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FRONT COVER:

On January 15, 1990, as part of the discontinuances ordered by the government, VIA reduced the frequency on the Toronto-Niagara Falls line from three to two trains per day. On a suitably bleak January 13th, Train 640 passes through Bayview Junction en-route to Toronto on its next to last trip.

Photo: Douglas N. W. Smith.

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.

The Railway Scandal that Toppled a Government

by Ena Schneider

The Alberta and Great Waterways Railway was the most colorful of the railways built in Alberta. Its building caused a controversy that led to the resignation of Alberta's first premier, Alexander C. Rutherford, and several cabinet ministers, a rift in the Liberal party in Alberta and a disillusioned public.

The beginnings of this railway went back to 1905, the year Alberta became a province. It began as another of James Kennedy Cornwall's schemes to develop the northern Alberta.¹ Along with several others, Cornwall obtained a charter from the Dominion government to build a railway. "The Athabasca Railway Company" was to run from Edmonton to near Fort McMurray.²

Cornwall was the only incorporator with any substantial interest in the railway. He planned to link up rails with a new steamboat transportation enterprise he was embarking on. A railroad was needed to circumvent the boiling rapids between Athabasca Landing and Fort McMurray. Cornwall had been one of the first white men to shoot Grand Rapids, the most dangerous of the rapids.

Jim Cornwall was in his mid-thirties when the railway charter was acquired, along with provisions for a right-of-way.³ He had already been a sailor, mail carrier, railway construction worker, trapper, fur trader, and riverman, as well as an entrepreneur in many fields that affected the northwest. Known as "Peace River Jim", few white men knew the north like he did.

A man of action, Cornwall did nothing in half measures and so it was with the railway. This silver tongued orator tried to interest everyone he met in the project, from politicians⁴ to newspapermen. He was unsuccessful in obtaining financial support from the federal and provincial governments.⁵ His close friendship with Charles W. Cross, the attorney general, and lobbying of Alberta cabinet members was to no avail.⁶

By October 1906, Cornwall despaired of obtaining guarantees for his railway. Hoping to salvage the charter, he gave an option to Faulkner & Emerson of Winnipeg,⁷ for \$2,500. The option was taken up by the formation of The Athabasca Syndicate. The

syndicate consisted of eight members holding 125 shares, of which Cornwall received 25 fully paid up shares. Among the syndicate members was J. Woodman, a civil engineer from Winnipeg, and Alfred Hawes of Toronto, who was a member of the London Stock Exchange.⁸

Cornwall was the only member of the syndicate who lived in Alberta or had any intimate knowledge of the type of country to be traversed. Using information obtained from Cornwall, and his own experience as a Canadian Pacific Railway engineer, Woodman prepared cost estimates.⁹ He estimated it would cost \$13,700 per mile to build the railway line to Lac La Biche, and \$1,000 more per mile beyond there.

Towards the end of 1906, the members of the syndicate commenced negotiations with the Government of Alberta. The following year, the syndicate sent Alfred Hawes to England to seek financing for the enterprise. On 18 October 1907 the members of the syndicate informed the government they could arrange financing for the road if the government would guarantee its bonds for \$13,000 a mile. William H. Cushing, minister of Public Works, said the government was not interested.

At the beginning of 1908 Alfred D. Bowen entered the picture. He was an agent for William Rockwell Clarke, and his brother Bertrand Rockwell Clarke, bankers from Kansas City, Missouri, U.S.A.¹⁰ Bowen approached Cornwall with a view to acquiring the railway charter. Cornwall directed him to the syndicate's lawyer, George Minty,¹¹ of Tupper, Galt, Tupper, Minty & McTavish in Winnipeg. Bowen obtained an option, dated 5 June 1908, from the members of the syndicate for the purchase of all their rights under the Athabasca Railway Co. charter.

Soon after, William Clarke came to Edmonton to negotiate with the government. At the same time he made a separate arrangement with Cornwall. If his railway enterprise succeeded, Clarke would pay \$25,000 for a controlling interest in Cornwall's new steamship enterprise,¹² and Cornwall would release his interest in the railway. (Cornwall received \$14,500 of the amount).

¹ *Canadian Annual Review of Public Affairs*, 1910

² *Statutes of Dominion of Canada*, 4-5 Edward VII, 1905; Chapter 58

³ Alberta Recreation and Parks, *A History of Lesser Slave Lake*

⁴ *Edmonton Bulletin*, 15 April 1910

⁵ John W. Chalmers et al, *The Land of Peter Pond*, Occasional Publication Number 12, (Edmonton: Boreal Institute for Northern Studies, 1974), P. 78

⁶ Cross and Cornwall had interests in the Edmonton Iron Works Ltd.

⁷ *Edmonton Bulletin*, 28 April 1910

⁸ *Edmonton Bulletin*, 9 May 1910

⁹ *Edmonton Bulletin*, 27 April 1910

¹⁰ *Edmonton Bulletin*, 30 September 1909

¹¹ *Edmonton Bulletin*, 15 April 1910

¹² *Edmonton Bulletin*, 15 April 1910

As a precaution the government investigated the financial stability of the Clarke brothers.¹³ Since they were both vice presidents of The United States Trust Co. their credentials seemed irreproachable.¹⁴ The trust company had been established in 1888 by their father William Bingham Clarke, a Kansas City financier with an excellent reputation. Besides his involvement in a number of banks, the elder Clarke's interests had included the salt industry, mining and railroad building. Besides, William was a graduate of Yale University and Bertrand a graduate of William College.

Once negotiations with the Alberta government were progressing satisfactorily William Clarke looked for a chief engineer. He approached a friend of the family, someone he could trust. Dr. John A. L. Waddell, a consulting engineer, who was a partner in Waddell & Harrington of Kansas City, accepted Clarke's offer. Waddell's services did not come at bargain prices. The first year he operated on a per diem fee of fifty dollars and expenses. From 1 October 1909, his salary was \$25,000 a year, plus a bonus of \$75,000 for advisory services, an exorbitant amount for those times.

John Waddell was no stranger to Canada. He was Canadian by birth¹⁵ and one of three brothers who were civil engineers. He was also financially independent. He was an innovative engineer and a prolific writer of articles and books, who relished being in the limelight.¹⁶ He was a widely acclaimed expert in the U. S. on bridge structures.¹⁷ A good deal of his work had been done on railway bridges,¹⁸ and he had been chief engineer on several railway projects.¹⁹ His overseas work occasionally brought him decorations and he liked to wear the medals when posing for formal photographs. Waddell came to the A. & G.W. with impeccable credentials, and left with a blot on an otherwise distinguished career.

William Clarke entrusted the Athabasca Syndicate's engineer, Woodman, with making arrangements for a reconnaissance survey over the proposed route of the railway. Shortly afterwards Woodman hired Cecil Goddard as assistant chief engineer. Woodward knew Goddard was an engineer of some experience in the area of railway surveys and a man of integrity. He had a total of twelve years experience as assistant engineer on the Canadian Pacific and Grand Trunk Pacific railways.²⁰

Goddard received detailed instructions from Dr. Waddell on what was required in the preliminary survey. Waddell stressed that Goddard was to keep a low profile and none of the information secured was to reach the pages of the press. Goddard was left with no illusions as to what was expected of him when George Minty, who was now lawyer for the railway, told him of further instructions he had received by letter from

Clarke. "Before Mr. Goddard starts I would like you and Mr. Woodman to impress upon him the necessity of securing for us an absolutely conservative report. We want to know from the beginning because it will be suicidal if we deceive ourselves, and I do not want any suggestions he may receive later to change this order, or to betray him into giving us too rosy a story. We want plain, hard, unbiased facts".²¹

By August 1908 Cecil Goddard was doing what he loved best, travelling north in unknown territory by pack horse.²² The thrill of discovery buoyed his spirits as the survey crew proceeded towards Lac La Biche. On arrival at the lake he headed for the Hudson's Bay fort at the southeast end of the lake, then continued on towards Fort McMurray. North of Lac La Biche the terrain was uncleared, making the going tough even for young men.

Meanwhile, Waddell had hired a second engineer to do an independent reconnaissance survey. He had known J.M. Phillips for many years. He was about 45 years of age and also came from Kansas. Phillips went north via the east end of Lac La Biche. He met Goddard, who was on his way back. Phillips came back by the west end of Lac La Biche via Plamondon. Eventually plans were made for the railway to run 15 miles west of Lac La Biche.²³

Goddard had a high regard for William Clarke and John Waddell. Clarke's instructions were that it was to be a first class road – a road that would bear the strictest investigation and criticism. Soon after his return from his trip Goddard came to the conclusion that Dr. Waddell was willing to settle for an inferior road. At that time Waddell drafted a report on the information given to him by Goddard and used his own figures in certain places. Goddard refused to sign it. When Waddell had made several alterations he agreed to sign when assured it would not commit him. To Goddard's surprise this report later appeared on government files.²⁴

Waddell prepared an estimate for Clarke, dated 3 October 1908, in which he projected the cost of the road at \$27,000 per mile. On 13 November Phillips made a short report to Waddell, in which he estimated the cost of the road, exclusive of equipment and financing at \$28,000 per mile for a line east of Lac La Biche and \$25,500 per mile for one west of Lac La Biche.

By February 1909 William Clarke had abandoned the Dominion charter in favor of one granted by the Province of Alberta and changed the name of the railway to the Alberta and Great Waterways Railway.²⁵ The principals were William and Bertrand Clarke and William Bain. Bain, a Winnipeg accountant and brother-in-law of Minty, was a director in name only.²⁶

¹³ *Edmonton Bulletin*, 26 February 1910

¹⁴ Records of The State Historical Society of Missouri

¹⁵ *Men of Affairs in Greater Kansas City 1912*, (Kansas City, Mo: Gate City Press, 1912), P. 116

¹⁶ Joint Collection, University of Missouri, Western Historical Manuscript Collection

¹⁷ *The State Historical Society of Missouri*, "Centennial History of Missouri", P. 280-285

¹⁸ *ENR News of the Week*, 10 March 1938

¹⁹ *The State Historical Society of Missouri*, "Centennial History of Missouri", P. 280-285

²⁰ *Provincial Archives of Alberta*, Acc. 74.1, "Evidence taken by Royal Commission on Alberta and Great Waterways Railway Company", P. 2934

²¹ *Provincial Archives of Alberta*, Acc. No. 74.1/322, "Evidence taken by Royal Commission re Alberta and Great Waterways Railway Company"

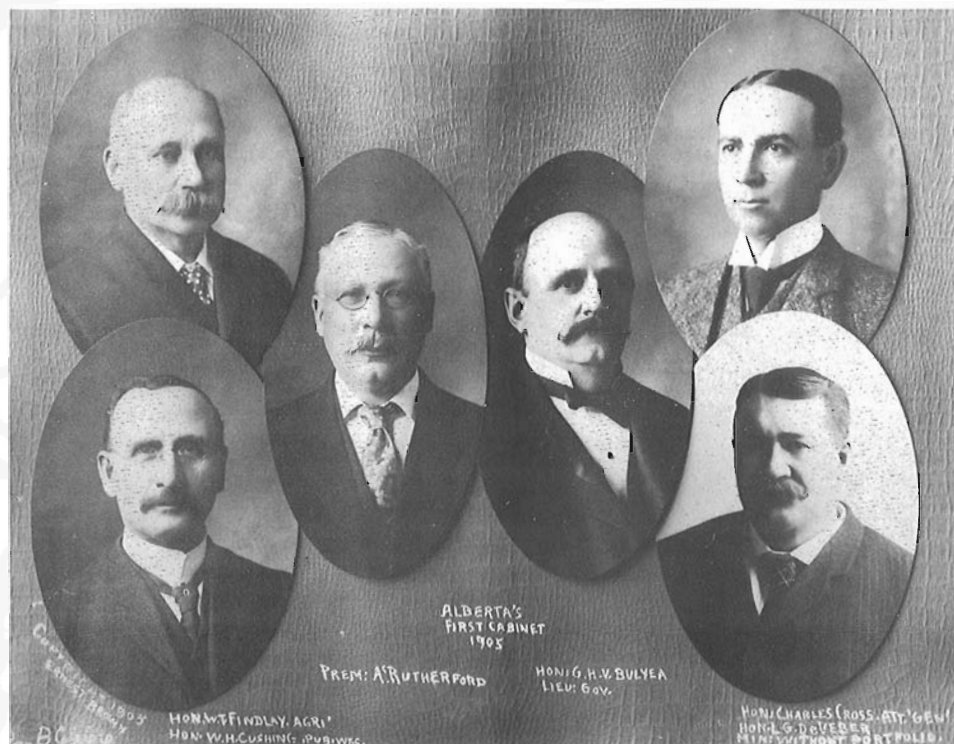
²² *Edmonton Bulletin*, 15 April 1910

²³ *Edmonton Bulletin*, 22 and 25 February 1910

²⁴ *Provincial Archives of Alberta*, Acc. 74.1/322, Testimony at Royal Commission 1910

²⁵ *Statutes of Alberta*, 9 Edward VII, 1909, Chapter 46

²⁶ *Edmonton Bulletin*, 28 April 1910



Alberta's First Cabinet 1905:

Hon. G. H. V. Bulyea, Lieutenant-Governor, Hon. A. C. Rutherford, Premier of Alberta, Hon. W. T. Findlay, Minister of Agriculture, Hon. W. H. Cushing, Minister of Public Works, Hon. C. W. Cross, Attorney General, Hon. L. G. DeVeber, Minister without Portfolio.

