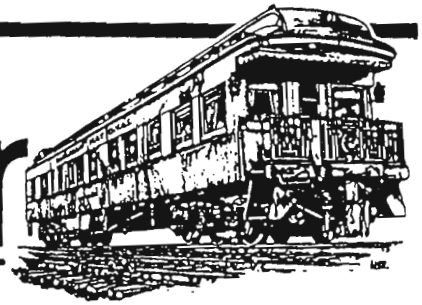
1. the St. Lawrence & Adirondack Railway,
2. the Canada Southern Railway,
3. the Detroit River Tunnel Company, and
4. the Niagara River Bridge Company.

After a lengthy investigation of the matter, the CTC declined to make a final decision on whether to allow Conrail to acquire these lines. Conrail was given temporary authorization to operate the lines. In an interim decision dated March 14, 1980, the CTC stated, "Conrail still has a considerable distance to go to persuade us that the proposed acquisition would not be prejudicial to the public interest". Further clarification of the CTC's position was shown in the interim decision dated August 13, 1981: "We are firmly convinced that the time has now come for Conrail to make a realistic assessment of its obligations, and operate the Canadian properties itself or produce an entity that will do so . . ."

The CTC's concerns centred upon Conrail's performance with regard to train service, car supply and treatment of Canadian employees. Following its take over of the Penn Central properties, Conrail had diverted much of the freight traffic moving between the east coast and midwestern United States from the Canada Southern to its lines in the United States. As a result of this step, train service over the Canada Southern had been slashed which resulted in shipper complaints about infrequent service and the dismissal of many Canadian employees.

In April 1983, Conrail entered into a contract for the sale of all the Canadian properties excepting the St. Lawrence & Adirondack Railway to CN and CP. In December 1984, the CTC found that the sale of these properties to CN and CP would be in the public interest and authorized the transaction.

The business car



RAILWAY SOCIETY ARGUES FOR LRT BY 1994

by Bill Cleverly

VIA RAIL CUTS COMING

The 1989 Federal budget, leaked on April 26 and officially announced on April 27, confirmed what had long been expected; the federal subsidies to VIA Rail are being cut by approximately \$100 million per year until 1994. Thus the subsidy level of about \$641 million paid in 1988 will be reduced to \$541 in 1989 and to about \$250 million by the fiscal year 1993 – 1994. Subsequently, on May 3, Denis de Belleval, the President of VIA, resigned (or was fired, depending on your point of view) and was replaced by Ronald Lawless, the President of Canadian National. In some ways, the appointment of Mr. Lawless will be a positive step since his record in turning CN into a profitable corporation is an impressive one. The fact remains, however, that the vastly reduced subsidy must undoubtedly mean the reduction and elimination of many trains. One opinion has it that the \$250 million per year will be only enough to maintain the nine routes (in northern areas where no other transportation is available) that the government is committed to maintain. This may well be so unless the complete picture of VIA finances is studied and modified to eliminate the many inefficiencies in spending that now exist. It will be far better to look into ways of securing the best value for each dollar spent, as well as new sources of income for VIA. An example of the latter is the contract to carry the mail, such as is done on Amtrak in the U.S.A. A more flexible fare structure, in which fares are raised on routes that are usually sold out, would certainly be in order, as would the selling of some routes to Provincial governments or private operators. It is hoped that service reductions and train discontinuances will be used only as the last resort after all other means of cost reduction have been exhausted.

The position of the government is that \$641 million per year is too much to pay for a service that is under-used. No mention is, of course, made of the costs of airports, nor the vast highway subsidy paid by all levels of government. Undoubtedly \$641 million IS too much, but it is hoped that service cuts will be kept to a minimum. The proposed plan of action is to be announced in June, and it is very likely that trains will be discontinued starting in September. CRHA members would be advised to write their members of Parliament giving constructive suggestions for preserving as much of VIA as can be done under the circumstances.

The Greater Victoria Electric Railway Society would like to see light rapid transit (LRT) brought to Victoria and thinks the 1994 Commonwealth Games would be a good time to launch a system's start.

The society last month formed a committee to study LRT and hopes to have a preliminary proposal to the Commonwealth Games Committee sometime in January, president Bill MacDonald said Wednesday.

"We've got to do something," MacDonald said. "We can't keep relying on the automobile to transport people in an ineffective way. Eventually we're going to have to look at some sort of light rail . . . Our highways are clogged now and we need to concern ourselves environmentally a lot more than what we have in the past.

"I think eventually it is going to come. It is just a matter of when."

No routes have been identified yet and cost estimates will not be ready for the January proposal, MacDonald said.

"We hope to make some sort of contact to see what the Commonwealth Games Committee has in mind for improved transportation with the coming of the Games."

MacDonald said possible routes could be out to Swartz Bay and to Langford and beyond.

Use of the Esquimalt and Nanaimo Railway line should also be considered, he said.

"That could be updated to LRT as well . . . We've talked about this at our meetings. This kind of thing could be extended all the way up to Shawnigan Lake and right through to Duncan."

He noted that when the games were held in Edmonton, that city launched light rapid transit.