Photo: Provincial Archives of Alberta, Ernest Brown Collection. B6666.

At the same time the government guaranteed the railway's bonds to the amount of \$20,000 per mile for an estimated distance of 350 miles, plus \$400,000 for the setting up of a terminal at Edmonton.²⁷ This was music to the ears of Waddell who believed the railway could be built for \$17,000 a mile without a contractor. The government retained an option to purchase the entire undertaking at any time. The railway legislation was pushed through on the last day of the session, along with an amendment to the Railway Act transferring the control of railways to Premier Rutherford from the minister of Public Works.

Clarke, a complete stranger and an American, must have been a promotor with excellent powers of persuasion. He had succeeded where Cornwall and the Athabasca Syndicate with its large complement of Canadians, had failed. He also obtained concessions vastly in excess of what had been asked for by the syndicate. Now Clarke set about selling the railway bonds and forming a construction company.

Meanwhile, office space recently vacated by a branch of the Bank of Hamilton was leased at 21 Jasper Avenue West.²⁸ Clarke set about staffing the office. Waddell had known Edwin Alfred James for years and recommended him to Clarke. Clarke persuaded James to come out of retirement to take the position of general manager in April 1909,²⁹ at a salary of \$12,000 a year.³⁰ James had no misgivings about joining the railway because he had gone to Kansas City and "found Clark was President of four banks and Vice President of the U.S. Trust Company and everyone spoke highly of him". In later years this period with the A. & G. W. was one James preferred to forget.³¹

James knew something about railroading alright. This Englishman seemed a natural for the job. He had moved up through the ranks. He had grown up with Attorney General Charles Cross in Madoc, Ontario, and joined the Grand Trunk there as a telegraph operator.³² He was superintendent of transportation in 1902 when the Canadian Northern enticed him away to the post of general superintendent.³³ Three years later

²⁷ *Statutes of Alberta*, 9 Edward VII, 1909, Chapter 16

²⁸ *The Northern News, Athabasca*, 14 October 1909

²⁹ *Manitoba Legislature Scrapbook*, 30 April 1909

³⁰ *Edmonton Bulletin*, 20 April 1910

³¹ *Who's Who*, 1911 and 1912

³² *Winnipeg Free Press*, 27 October 1902

³³ *Winnipeg Free Press*, 21 January 1904



J.K. "Jim" Cornwall on the banks of the Athabasca River, c. 1907-1914.

Photo: Provincial Archives of Alberta. A1424.

he became general manager, but ill health prompted early retirement in 1907.³⁴ He was still middle-aged and the post with the A. & G. W. was a challenge he could not resist tackling.

In July 1909, James introduced railway builder John Duncan McArthur to William Clarke. After some discussion about the railway, Clarke suggested to the Winnipeg businessman that the road could be built for \$17,000 per mile, completely ready for operation. Knowing McArthur was a wealthy man, Clarke attempted to persuade him to put up \$1 million of his own money to start a construction company in which he would get a half interest and his money back later. Clarke intended to have a half interest in it and in this way reimburse himself the \$450,000 he had spent so far on expenses.³⁵

At their last meeting in October 1909 McArthur told Clarke, "No deal". McArthur was candid about his reasons, "He (Clarke) was not a railway builder and I did not want to be connected with him and him have any say in something he didn't know anything about".³⁶ The rejection did not prevent Clarke from borrowing \$5,000 from McArthur to get locating engineers out on the line. When he repaid the loan he included an extra \$500 for expenses. McArthur immediately returned the money explaining, "I feel that it is my business to stand my own expenses when looking into a proposition".³⁷

In the meantime, plans and specifications were presented to the cabinet by Waddell.³⁸ By October 1909 a location party of

about 20 men was in the field. They had two wagon loads of camp supplies and set up camp about 4 miles north of Namao.³⁹ Waddell went north to join the surveying party a few days later.

On 7 October 1909, the agreement between the province and the A. & G. W. railway was signed. A month later the railway company was organized. The \$50,000 of paid up capital stock was subscribed for by an unusual method. No actual money was paid on this stock. It was arranged by an overdraft, by which Clarke drew the cheque for that amount and deposited it to the credit of the company. No money was actually paid out of the bank.⁴⁰

The Canada West Construction Company, formed under a Dominion of Canada charter, was organized at the same time.⁴¹ Its first incorporators were George Minty, Charles S. Tupper and H. W. Hollis, all from the same law office.⁴² Their interests, which were only nominal, were subsequently transferred to Bertrand Clarke. This company made an agreement with the A. & G. W. whereby it agreed to build the railway.⁴³ In return all the proceeds of the bond issue, all of the capital stock, and all the other assets of the railway company were transferred to it. Although Bertrand Clarke was the president of the construction company, his brother, William, firmly held the reins of Control.

Both the railway and the construction company were run as one, using the same staff. James A. McKinnon had been hired as right of way agent, on 1 November 1909. His previous employment with the Liberal Club in Edmonton and then as election agent in the north, had not given him any experience in the purchase of land.⁴⁴ His contacts made during his previous employment may have been useful. With sufficient agreements in hand work was finally about to start on the railway.

On 1 November 1909, Clarke sold the bonds, amounting to \$7,400,000, on the London market through J. Pierpont Morgan & Co. allegedly at par and deposited the money in local banks to the government's credit. Shortly afterwards it was learned that the bonds were sold at 110 instead of at par.⁴⁵ The \$740,000 difference was never satisfactorily explained.

About this time the Hudson's Bay Company, realizing their land grants would be worthless if the railway was built through Plamondon, missing them, approached the promoter with a proposal. The Hudson's Bay would give the railway the necessary land for their right of way and yards at Lac La Biche, and five lake front lots. In return the railway would build a hotel worth \$50,000 and both companies would share equally in the profits from the sale of townsite lots.⁴⁶ It was settled. The railway would change its route.⁴⁷

³⁴ *Canadian Men and Women of the Time*, 1912

³⁵ *Provincial Archives of Alberta*, Acc. 74.1, "Evidence taken by Royal Commission on Alberta and Great Waterways Railway Company", P. 1950

³⁶ *Provincial Archives of Alberta*, Acc. 74.1, "Evidence taken by Royal Commission on Alberta and Great Waterways Railway Company", P. 1929

³⁷ *Provincial Archives of Alberta*, Acc. 74.1, "Evidence taken by Royal Commission on Alberta and Great Waterways Railway Company", P. 1937

³⁸ *Edmonton Bulletin*, 26 February 1910

³⁹ *Edmonton Bulletin*, 4 October 1909

⁴⁰ *Edmonton Bulletin*, 6 January 1912

⁴¹ *Canadian Annual Review of Public Affairs*, 1910

⁴² *Edmonton Bulletin*, 28 April 1910

⁴³ *Provincial Archives of Alberta*, Acc. 70.414, "Agreement between the A. & G. W. R. and Canada West Construction Company"

⁴⁴ *Edmonton Bulletin*, 20 April 1910

⁴⁵ L. G. Thomas, *The Liberal Party in Alberta, a History of Politics in the Province of Alberta 1905-1921*, (Canada: University of Toronto Press, 1969), P. 70

⁴⁶ Town of Lac La Biche Archives

⁴⁷ *Lac La Biche Post*, 7 July 1986



Contractor Manders and his men break ground on the Alberta and Great Waterways Railway in November 1909.

On 15 November 1909 the first sod was turned on the A. & G.W. sixteen miles north of Edmonton.⁴⁸ Contractor E. Manders had signed a contract to grade seven miles of the line. He had 40 men with 35 teams on the ground brushing and clearing the right of way under the supervision of Engineer Lynn.

By mid-December, when work stopped because of the cold weather, grading was done on a good portion of the first seven miles. About two-thirds of the route from Edmonton to Fort McMurray had been cleared, although the route had not yet been approved by the government. The route finally chosen did not follow the routes previously surveyed, but permitted less expensive construction.

During the winter months, discord in the Liberal ranks heightened. There was criticism of the railway contract and the methods used to arrive at it. When the Legislature met in February 1910 Cushing resigned as minister of Public Works⁴⁹ and J.R. Boyle, member for Sturgeon, gave notice of a resolution to expropriate the A. & G.W. and set the wheels in motion for an examination of the government's actions in this regard.⁵⁰

On 25 February the debate began. Cushing firmly maintained that the guarantee of the railway bonds had been made without his consent and failed to protect Albertans.⁵¹ The other ministers involved insisted he had been present at the cabinet meeting.⁵² What followed was the most sensational week long Legislature debate in the province's history. The opposition, ably led by the Hon. R.B. Bennett, hinted that the missing



*Grand Rapids, Athabasca River.
Photo: Sutherland.*

money was in Clarke's pocket. There were even whisperings that some of it had made its way into those of cabinet ministers. There was also the disquieting puzzle of the small number of documents found on government files regarding negotiations for such a major undertaking.⁵³ Some claimed documents had been disposed of quietly when the first rumblings of discontent arose.

On the afternoon of 9 March Attorney General Cross and his deputy Sydney Woods resigned. The following morning W. A. Buchanan, minister without portfolio, withdrew from the cabinet.⁵⁴ Cross claimed his own resignation was because Cushing had been invited to re-enter the cabinet.⁵⁵ Cushing did

⁴⁸ *Edmonton Bulletin*, 15 November 1909

⁴⁹ *Edmonton Bulletin*, 17 February 1910

⁵⁰ *Edmonton Bulletin*, 26 February 1910

⁵¹ *Edmonton Bulletin*, 17 and 26 February 1910

⁵² *Edmonton Bulletin*, 25 February 1910

⁵³ *Edmonton Bulletin*, 17 and 23 February, 20 March 1910

⁵⁴ *Journals of the Legislative Assembly of the Province of Alberta*, February 10 to May 26, 1910, P. 70

⁵⁵ L.G. Thomas, *The Liberal Party in Alberta, a History of Politics in the Province of Alberta 1905-1921*, (Canada: University of Toronto Press, 1969), P. 82



Hon. A. L. Sifton, Premier of Alberta 1910-1917.
Photo: Provincial Archives of Alberta. A2685.

not return and three days later Cross was back in his seat. A vote of confidence, which passed by twenty votes to seventeen, revealed a split in the Liberal ranks.⁵⁶

On 14 March, hoping to clear himself and his government, Dr. Rutherford appointed a Royal Commission to investigate the A. & G. W. transactions.⁵⁷ The commission consisted of Hon. D. L. Scott, Hon. Horace Harvey and Hon. N. D. Beck of the Supreme Court and commenced on 29 March 1910.⁵⁸ Robson was the lawyer for the A. & G. W., but he withdrew from the investigation when William Clarke failed to appear. Clarke claimed the controversy did not concern him directly, but "was stirred up by political enemies" of the present government.⁵⁹

Dr. Waddell was a key figure appearing before the commission. R. B. Bennett, one of the lawyers representing 16 members of the Legislature, questioned him closely about the estimated figures on file at the A. & G. W. office being lower than those supplied to the government. Waddell insisted the changes were made as a result of his best judgement and not to

cheat the government. He said the railway was being built to better specifications than those shown on the agreement with the government. Built to the standard he intended the lowest cost might be \$17,000 a mile. The route map submitted to the government and tabled in the Legislature during the famous debate could not be located.

When the House met on 26 May 1910, the Lieutenant-Governor announced the resignation of Premier Rutherford.⁶⁰ It was a lethal political blow to a man who was widely respected for his honesty and integrity. He was succeeded by the Hon. Arthur Lewis Sifton, formerly chief justice of Alberta.

The commission hearings concluded on 7 July 1910, after testimony by 46 witnesses. There were 3225 pages of convoluted evidence and 255 exhibits. In November a majority report signed by Harvey and Scott was presented along with Beck's minority report.⁶¹ Although the commission exonerated the government ministers of any personal implication, the reports were inconclusive and the evidence did little to allay the public's suspicions.

During this time the A. & G. W. office staff dwindled as it became obvious that the railway project was at a standstill. Smaller quarters were rented in the Alberta Block.⁶² John S. Seymour, who had come from Washington, had only been auditor of the company since 25 February 1910. Allan R. Buddo, who had been Dr. Waddell's stenographer, remained on as the company's representative in Edmonton.⁶³



J. D. McArthur, Railway Builder and Lumberman,
from Winnipeg.

⁵⁶ L. G. Thomas, *The Liberal Party in Alberta – A History of Politics in the Province of Alberta 1905-1921*, (Canada: University of Toronto Press, 1969)

⁵⁷ John Blue, *Alberta Past and Present – Historical & Biographical, Vol. 1*, (Chicago, Ill.: Pioneer Historical Publishing Co., 1924), P. 127

⁵⁸ *Edmonton Bulletin*, 30 March 1910

⁵⁹ *Edmonton Bulletin*, 21 April 1910

⁶⁰ *Canadian Annual Review of Public Affairs, 1910*

⁶¹ *Legislative Library*, Edmonton, "Alberta Royal Commission on the Alberta and Great Waterways Railway Company, Report 1910"

⁶² *Henderson's Directory*, 1910

⁶³ *Henderson's Directory*, 1911

In July 1910 the A. & G. W. failed to pay the first instalment of interest on its bonds and the province was obliged to do so. In September Clarke made a futile attempt to save the A. & G. W. by initiating negotiations with Foley, Welsh and Stewart for its construction.⁶⁴ Two months elapsed before Clarke resurfaced in Winnipeg to condemn the commission and Sifton's railway policy.⁶⁵ The government, he said, declined to accept the company's offer of 1.5 percent which, with the bank's interest, would have made up the 5 percent interest.

In an odd quirk of fate the missing plan of the A. & G. W. was discovered stashed away on top of the Speaker's cupboard the following month. It had no signature of approval by Dr. Rutherford, indicating that the former government had not officially endorsed the railway's plans.⁶⁶

As the rift in the Liberal party narrowed, a new difficulty arose. Hoping to end the controversy, the Sifton government decided to cancel the contract with the railway company and introduce an act by which the proceeds from the sale of the bonds would become part of the provincial revenues. The result was costly lawsuits.

Early in January 1912 lawyers for the bondholders, the Royal Bank, the railway, Clarke and the Province of Alberta attended hearings. Lower courts held government appropriation valid.⁶⁷ Clarke took the case to England. In January 1913 the Privy Council of England declared the act ultra vires. The funds could be used only for railway construction and Premier Sifton was obligated to have the act repealed.⁶⁸

The \$7,400,000 for railway construction must have been eyed by a number of people and certainly by J. D. McArthur, who was already building the Edmonton, Dunvegan and British Columbia Railway. In the fall of 1913 McArthur publicly laid his cards on the table. He would take over the A. & G. W. subject to certain conditions.⁶⁹ Premier Sifton presented McArthur's proposed plan to the Legislature. After debate it was given approval. It provided for work to commence on or before 31 December 1913 and to be completed within two years of that date. Dunvegan Yards would be used as the terminal.⁷⁰ A settlement must have been made with the Clarkes. They dropped out of the picture.

At the end of December 1913, the sod was once again turned on the A. & G. W. and McArthur's survey teams retraced the steps of their predecessors along an overgrown route and staked alternate lines. Early in 1914, the contract for 150 miles of the railway was let to the D. F. McArthur Co. of Winnipeg, which was owned by McArthur's brother Duncan.⁷¹ Although A. & G. W. was finally being built, the stigma of the 1910 Royal Commission would continue to haunt the provincial government for years to come.

APPENDIX I

TELEGRAM

Montreal, Que., 14 November 1910

"TO: The Hon. Arthur L. Sifton,
Premier of Alberta
FROM: William R. Clarke,
President, Alberta & Great Waterways Ry.

There is rumour here you are planning announce to-day a policy regarding waterways railway. We request you defer any announcement until our side fairly before you and which we request in consideration of our large expenditures of time and money in successfully promoting enterprise and in consideration of damage have sustained from being forced to curtail construction just after well started as result of unwarranted charges and in consideration of report of royal commission just made public. It is only fair that we be permitted to put our side of the matter before you and the people of Alberta as the other side was so thoroughly placed before the people of Alberta last year. If we cannot show to you and to the people of Alberta by voluntarily addressing you that our intentions were bona fide and those of practical business men we will then be willing to step aside and allow somebody else to build the railway, providing only that we are fairly recompensed for our time and money spent in getting the project started. If you will give us this opportunity to be heard and to offer our solution of the present problem which we believe to be in the interest of those of us who have joined in the money advanced to date we will hasten to place the matter before you within the coming fortnight if you will set a date approximately a fortnight distant upon which you will give us an audience. Kindly address me care Hotel Windsor, Montreal".

APPENDIX II

LETTER

Edmonton, September 22, 1913

"Honorable Arthur L. Sifton,
Premier of Alberta,
Edmonton

Dear Sir:

On behalf of myself and associates I propose to take over The Alberta and Great Waterways Railway on terms satisfactory to representatives of Bondholders, and the Royal Bank, and propose to construct same between original terminals on route to

⁶⁴ Letter from Wm. R. Clarke to the Hon. Arthur L. Sifton, 10 September 1910

⁶⁵ *Edmonton Bulletin*, 28 November 1910

⁶⁶ *Edmonton Bulletin*, 10 December 1910

⁶⁷ *Edmonton Bulletin*, 23 January 1912

⁶⁸ *Edmonton Bulletin*, 13 September 1922

⁶⁹ *Provincial Archives of Alberta*, Acc. 70.414; *Grouard News*, 4 October 1913

⁷⁰ *Edmonton Bulletin*, 1 December 1913

⁷¹ *The Northern News*, 23 January 1914

be approved by the Provincial Railway Department under the contract entered into with the Railway Company for this purpose, the specifications, however, to be similar to terms to those fixed for the Edmonton, Dunvegan and British Columbia Railway.

In case mileage between terminals does not exhaust mileage provided in guarantee, the balance to be devoted to branches on similar terms. Location to be hereafter chartered by Legislature and approved by your Department.

The interest on the proceeds of bond issue earned up to the time the necessary legislation becomes effective, to be received by the Government, the Government to provide for the payment of the interest on the bonds up to that time; and all sums properly payable in respect of claims filed with Government will be

settled by the Company. The Government will, of course, waive any default of the Railway Company to date, and will see that the entire proceeds of the bond issue and accrued interest is paid into a chartered bank or banks under the terms of the Guarantee Act.

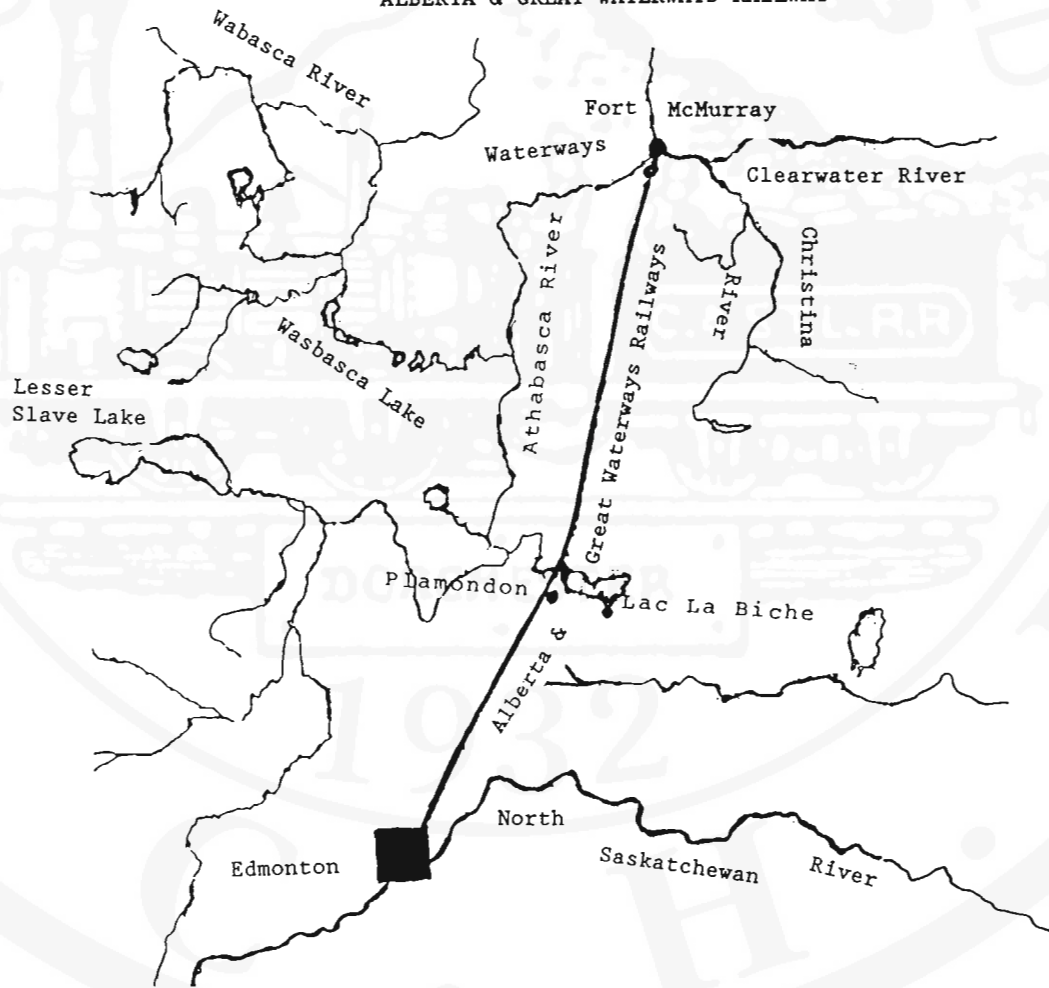
I would require an extension of time for two years from 31st December next for completion of work and would agree to commence actual work before that date.

Yours truly,

Signed: J.D. McArthur"

APPENDIX III to The Scandal that Toppled a Government

1909 PROPOSED ROUTE FOR ALBERTA & GREAT WATERWAYS RAILWAY



CN's Last Passenger Train Makes Final Run

by Douglas N. W. Smith

On Friday, October 27, 1989, CN exited from the passenger business when the mixed train from Waterways pulled into the Edmonton, Alberta freight yards. The "Muskeg Mixed" had made its final run. The mixed train, once a common feature of most Canadian branch lines, now exists on only four routes*.

The Edmonton-Waterways line was one of two rail lines built in the area north of Edmonton by Canadian railway contractor J.D. McArthur. In 1912, he began construction of the Edmonton Dunvegan & British Columbia Railway (ED&BC) which would open up the northwestern section of the province to settlement. Two years later, McArthur began construction of the Alberta & Great Waterways Railway. The northern most terminal would be Waterways. There inter-modal connections would be made with barges which sailed along the Athabaska River to the mining and trapping settlements in the Arctic.

Construction of the A&GW began from the junction with the ED&BC at Carbondale, a point some 18 miles north of Edmonton. When it reached the division point of Lac La Biche in 1915, the A&GW inaugurated its first regularly scheduled passenger service: a modest once-weekly mixed train service between Lac La Biche and Edmonton.

In an effort to stimulate passenger traffic, McArthur decided to build a resort hotel at La Biche. Recognizing that few holiday travellers would put up with the long schedule and poor comfort provided by the mixed train, it was decided to introduce a dedicated passenger service. As the number of passengers was not expected to justify the cost of a conventional train, the A&GW went looking for some of the "new-fangled" railcars.

As fate would have it, the McKee Company had repossessed two gasoline cars from the Woodstock & Sycamore Railroad in Illinois. Snapped up by the A&GW, the cars made test runs over the 127 mile Edmonton-Lac La Biche route in October 1915. When the hotel opened in June 1916, the cars were scheduled to make four round trips per week.

The hotel venture proved to be ill-fated. By 1918, the railcars were providing a local service over the ED&BC between Edmonton and Westlock and passenger service to Lac La Biche was limited to twice weekly mixed trains. By the end of the 1920's, the two McKee cars had been placed in storage. Subsequently, they were recycled as oil storage sheds.

While the gas cars were sputtering over the lower end of the A&GW, the construction crews continued their northward

push. By 1919, the A&GW had reached a point 10 miles from Waterways. Another two years would pass before the line reached the northern terminal and inaugurated regular service as the builders encountered troubles stabilizing the roadbed. As well, McArthur was finding the A&GW and ED&BC to be unremunerative. A financial crisis and public outcries over poor service afforded to settlers along the lines caused the provincial government to take them over in 1920.

Backed by the resources of the provincial government, the northern portion of the A&GW was rehabilitated and laid to a point where connections could be made with the Athabaska River barges. Once weekly mixed train service began between Lac La Biche and a point near Waterways on November 27, 1921. What raised this service a cut above the ordinary was the inclusion of a through Edmonton-Waterways sleeper in the train's consist. In 1925, the line was extended 3.5 miles to its present terminus in Waterways in order to serve salt mines.

In 1927, the Alberta government finished construction of the Pembina Valley Railway to Barrhead, a point 66 miles from Edmonton. Twice weekly mixed train service was inaugurated between Edmonton and Barrhead. The combine was handled by the Lac La Biche trains between the downtown Edmonton station and Carbondale. At Carbondale, it was switched onto the local freight which had originated in the ED&BC's freight yards on the outskirts of Edmonton. This pattern of operation survived until 1953 when the Barrhead mixed began to operate through to Edmonton as a separate train.

In January 1929, the provincial government sold the A&GW, ED&BC and the other small connecting lines it owned to the Northern Alberta Railways (NAR). The new company was jointly owned by CN and CP.

When the NAR took over the lines, passenger carrying trains ran twice weekly between Edmonton and Lac La Biche. Once per week the passenger equipment ran through to Waterways. High speeds were not a hallmark of the NAR trains – more than 24 hours to cover the 300 miles between Edmonton and Waterways. Friendly service and a willingness to stop wherever a passenger or parcel had to be set down endeared the trains to local residents.

The service operated at the 1929 frequency level until the mid 1940's when the service between Edmonton and Lac La Biche was increased to three round trips per week. While this article generally refers to the Edmonton-Waterways trains as passenger trains up to 1967, it should be noted that these trains operated as dedicated passenger or mixed trains depending upon operating requirements.

* These are the Wabowden-Churchill and The Pas-Lynn Lake trains operated by VIA, the Cochrane-Moosonee train operated by the Ontario Northland and Sept Isles-Labrador City/Schefferville trains operated by the Quebec North Shore & Labrador Railway.

**First NAR Schedule
Effective January 29, 1929**

Tues	Tues & Thurs			Wed & Fri	Thurs
	0930	lv	Edmonton	ar	1435
	1110		Carbondale		1300
	1505	ar	Barrhead	lv	0820
	1900	ar	Lac La Biche	lv	0500
2030		lv	Lac La Biche	ar	0001*
1030		ar	Waterways	lv	1030

Note: *Arrival in Lac La Biche Friday morning.