"It's become very popular and it is a very well-used system."

Sources: Times-Colonist
Friday, December 23, 1988.

CN, CP TEST REMOTE SYSTEM THAT QUICKLY STOPS TRAINS

Ottawa (CP) — CN Rail and CP Rail are developing computer-operated systems for monitoring the movement of freight trains that could bring a 100-car train to a halt with the push of a button.

The system is called advanced train control and both railways are testing versions of it.

It will become the main tool of train dispatchers who co-ordinate the movement of trains over hundreds of kilometres of track.

A version still under development would enable dispatchers to push a button on their computer to tell a computer on the train's locomotive to put on the brakes.

Development of the systems got a big boost from the judicial report into the 1986 crash of a CN freight train and a Via passenger train at Hinton, Alta., that killed 26 people.

The report said the accident might have been prevented if automatic train controls had been available. The system would have sensed the CN train was speeding and ignoring signals to stop and warned the dispatcher.

He could have told the CN crew by radio to stop and warned the oncoming Via train.

Trains now are controlled either by signal lights that work like city traffic lights or under orders usually sent by radio from the dispatcher to the locomotive engineer. The government set up a \$14.8-million program to help pay some of the development costs of the new systems, which federal officials believe represent a \$500-million market for Canadian companies.

CN official Roger Cameron says the railway and three companies it is working with to develop the control system are setting up a \$14-million pilot project on part of the line between Jasper, Alta., and Prince George, B.C.

Ottawa will contribute \$4.1 million towards the projects which is supposed to be in operation by the end of next year.

It will involve direct data communication between the locomotive and the dispatcher, replacing the conventional radio link.

CP Rail official James Forbes said his company has computerized the train dispatch operations on the 80 per cent of its lines that aren't controlled by signal lights. The computer keeps track of all trains and helps co-ordinate their movements to prevent accidents.

The system involves a series of sensors under and alongside tracks that can detect oncoming trains and determine their speed. The information is fed to the dispatcher's computer which determines whether the train is travelling at the correct speed.

ONTARIANS PRESS FOR HIGH-SPEED TRAIN

Hamilton (CP) — Jan van den Anandel's answer to traffic jams and train tie-ups is a multibillion-dollar, high-speed commuter service. But first he has to convince a provincial government whose priority is roads, not railways.

Van den Anandel's proposed service, arriving and departing every 30 minutes between Toronto and Kitchener, Ont., would incorporate the latest European technology in a 150-kilometre-an-hour electric train.

The semi-retired engineer says it's the ultimate people-mover in Canada's ultimate people place — southern Ontario. But he and other members of the Think Rail Group fear it won't materialize if the Ontario government doesn't change its focus.

"Everybody talks about choked roads these days," said van den Anandel. "Everybody knows what a chaotic mess it is, that we have air pollution and congestion."

Premier David Peterson indicated last week there will be more money in his government's April budget for transit systems to allow people to live outside Toronto and commute.

The proposal is being considered by the Ontario Ministry of Transportation, says official Norm Mealing.

"It's a fairly substantial document and it requires a lot of analysis," Mealing said.

The plan's first phase would cost \$3.35 billion over 10 years to finance a new rail network around what is known as the Golden Horseshoe, with connections to Kitchener-Waterloo, Guelph, Oshawa, Niagara Falls and London.

The second phase would extend service to places like Cambridge, Stratford and Barrie. The rail Service would replace all existing passenger trains.

Source: The Montreal Gazette, Monday Feb. 20, 1989.

FUTURE OF WAKEFIELD STEAM TRAIN CLOUDED BY WORRIES OVER FUNDING

by Anne Tolson

A promoter of the Wakefield steam train project says Quebec may be backtracking on its promise to help fund the defunct rail line.

John Trent, president of the Hull-La Pêche Tourist Development Council, said Tuesday it was never his understanding that provincial financing for the project could be dependent upon federal funds.

Quebec Tourism Minister Michel Gratton said Monday at a press conference the province won't foot the bill for the whole project if the federal government decides not to pay half its \$2.8-million cost.

The money is needed to revive a 27-kilometre stretch of the rail line between Wakefield and Hull. CP closed the money-losing line in 1986.

"The Quebec government cannot go ahead alone with the \$2.8 million," Marc Toupin, Gratton's spokesman, said Tuesday. "The federal government has to do its share."

Toupin said it's impossible to say whether the province will still fork out \$1.4 million if the federal government doesn't pay its share.

Source: The Ottawa Citizen, Thursday, April 27, 1989.

BACK COVER:

On June 2, 1889 the first through train ran from Montreal to Saint John by the new "Short Line" across northern Maine. This photo was taken exactly ninety-six years later, on June 2, 1985 as VIA No. 12, the "Atlantic" stops at Vanceboro Maine just before crossing the border back into Canada. This was only one day after the "Atlantic" service was resumed following the 1981 cuts.

Photo by Fred Angus.

Canadian Rail

P.O. Box 148 St. Constant, Qué.,
J5A 2G2

Postmaster: if undelivered within
10 days return to sender, postage guaranteed.