On those days when the train operated to Waterways, the NAR provided meal service for the benefit of sleeping car passengers. Up to the post World War II years, this service was usually provided by a buffet sleeper car. In December 1946, the meal car "Fort St. John" was placed on the weekly Edmonton-Waterways train. Of wooden construction, the car had been configured as a coach when ED&BC purchased it from the Boston & Albany Railroad during the 1920's. Rebuilt in the NAR shops, the car contained a kitchen, 18 seat dining room and four open sections for use by the crew.

First class amenities fell victim to new highways built during the 1950's. In April 1955, the NAR ended meal service on all its passenger trains. Two years later, the once weekly Edmonton-Waterways sleeper was discontinued. [The NAR continued to operate a sleeping car on its Edmonton-Dawson Creek service until 1961].

On April 28, 1957 the service was subject to major restructuring. One of the three weekly Edmonton-Lac La Biche trips was discontinued while the frequency between Lac La Biche and Waterways was doubled from one to two trips weekly.

The NAR was one of the last North American railroads to convert to diesel power. Steam made its last run on the Waterways train in September 1960. Replacing the steam engines was a specialized locomotive acquired from General Motors Diesel for use on the branch. In deference to the light weight rail on the Waterways line, the GMDI road switchers were mounted on three axle trucks to distribute their weight. These 239,000 pound units packed 1,200 horsepower. CN was the only other railroad to purchase this model.

Faced with declining passenger counts as roads were pushed farther into the north, the NAR trimmed its passenger expenses. In October 1965, it ceased to run into the downtown CN depot. Thereafter the train originated at a new station built at the NAR Dunvegan Yards in the northwest section of Edmonton.

For a six month period starting in October 1966, the NAR replaced the conventional consist with an RDC-3 which it leased from CP. Use of an RDC permitted the running time to be slashed by 1 hour and 40 minutes. The experiment proved unsuccessful in attracting new riders. The 8 hour and 50 minute RDC schedule was based on an average speed of 33 mph, hardly fast enough to compete with the automobile.

In April 1967, the RDC was withdrawn and the Edmonton-Waterways service were downgraded to mixed train status. The schedule was lengthened to 14 hours and 25 minutes. The following October, through service between Edmonton and Waterways ended. Each trip thereafter was punctuated by an overnight layover at Lac La Biche.

When CN took over the NAR on January 1, 1981, it also assumed responsibility for the mixed train service. CN closed down the NAR's Dunvegan Yard and began to originate the mixed at its Calder Yard. CN deadheaded the passenger equipment to the VIA-CN downtown passenger station where the equipment was serviced and express shipments were loaded. Passengers, however, could not ride the equipment between the downtown station and Calder Yard.

In October 1983, CN applied to the Canadian Transport Commission (CTC) for permission to discontinue the passenger service. In its decision of January 26, 1986, the CTC determined that the service should be retained in order to serve remote communities between Lac La Biche and Waterways.

As part of its decision, the CTC required CN to operate the service on the published schedule. It had become common practice for the crew to run through from Waterways to Edmonton in the same day rather than layover in Lac La Biche as was shown in the public timetable. Complying with the order, CN made the southbound trip a through schedule while in northbound direction the schedule continued to require a layover at Lac La Biche.

As well, the CTC required CN to cease handling passengers in the baggage car during periods of peak demand. In order to comply with this order, CN acquired a surplus cafe-bar-lounge car from VIA and reconfigured it as a coach. This marked the last change in equipment used on this run.

**EQUIPMENT ASSIGNED TO
EDMONTON-WATERWAYS SERVICE IN 1987**

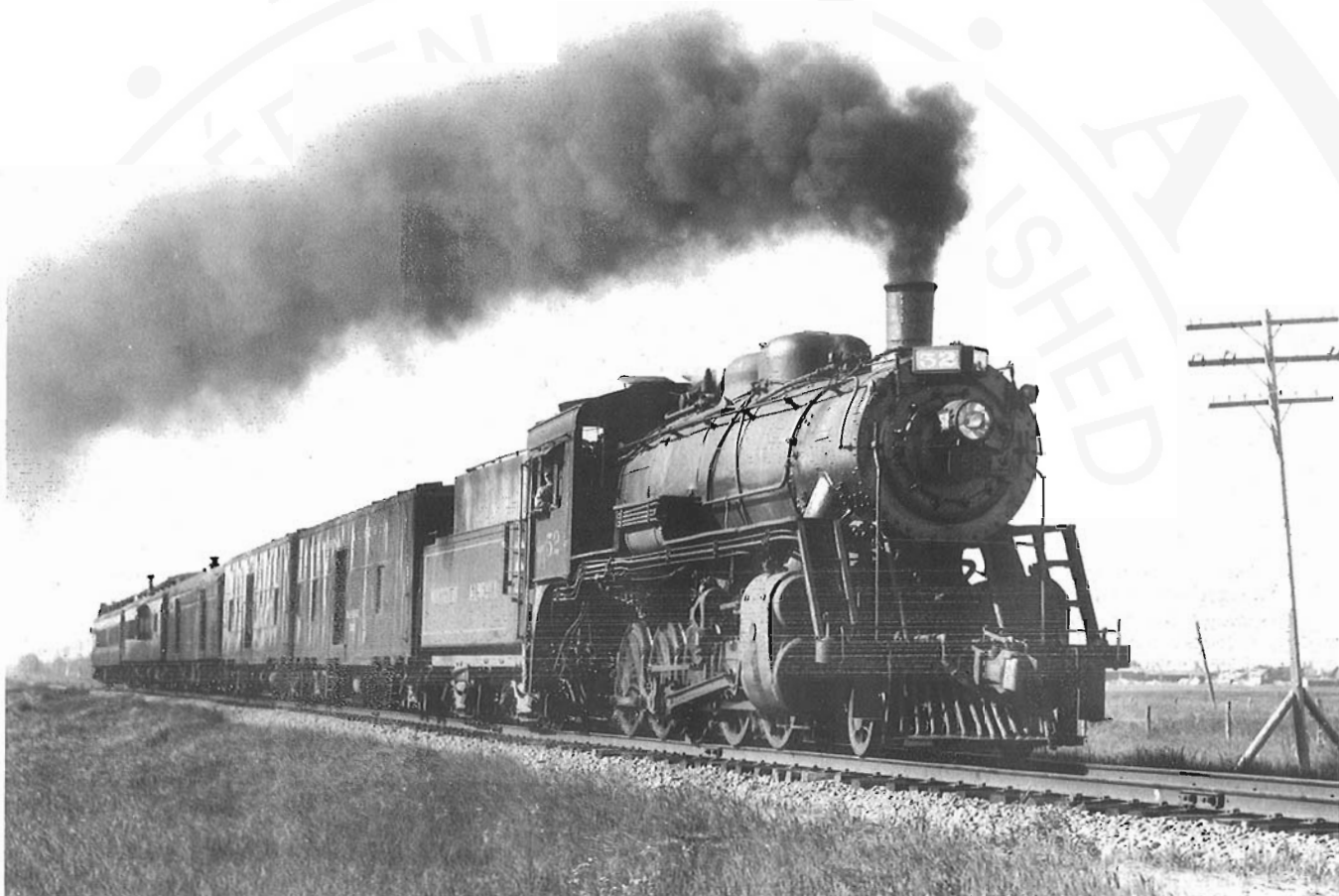
CN Number	Former		Builder	Year Built	Notes
	CN Number	NAR Type			
1460	1460	Baggage	Canadian Car & Foundry	1948	1
5099	-	Coach	Canadian Car & Foundry	1942	2
7857	1602	Baggage	Pullman	1925	3
5095	-	Coach	Canadian Car & Foundry	1954-5	4

Notes: 1 - Only streamlined car ever owned by the NAR.

2 - Streamlined "American Flyer" type car built for CN as car 5209. Sold to VIA and subsequently reacquired by CN for use on the NAR.

3 - Originally built as Pullman Club-Baggage car "Eagle Spring". Acquired by the NAR in 1942, the car was rebuilt as a full baggage car in CP Angus Shops in Montreal before entering NAR service.

4 - Originally built as a coach for CN. CN converted the car into a cafe-bar-lounge car 2500 between 1964 and 1971. Sold to VIA and subsequently re-acquired by CN. Converted back to a coach by CN prior to entering NAR service.



In this July 17, 1959 view, northbound NAR train 7 charges through Campbell, Alberta on a sunny morning. Behind Decapod 52 are two former U.S. Army troop sleeper cars which the NAR acquired and converted to baggage cars after World War II, a wooden baggage car, a comboose and a coach. Few railroads used 2-10-0 type steam locomotives on their passenger trains. This one was built by the Canadian Locomotive Company in 1927 for the Alberta Government Railways. Steam continued to haul the Edmonton-Waterways trains until September 1960.

Photo Credit: Paterson George Collection.

Photo Source: Douglas N. W. Smith.

On June 1, 1986, CN reduced the frequency of its freight service from two to one round trip a week due to reductions in the level of sulphur shipments. Thereafter, the second weekly trip was operated as a dedicated passenger train. This train was informally dubbed the "Muskeg Flyer" while its compatriot bore the longstanding title the "Muskeg Mixed". The restoration of full passenger train service proved to be fleeting. Due to the construction of an all-weather road to Conklin, the largest remote community between Lac La Biche and Waterways, and parallel reductions in passenger handlings, the CTC allowed CN to discontinue the passenger train in April 1987.

In 1988, roads were completed into all the major communities along the line. Passenger demand fell rapidly. In 1988, the

service carried 871 passengers or approximately 8 passengers per trip while for the first three months of 1989, 70 passengers were accommodated or less than three per trip. Based upon the availability of a road to all the communities along the line, the low level of patronage and an annual subsidy of \$300,000, the National Transportation Agency, the successor to the CTC, ordered the service discontinued on October 31, 1989.

The "Muskeg Mixed" did not pass away unremarked. At Waterways, a short ceremony with CN, city and historical society representatives marked the occasion. Afterwards 70 passengers boarded the two passenger coaches for the last departure severing one of the few remaining links to the pioneering era.



Locomotive 161 was the only Pacific type steam locomotive owned by the NAR. It was acquired from Canadian Pacific in 1947. This early 1950's view shows the southbound Train 8 from Waterways to Edmonton at Carbondale. At this time, Edmonton-Waterways train offered patrons all the amenities necessary for the overnight trip. Trailing the 161 is a wooden baggage car, a wooden mail-express car, a steel baggage car (formerly a U. S. Army troop sleeper), a wooden coach, a steel-plated diner car expected to be the car "St. John", and a steel-plated sleeper.

Photo Credit: Collias Collection, National Museum of Science and Technology.

Photo Source: Douglas N. W. Smith.

THE NAR'S COVEY OF COMBOOSES

Serving a vast area with a small population, the NAR adopted a policy of supplementing its infrequent passenger trains by operating a passenger car on its way freight trains. With the boom in freight and passenger traffic which occurred during World War II, the NAR found itself short of passenger coaches and cabooses. To stretch its supply of equipment, NAR rebuilt a number of its passenger cars to include a passenger section and a separate area for the train crew. In order to allow the train crew forward visibility to inspect their train, small bay windows were added on both sides of the car. These cars, which combined coach and caboose features, came to known as "combooses".

The first comboose came out of the shops in 1941. The eighth and last such car was completed in 1952. The cars selected for rebuilding were wooden truss-rodded coaches which had been acquired by the ED&BC during the 1920's from CP and the Boston & Albany Railroad. Most of these cars were built last decade of the nineteenth century.

The combooses remained in way freight service until 1954 when the practice of carrying passengers on these trains was terminated. The cars were then placed in the passenger pool and became regular sights on the Waterways service. While most were painted box car red, two or three were repainted into the NAR passenger livery of dark blue.

When CN took over the NAR in 1981, the sole pieces of

passenger carrying equipment remaining on the NAR roster were three combooses. As one of its first moves, CN installed electric generators on the cars retiring the oil lamps and marker lights which had been fixtures of the cars. Such tinkering was only as an interim measure for the cars were showing signs of their age.

By 1983, a steel passenger car had replaced the comboose. As CN had no passenger equipment suitable for this service, it had to obtain the replacement car from VIA. Following CN practice, the train crew was accommodated in a separate caboose. The combooses were relegated to service during periods of heavy travel.

Following CTC hearings in 1985, CN was directed to add a second passenger car to the Waterways equipment pool. As an interim measure, a steel combine was borrowed from VIA. Comboose 78966 (former NAR 303) was the last such car on the roster. When the second steel coach entered service, the comboose era came to an end.

Fortunately, these unique cars have not disappeared. The combooses, which outlived the NAR, are the last truss-rodded passenger cars to be operated by a Class I North American railroad. As shown in the following table, almost all of the combooses have found safe havens. The Boston & Albany and Canadian Pacific probably never expected their surplus wooden coaches to have so many years of life remaining!



Its hard to imagine that these two veterans of the rails were still in active service during the 1980's. In this picture taken in the fall of 1984, CN Comboose 78966, formerly NAR 303 originally built in 1899, and CN baggage car 1460, which bore the same number when owned by the NAR, are shown parked at the downtown CN/VIA station in Edmonton for servicing.

Photo Credit: Douglas N. W. Smith.

NAR COMBOOSE ROSTER

CN Number	NAR Number	NAR Coach Number	When Converted to Comboose	Original Railroad & Number	Disposition
78964	300	1854	1941	B&A 628	Fort Edmonton Historical Association, Edmonton
78965	301	1858	1941	B&A	Believed scrapped by CN
-	302	1852	May 1942	B&A	Retired December 1952, believed scrapped
78966	303	1855	July 1942	B&A 633	Heritage Park, Fort McMurray, Alberta
-	304	1857	Dec 1945	B&A	Fort Edmonton Historical Association, Edmonton
78967	305	1856	1947	B&A	South Peace Historical Society, Dawson Creek, BC
78968	306	1859	Oct 1949	B&A	Lac La Biche, to be incorporated into new cultural centre
78969	307	1900	Oct 1952	CP 1542	Believed retired in 1988

Notes: B&A = Boston & Albany Railroad

The B&A coaches were built in 1899 and were acquired by the ED&BC in 1927 and 1928. They retained their original B&A numbers when operated as coaches on the NAR.

The CP coach was built in 1912.

Acknowledgment: Thanks to Earle Roberts for providing this roster.

Star City's Moment In The Limelight

by Peter J. Lacey

A small village, dying, like many others since the railway had to compete with the highway passing a mile south of the community, Star City lies 64 miles S.E. of Prince Albert and halfway between Melfort to the west and Tisdale to the east.

It began as a farming centre with the usual elevators, being named in 1903. A good source of gravel one mile to the west was excavated by railway gangs, using a steam shovel, in 1903-04. The railroad came through that winter from the east. Over the years, the village has had six elevators – British National, Canada West, Northern National, Sask. Co-op, Alberta Pacific, and Irvin North Star. Now only one – Sask. Pool – remains. Passenger service ended in 1970 and the station was closed. Now the only rail traffic is the infrequent grain train, leaving a few box cars, and picking up a few. Even this elevator is in peril, as fewer farmers, larger farms, and better highways mean that many farmers truck to Melfort or Tisdale to enjoy the better facilities.

The village council, in an effort to promote the “bedroom community” concept in an attempt to revitalize the community, will sell you a lot for \$1!

For a brief instant in 1936, Star City achieved notoriety. The Saskatoon Star-Phoenix for March 10 of that year records that Passenger train No. 15 from Winnipeg was derailed two miles east of town, engine No. 5094, the tender, and the leading trucks of the mail car leaving the tracks. Cause of the accident was thought to be a broken rail. Although it was early in the year, railroaders were not inclined to attribute the accident to the softening weather conditions, although why this should be stressed is not at all clear. A number of delegates from northern commercial interests who were going to Regina to urge a survey for a road north from Saskatoon and Prince Albert to the mining areas at Beaver Lake and Flin Flon were unable to make connections with the Melfort-Saskatoon train as a result of the mishap.

It was expected that the line would be re-opened by noon. Nothing further appears in the official records, but older residents of Star City remember skipping school to have a look at the scene.

(All the research for this note was done by my father, Cyril Lacey, to whom I tender my thanks. Photos from the Western Canada Pictorial Index, originally from a private collection).





“Hard Luck Valley”

R. R. Real

A sinking length of track on the CN main line in Manitoba became a serious impediment to daily operations which officials decided to cure in 1951. The trouble was centered part way down the descent from the plains plateau to the base of the Assiniboine Valley, approximately forty miles west of Rivers Manitoba.

During the summer of 1951 a “bridge and building” gang plus a survey team were stationed at Uno Manitoba; a whistle stop (photo A) near a high trestle in the valley. An ongoing nuisance to daily operations was a continuing slow order of 5 mph. over this stretch of track. An extensive upper level swamp seeped through sub surface layers of semi impervious clay beneath the banks on which the roadbed lay and finally into the river bottom. Large numbers of car loads of gravel had been dumped daily for weeks and tamped beneath a jacked up track which was sinking at more than one foot each twenty-four hours. Meanwhile, bulldozers were deployed to develop an alternate drainage system for the swamp.

The effects of this operation over an extended period meant all schedules were chronically late (photo B). One day a dramatic effect was noticed: a lump appeared in the valley floor where there had been a level surface. The truth finally dawned; all this tonnage of gravel had been sinking out of sight and slipped invisibly along the sub clay layer to beneath the valley floor. The rate of daily sinking worsened to the point where even the occasional passenger train had a car of ballast attached to it to keep the “hole” filled. It was finally decided to “float” the rails on lightweight cinders which were less likely to sink to the valley floor due to their own weight. Each train still pushed them down however, necessitating the presence of this crew and daily repetitive jacking and tamping until the source of the underground lubrication was ended by diverting the swamp drainage.

A number of incidents occurred that summer which caused the crew to dub it “hard luck valley”. Three follow from the writer’s memory who was a summer student acting as “chainman” on the survey team.

We were downing a quick lunch in our outfit car one day as a lengthy freight rumbled eastbound through Uno. As was practise we observed for signs of a hot box when about two-thirds of the way down flames were licking out for a foot around a wheel bearing on a loaded hopper. We ran out making the hot box sign as the caboose passed. Brakes were applied, but too late. The axle gave way at low speed and derailed that end of the car (photo C). A possible major tragedy was averted however; the damaged car failed just short of the high trestle east of Uno.

Another day a westbound freight headed by Texas type #4317 “threw” its right hand rod east of Uno. After lengthy deliberation (photos D and E) it was decided to take a chance, as the left hand rod was near maximum thrust position and the train was on a descent to Uno. The engineer took his position, then after “crossing himself” for good luck eased the throttle. It

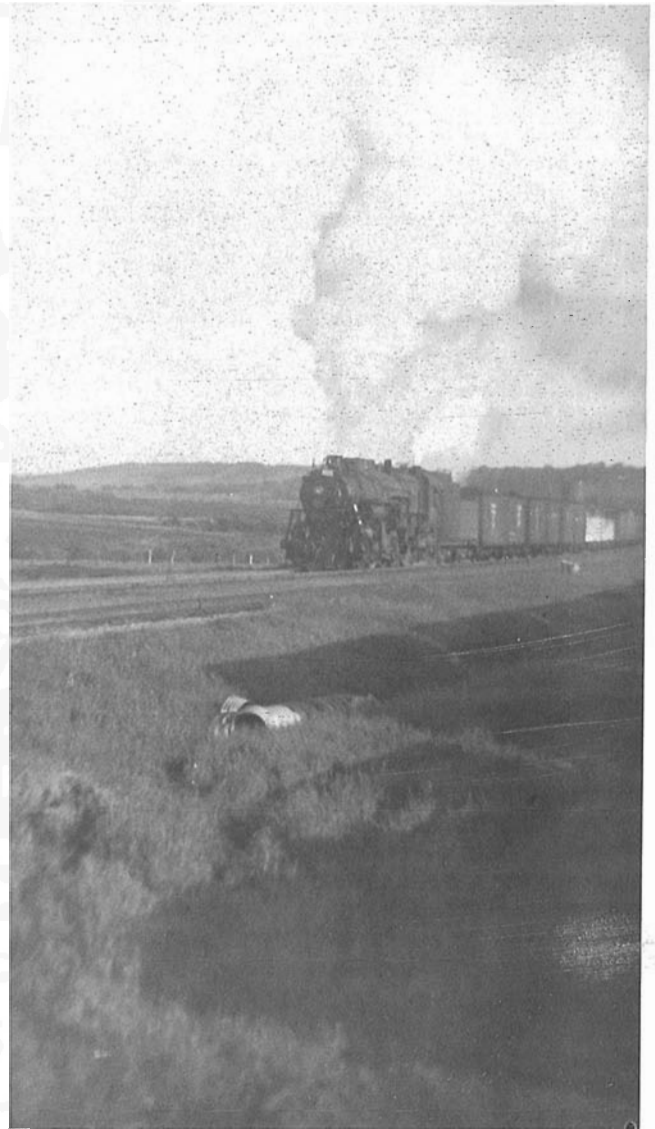


Photo A.

worked! He was able to guide the limping locomotive and its consist off the main into the siding at Uno while another locomotive was dispatched to the rescue.

More seriously, the overnight sinking of the soft spot was reaching alarming proportions. Exasperated, the foreman on a hunch decided to camp overnight at the site, catching catnaps in a culvert. On the second night his patience was rewarded when he observed a freight pounding over the 5 mph. slow order at an estimated 30 mph. After reporting, this crew was severely disciplined as a message to others and thereafter the overnight deterioration improved.



Photo B.



Photo C.



Photo D.

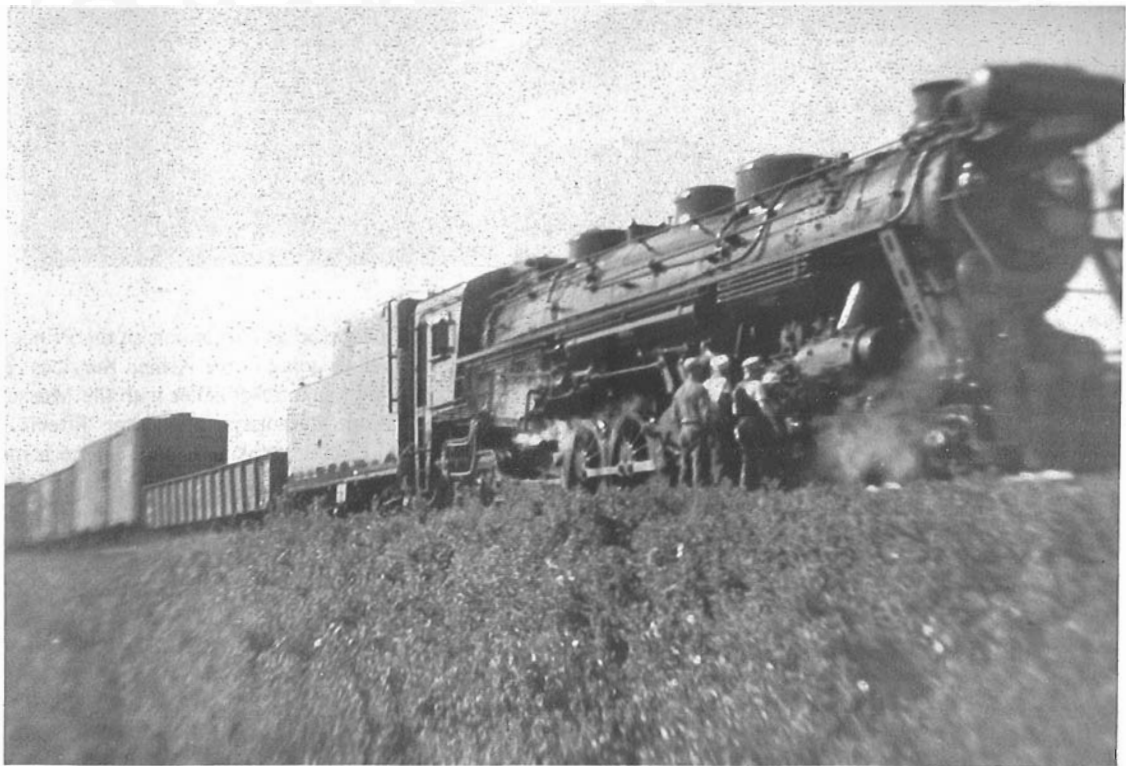


Photo E.

Keith Pratt – The Man and His Photos

by Allan Graham

The end of 1989 saw the end of railway service in Prince Edward Island. The photos by Keith Pratt are all the more valuable as a record of an era that is no more.



Photo: By Mary Graham.

Born May 25, 1910 in Bloomfield, P.E.I., Keith grew up beside his beloved railway track. When a young boy, he used to sit and watch freight and passenger trains at the station near his house. When he was five or six, Engineer Peter MacCarey lifted him up into the narrow gauge steam engine and thus began a fascination with these and subsequent engines. He'd wait for each fireman or engineer to ask him up into the engine. Then, in 1922, he spent time going on the ballast trains on Saturdays and after school hours as the P.E.I.R. was changed to standard gauge. He had lots of caboose rides too.

In 1925, Keith got his first box camera from Simpson's for 99¢ and he began to take pictures of the crews on passing trains, engines, etc., Keith was working as a clerk in his uncle's store near the Bloomfield Station.

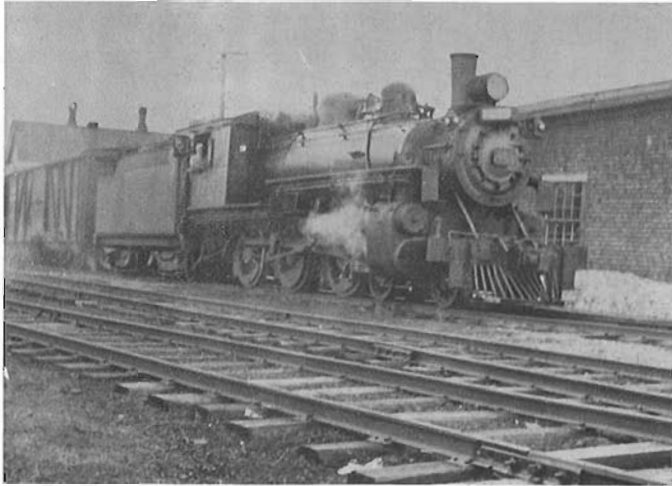
During the 1920's, the crew would go back to the station for a break and leave Keith in the engine to shovel coal, etc.

In 1941, Keith worked as a trainman on the Prince Edward Island Railway before going in the Armed Services. In 1967, Keith began working as a ticket seller with the Massachusetts Bay Transportation Authority and, after fifteen months, became a guard. Four months later he became a motorman driving rapid transit trains – the closest Keith ever got to Heaven.

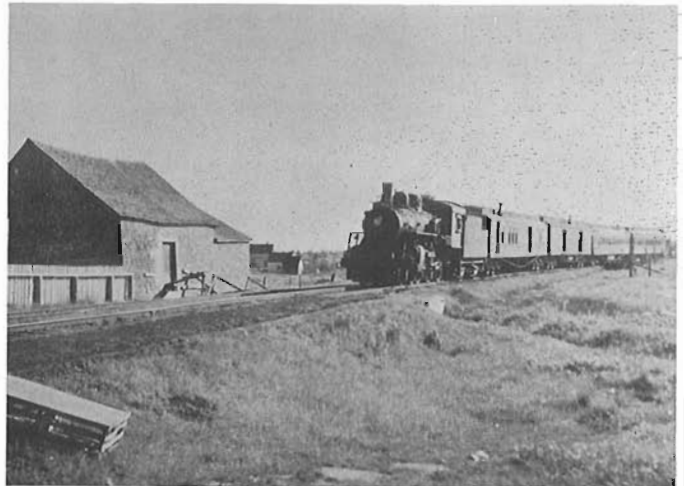
In 1975, Keith retired from M.B.T.A., and moved to Florida in 1979. He lives nine months in Port Richey, the remainder of each year in his beloved Bloomfield beside the railway track.

Over the years Keith has taken approximately 1000 photos of railway activity in P.E.I., Mass., N.H., Maine, Vermont, Florida, Quebec, plus some unique photos of Cumberland Coal Railway and Power Co. (Springhill Jct. to Parrsboro) and Maritime Railway, Coal and Power Co. (Maccan and Joggins).

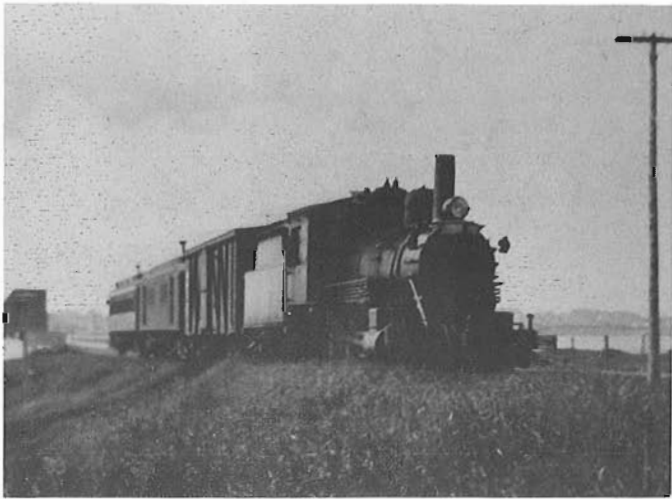
Here are a few of Keith's best photos of the railway of P.E.I.



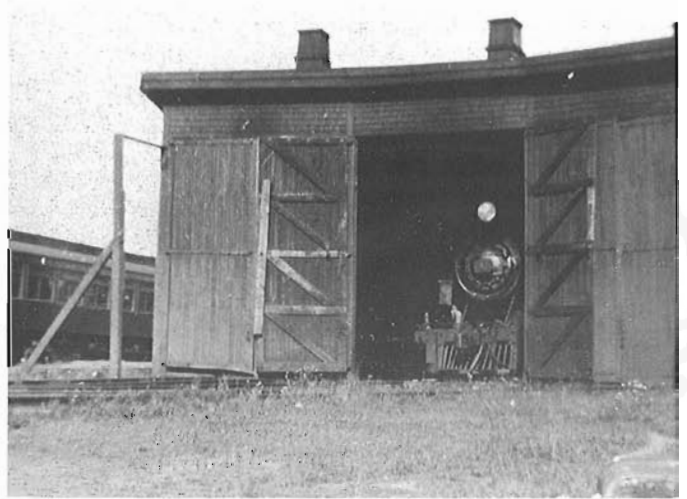
No. 212 at Tignish 1941.



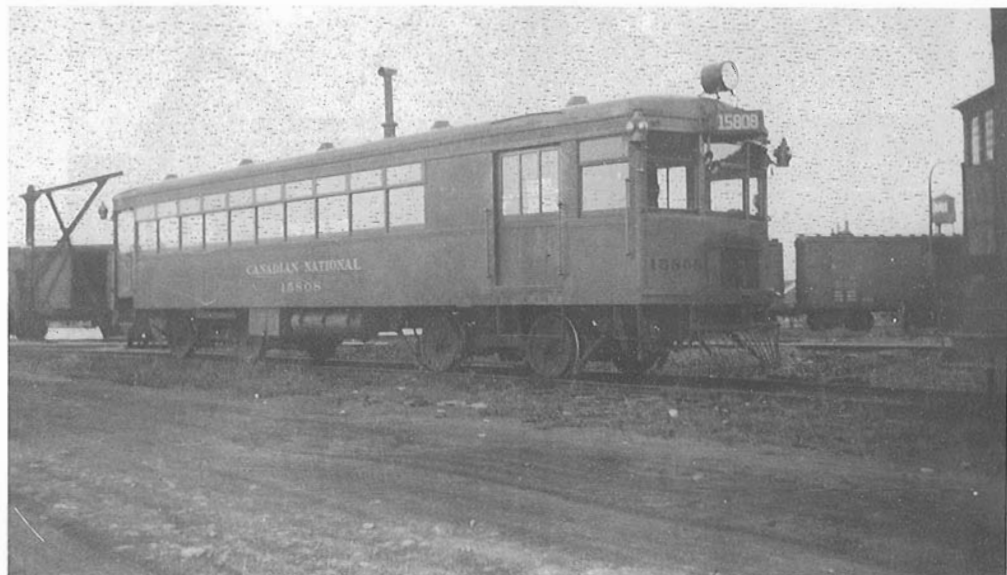
Train 54 coming into Bloomfield 1947.



Murray Harbour train crossing Hillsborough Bridge— early 1940's.



Tignish roundhouse 1930's.



The jitney at Summerside - 1940's.



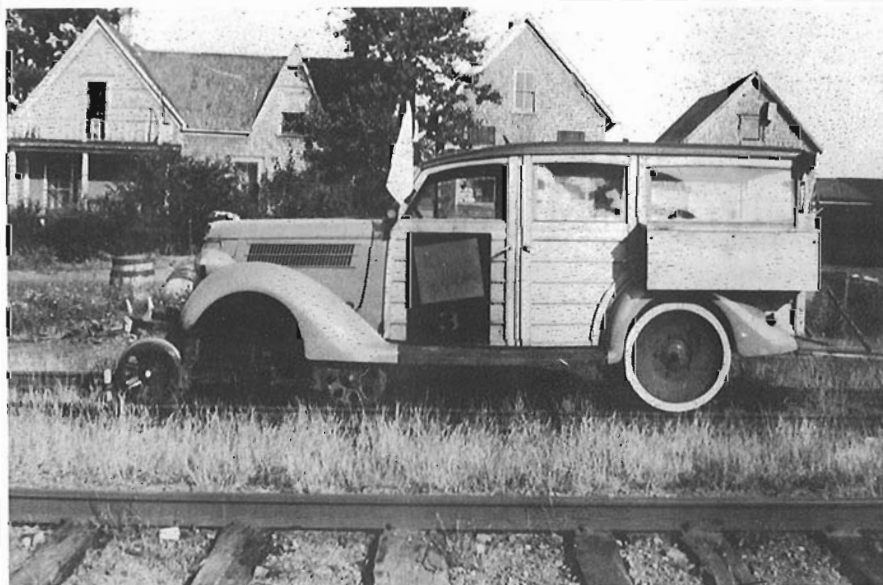
First diesel engine on P.E.I. in Charlottetown yard.



Train going by Royalty Jct. Station 1975.



Alberton Water Tank 1934.



Track master's car at Bloomfield - 1930's.

One Hundred Years Ago

26th APRIL, 1890

10th MAY, 1890



SUBURBAN SERVICE

BETWEEN

MONTREAL *

AND

* VAUDREUIL.

Commencing May 1st, 1890.

Trains will LEAVE Montreal, Windsor Street Station, as follows:—

FOR VAUDREUIL and ST. ANNE'S—9.20 a.m., *12.30 p.m., *6.15 p.m. and 8.45 p.m., daily, except Saturdays and Sundays.

ON SATURDAYS.

9.20 a.m., *1.30 p.m., *6.15 p.m., 8.45 p.m. and *11.20 p.m.

Trains will ARRIVE Windsor Street Station:—

7.45 a.m., *8.50 a.m., *2.25 p.m. and 7.55 p.m., daily, except Saturdays and Sundays.

ON SATURDAYS.

7.45 a.m., *8.50 a.m., *6.03 p.m., 7.55 p.m. and *11.05 p.m.

Commutation and season tickets issued at very low rates.

Time tables and further information may be obtained at

TICKET OFFICES:

No. 266 St. James Street, Montreal,

And at Stations.

Trains marked (*) stop at intermediate stations, other trains stop at Montreal Junc., St. Anne's and Vaudreuil only.



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ON SATURDAYS.

7.45 a.m., *8.50 a.m., *6.03 p.m., 7.55 p.m. and *11.05 p.m.

Commencing May 12th,

WINCHESTER LOCAL

will leave Windsor Street Station at 5.15 p.m. on week days, stopping at all intermediate stations to Winchester.

Returning, commencing May 13th, arrive Windsor Street Station at 9.45 a.m.

Commutation and season tickets issued at very low rates.

Time tables and further information may be obtained at

TICKET OFFICES:

No. 266 St. James Street, Montreal,

And at Stations.

Trains marked (*) stop at intermediate stations, other trains stop at Montreal Junc., St. Anne's and Vaudreuil only.

On May 1, 1890 the Canadian Pacific Railway inaugurated suburban commuter trains between Montreal and Vaudreuil. Eleven days later, on Monday May 12, 1890, the Winchester Local began service, departing from Windsor station at 5:15 P.M. This was the start of CP's lakeshore commuter service which was extended, less than three years later, to Rigaud and Pointe Fortune. For a century commuters have "taken the 5:15" and its sister trains as the population of Montreal's West Island has grown. Now run by the Montreal Urban Community Transit Commission, the service has been upgraded and modernized in recent years. May it run for another century.

The Port Stanley Incline Railway

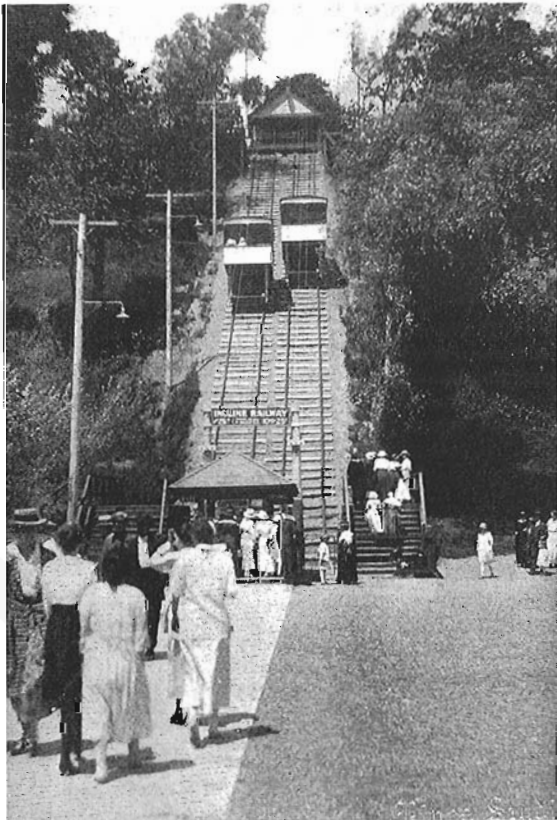
by Charles E. Benjamin

PORT STANLEY, ONTARIO, is best known to traction fans as the lower terminus of a heavy interurban line which ran passenger service up to 1957 between the city of London and this resort on Lake Erie, 24 miles to the south. But there was also an incline railway which climbed the escarpment from the beach area.

Some fortuitous follow-up, has resulted in quite a stack of references and photos, plus the revelations that the line ran up until 1966, and that both cars are preserved currently on public display!

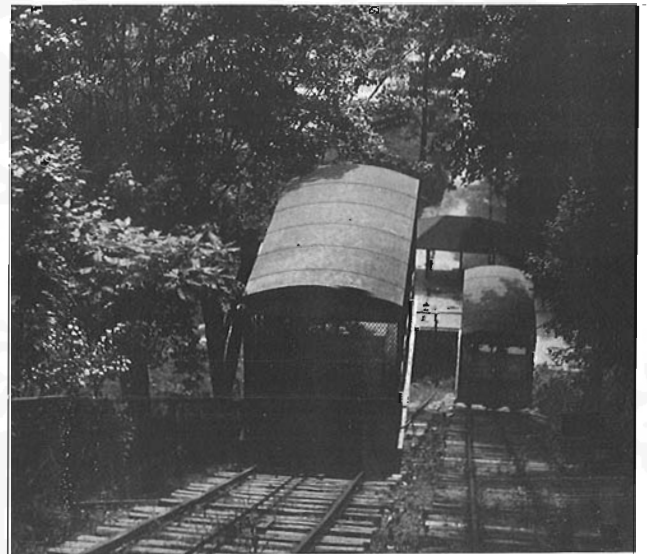
First, the credits. Fred Angus, editor of Canadian Rail, the informative newsletter published by the railroad/trolley museum in Delson, Quebec (near Montreal), wrote and sent photos of the Port Stanley incline taken when he and a friend rode it in September 1964.

Then a call to the Port Stanley chamber of commerce (a corner in the village clerk's office) led to a response of "Of course – the two cars are sitting over by Hal Sorrenti's office on Main Street!" Hal, proprietor of Sorrenti Design, Inc., turned out to be most knowledgeable and cooperative, and sent on a wealth of excellent material, summarized below.

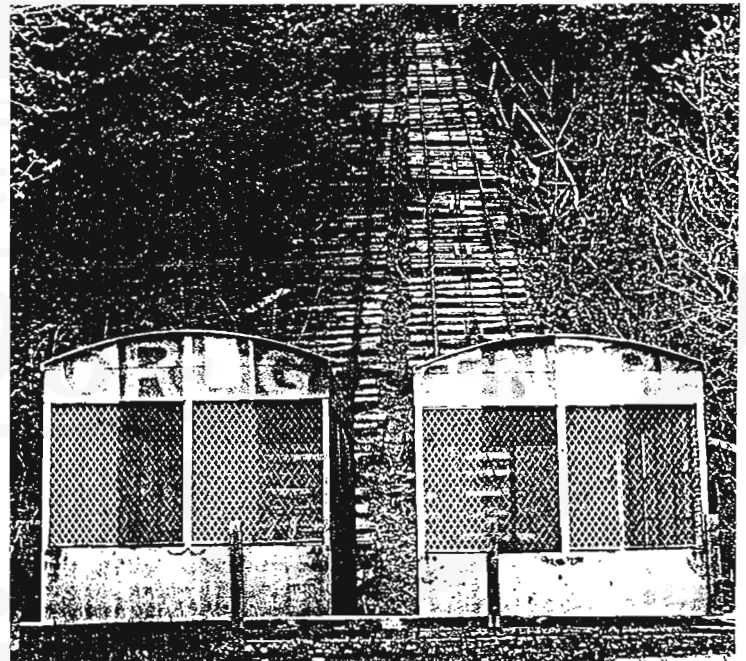


The Port Stanley incline railway in 1918 soon after it was bought by the L&PS.

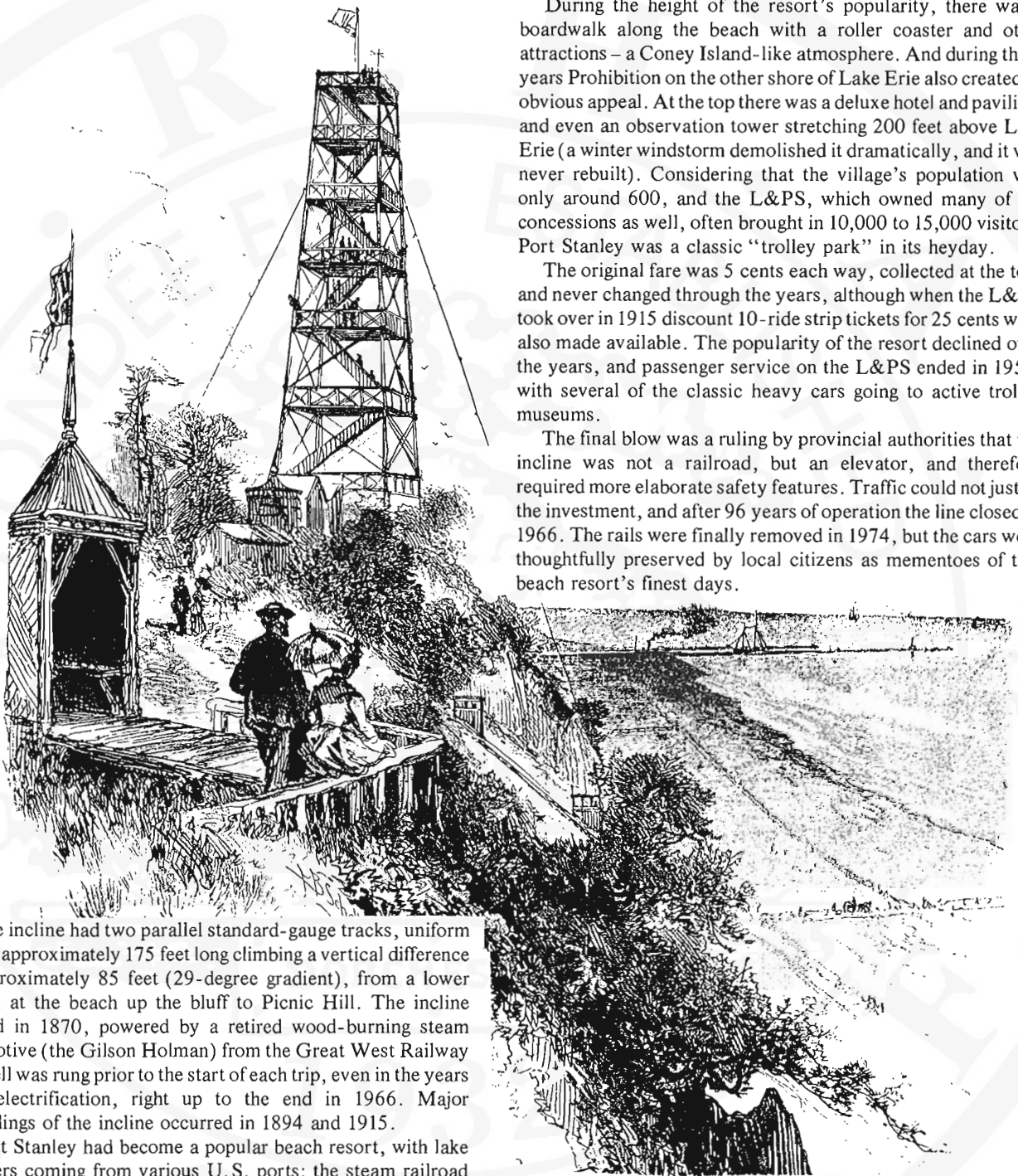
Incidentally, the incline was owned and operated by the interurban for a while, and earned a one-page description in "The London & Port Stanley Railway, 1915-1965, A Picture History", by W. Glen Curnoe, published in 1976. A much more detailed description and total background are in "Port Stanley: Musings and Memories", by Frank and Nancy Prothero (1980).



View taken by Fred Angus on September 6 1964.



The incline railway in 1973, shortly before the rails were removed.



The incline had two parallel standard-gauge tracks, uniform grade, approximately 175 feet long climbing a vertical difference of approximately 85 feet (29-degree gradient), from a lower station at the beach up the bluff to Picnic Hill. The incline opened in 1870, powered by a retired wood-burning steam locomotive (the Gilson Holman) from the Great West Railway – its bell was rung prior to the start of each trip, even in the years after electrification, right up to the end in 1966. Major rebuildings of the incline occurred in 1894 and 1915.

Port Stanley had become a popular beach resort, with lake steamers coming from various U.S. ports; the steam railroad from London via St. Thomas had opened in 1856. A meandering trolley line, the South-Western Traction Co., also connected these points after 1907, but this folded not long after the L&PS electrified in 1915. Peak traffic on the incline was recorded on July 1, 1926, with 10,111 riders that day. The incline ran during the beach season only, and off-season both cars stayed at the bottom to reduce strain on the cable and possible vandalism.

During the height of the resort's popularity, there was a boardwalk along the beach with a roller coaster and other attractions – a Coney Island-like atmosphere. And during those years Prohibition on the other shore of Lake Erie also created an obvious appeal. At the top there was a deluxe hotel and pavilion, and even an observation tower stretching 200 feet above Lake Erie (a winter windstorm demolished it dramatically, and it was never rebuilt). Considering that the village's population was only around 600, and the L&PS, which owned many of the concessions as well, often brought in 10,000 to 15,000 visitors, Port Stanley was a classic "trolley park" in its heyday.

The original fare was 5 cents each way, collected at the top, and never changed through the years, although when the L&PS took over in 1915 discount 10-ride strip tickets for 25 cents were also made available. The popularity of the resort declined over the years, and passenger service on the L&PS ended in 1957, with several of the classic heavy cars going to active trolley museums.

The final blow was a ruling by provincial authorities that the incline was not a railroad, but an elevator, and therefore required more elaborate safety features. Traffic could not justify the investment, and after 96 years of operation the line closed in 1966. The rails were finally removed in 1974, but the cars were thoughtfully preserved by local citizens as mementoes of this beach resort's finest days.

*Port Stanley in 1882 showing the incline railway as well as the observation tower.
Picturesque Canada.*

CN Locomotive 1521 Returns to Nova Scotia

by Ronald V. Haight

Former Canadian National Railways Class H-6-b Ten Wheeler #1521 is now back in Canadian ownership after having been in Michigan since 1970.

The locomotive had been stored inside, unserviceable and completely dismantled for re-building which was never completed. Acquired in this state, it was transported on four flat bed trucks to its present location at the new Upper Clements Theme Park in Annapolis Co., Nova Scotia, where reassembly is being carried out at present.

The major components such as the grates, throttle dome, fire box, whistle, gauges, are in good condition. The boiler has new tubes. The running gear was upgraded by CN in 1957, shortly before it was taken out of regular service. Since I took the enclosed photos on Jan. 11/89, the boiler front, pilot, stack, domes, lights, whistle, bell, air pumps and tanks have been installed. An all new cab has been constructed. Still to do is the boiler lagging and jacket and a complete restoration of the tender.

Historically, this locomotive was built by the Montreal Locomotive Works in 1905 for the Canadian Northern Railway. CNOR numbers were 213 and 1274. After acquisition by CNR, it was operated as CN 1274 until 1957 when it was re-numbered 1521. It was retired in 1960, and on Aug. 18, 1961,

sold to Andrew MacLean of Gravenhurst, Ontario. In 1965, the Province of Ontario bought the locomotive for promotional purposes.

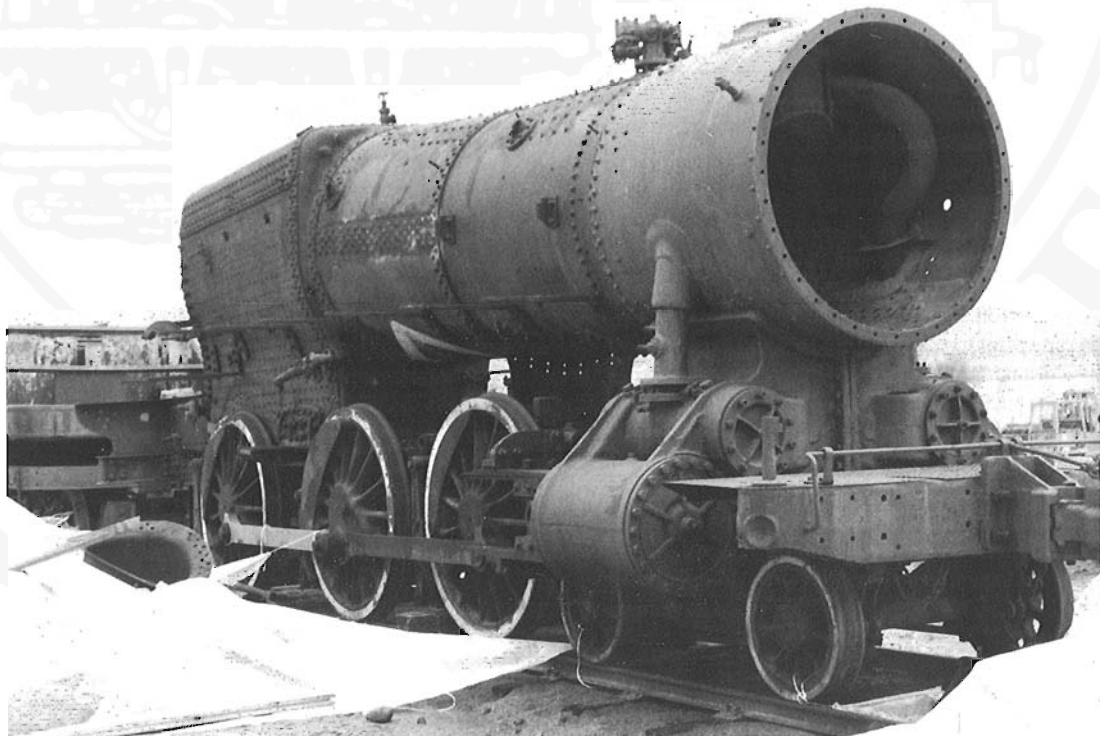
On Nov. 14, 1969, #1521 again changed hands, this time to R. Bennett, Crosswell, Michigan, and in March 1970, was shipped south of the border. This historical information was found in "Canadian National Steam Power" and follow up "Errata & Addenda" sheets by Anthony Clegg and Ray Corley. (Railfare 1969).

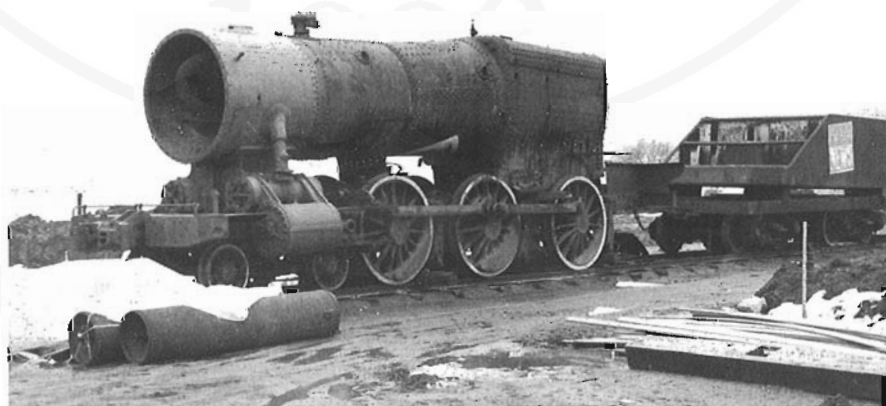
There are no immediate plans to operate this engine under steam but there is a possibility to do so in the future. This new 13 million-plus-dollar government backed park is adjacent to the Dominion Atlantic Railway, owned by CP Rail.

Also on site are ex CN caboose #78761 and four CN boxcars. They are #568934 (Blt 2-48), #568717 (Blt 5-48), #562678 (Blt 5-51) and #575520 (Blt 2-48). All are forty footers. These box cars will be renovated inside and used by the Department of Tourism for displays and promotions.

The main entry to the park is a replica of a large turn-of-the-century railway station. There is also under construction, a two foot gauge miniature railway to run throughout the park.

I shall try to keep the CRHA informed as work progresses on restoring 1521 and any other railway matters as pertain to Upper Clements Park.





DORCHESTER

CRHA Membership Survey – Some Unanswered Questions

by Douglas N. W. Smith

On the comment section of the member survey form, a number of members posed specific questions. Practically all those members who signed the form legibly have now received responses. However, as the surveys were separated from the 1989 membership renewals, I had no way to respond to a number of questions from those who either did not sign the survey or whose signature was impossible to decipher.

In response to the member who asked about potential additions to the equipment collection at the Canadian Railway Museum, the Collection Committee has identified those pieces of equipment which will allow the visitor to follow the developments of Canadian railway technology during the postwar era. As these items become surplus to operational requirements of their owners, it is hoped that a way may be found to add them to our collection. Amongst the targeted units are a GMD FPA and one of the CN boxcab units. There are no plans to secure a PA-1. These units operated largely on lines in the United States. It would be most appropriate for a group in that country to preserve such a unit.

The guidebook for the equipment at the Museum in Delson-St. Constant is currently out of print. An up-to-date listing of the items in the collection, however, is contained in the annual publication "Trackside Guide". This valuable publication includes the current locomotive, passenger car maintenance of way rosters for all railways in Canada. For the urban railway follower, there is included rosters of streetcar, light rail vehicles and subway equipment. Copies of the 1990 edition are available for \$14.95 including postage and handling. Orders should be sent to the following address:

Bytown Railway Society
P.O. Box 141
Station A
Ottawa, Ontario K1N 8V1

Several members asked about the feasibility of starting a Question and Answer section. The matter was discussed at the last Editorial Committee meeting. Starting with this issue, we will be printing questions from members in the Communications section. Answers to questions should be directed to Fred Angus who will co-ordinate the input to this column. We would encourage members to take advantage of this new feature. As the answer to any question will depend upon the response from the members, we can not guarantee that answers will be provided for all questions.

A number of members asked about making a submission to "Canadian Rail". With regard to photographs, submissions are always welcome. Given that our budget limits us to black and white printing, the best format for submissions would be black & white prints.

If you are having a print made from a negative, it is best to request an 8 X 10 size print. Such prints should be done by a

business specializing in making prints; those provided by the corner drugstore will lack the clarity and exposure which a professional developer can provide.

Colour prints are much more difficult to use. When transformed into a black and white image, certain colours can come out all grey rendering them unfit for use.

Any photos of a current subject should be in focus, not cut off part of the main subject, be it a locomotive, car or building and should have a caption.

For older historic views, especially if they are of little photographed subjects, less rigorous standards apply.

With regard to articles, we are always pleased to receive submissions. Authors should be aware that there is no guarantee that the material will be used or how quickly an article will appear in the magazine. At times, it may be necessary to shorten the text to fit the available space. Should you be interested in writing on a specific topic, such as the individual who stated he was would like to write an article on the Thousand Islands Railway, please contact the editors who can offer you suggestions as to places to look for material and research points.

Back copies of certain issues of "Canadian Rail" are available. For a list of the issues available and prices please address your query to:

BACK ISSUES CRHA P.O. 148
St-Constant, Quebec J5A 2G2

As some are in short supply, I would recommend those interested in acquiring back issues write soon!

MEMBERSHIP REPORT

The first invoice requesting your membership renewal, mailed November 1st., brought an 83% response. Thank you for your continuing interest in C.R.H.A.

Our second invoice, mailed February 15th. is still bringing renewals. It also brought to our notice that a sizeable number of members renewed in November, but their cheques had not been cashed. It appears that, although these members used our self-addressed envelopes, they failed to reach us. We have no ready explanation for this event. Please keep the Association's NEED for more members in mind.

Early in 1989, we requested Canadian members to write to their Member of Parliament to point out the injustice of increasing the postage on Canadian Rail from \$.47 per issue to \$1.14. Many publications of a similar nature to ours received a subsidized Second Class rate – for reasons which Canada Post would not explain. Invariably, our members who wrote to their M.P. received "Tough Luck" answers. We thank each of members who pursued the subject, even if to no avail. Recent cuts in Federal Govt. mail subsidies probably leave Canadian Rail a no-win situation.



Rail Canada Decisions

by Douglas N. W. Smith

DECISION COULD LEAD TO CHANGES IN BRANCH LINE ASSESSMENT STANDARDS

On January 31, 1990, the Agency ruled that CN could not abandon the Chapais Subdivision between Franquet and Chapais, Quebec, a distance of 97.3 miles.

In 1954, the Dominion government authorized CN to construct the Chapais Subdivision. The Quebec government had requested the line be built in order to transport natural resource traffic between Chibougamau and Rouyn-Noranda. The line was completed between Barraute and Chibougamau, a distance of 200 miles, in 1957.

Prior to June 1987, CN operated a round trip over the Chapais Subdivision each weekday between Senneterre and Chibougamau. Pursuant to efforts of CN to prune its network of marginal branch lines, the company initiated plans in 1986 to re-route the traffic handled over the line or move it on an intermodal basis. In 1987, CN closed the Chapais Subdivision between Mileages 72 and 170 and re-routed the Chibougamau-Noranda traffic to an alternate route via Chambord and Hervey Junction. This increased the rail haul by 450 miles.

The CTC objected to the closure and ordered CN not to close the line without its approval. CN ignored this directive and stated at the hearings that it viewed the closure to be only of a "temporary" nature.

After extensive public hearings, the Agency adopted the recommendations of its Members who had conducted the hearings. These recommendations could have a significant impact upon future branch line decisions as they considerably expand the scope of items to be considered in reaching a final decision on an application.

On the basis of the recommendations, the Agency will require the railways to submit a statement showing not only the traffic originating or terminating upon the branch line but also overhead traffic moving over the line. Up to the present this traffic has been excluded. The Agency will also examine the possibility of adjusting costs and revenues for lines under consideration to include the costs and revenues of bridge traffic. The Members also requested that the Agency review the question of permitting the railways to abandon lines that connect different regions by diverting traffic to more circuitous routes.

While the line was found to be uneconomic on the basis of originating and terminating traffic, the Agency found that there was strong evidence that if bridge traffic were included that the

line could become economic. As well, it found that there was reason to believe that new traffic could be forthcoming from new mining activity expected in the area.

The Agency also found that the continued operation of the Chapais Subdivision was in the public interest as its abandonment could lead to an increase in rates for mineral traffic moving over the current circuitous route via Chambord; highway transport was not a viable alternative due to the heavy volume of mineral traffic; and finally the Quebec government had indicated it was seriously considering amendments to the regulations governing truck vehicle weights which could reduce the attractiveness of trucking in comparison to rail.

Consequently, the Agency ordered CN to reopen the closed portion of the Chapais Subdivision by July 31, 1990 and file an annual report on marketing initiatives undertaken to develop traffic over the entire length of the Chapais Subdivision between Chibougamau and Barraute.

CN LEAVES YET ANOTHER ISLAND

On January 29, 1990, the Agency authorized CN to abandon its freight operations on Vancouver Island. At the time of the decision, CN operations were confined to but 3.5 miles of track in Victoria consisting of 1.9 miles of the Cowichan Subdivision and 1.6 miles of the Saanich Spur.

The final shipper on the CN line, Borden Mercantile Company, had switched to alternate transportation. These costs were funded by Transport Canada. Upon notice from the Minister of Transport of this situation, the Agency deemed the trackage redundant and authorized CN to cease operations thirty days from the date of its order.

A full history of the CN lines on Vancouver Island was carried in the May-June 1988 issue of "Canadian Rail".

SHORT TURNS

Sometimes material gets overlooked. On March 30, 1989, the Agency authorized CP to abandon the portion of the Temiscaming Subdivision from Temiscaming to Gendreau, Quebec, a distance of 7.4 miles. The line had been constructed by the Interprovincial and James Bay Railway in 1912-1913, a company controlled by CP. Traffic over the line totalled 34 carloads in 1987 and the operating loss was \$148,978.

The trackage of the former Montreal & Southern Counties (M&SC) continues to make the news. Last month's column

noted that the City of Granby had successfully petitioned the Agency to amend its decision and permit the abandonment of most of the CN trackage within its corporate limits. On January 24, 1990, the Agency approved an application by Innotermodal Inc. for a certificate of fitness to operate the line. It is understood that the Innotermodal will seek a charter from the federal government to incorporate MOQ Rail which would permit it to take over the portion of the M&SC line between Granby and Chambly.

On February 27, 1990, the Agency ruled that CP could advance the date for the abandonment of the Kentville-Yarmouth line from July 13 to March 27, 1990. CP had sought

permission to bring the abandonment date forward to January 16, 1990, the day after the operation of final VIA Yarmouth-Halifax train. CP operated its last freight train between Middleton and Yarmouth on December 19, 1989.

Correction

Contrary to the item in the January-February issue, the Saskatchewan Rail Co-operative has not yet acquired the CP line between Rockglen and Killdeer. Blame the misinformation on the new media which had reported the sale. Negotiations between the parties are on-going.

CRHA Communications

INFORMATION PLEASE

In response to requests from members, a question and answer section will appear in the Communications column. Members with either questions or responses should direct their correspondence to Fred Angus whose address appears on the inside front cover page.

Question:

Ray McKnight asks if any member supply positive information as to the history of locomotives Nos 1 through 4 of the Pontiac & Pacific Junction Railway?

NUMBER PLATES

Mr. Lon Marsh of 8731 67th Ave., Edmonton, Alberta T6E 0M9 writes: "A few years ago I came upon a CNR steam loco number plate. The funny thing is it's a cast iron one instead of the standard brass issue. I've been told it's because of war shortages of brass material, and yet 6060 (1944) has a brass one. Would anyone have the answer to this bit of trivia? This engine, 6067, was involved in an accident during its career, having slid into a ditch. Because of this mishap, there is a small piece missing along the edge of the plate near the bottom of the "7".

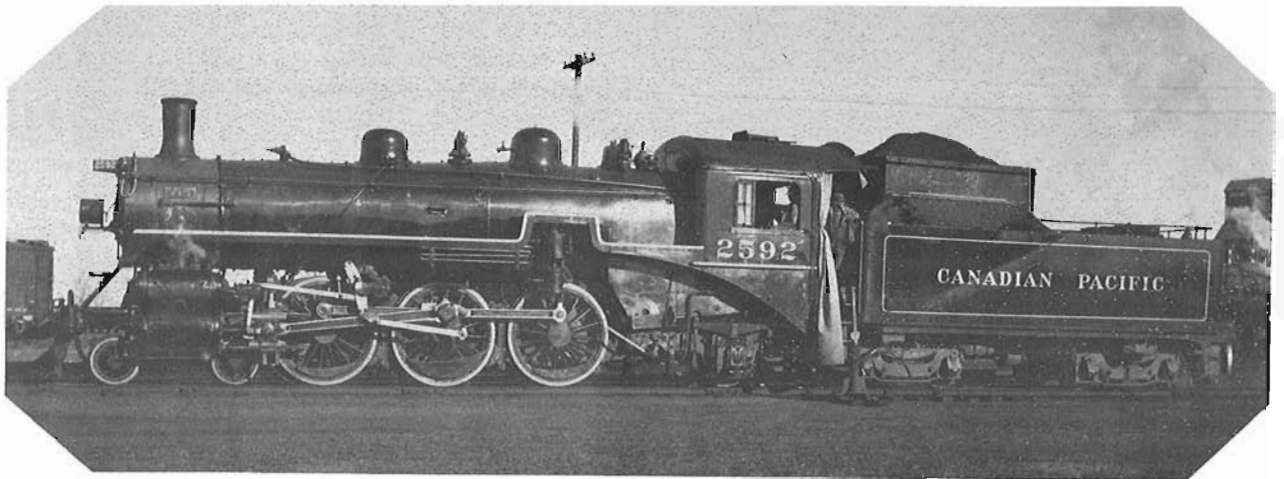
Another strange thing is why the Northern Alberta Railways never had the name on its locomotive number plates from 1929 to 1960. Engines 101 and 102 had the name CN style*, but others, like 53 shown here, did not. If anyone could help me out with these little mysteries I would be very grateful indeed".

* Editor's Note: So did 52; see photo on page 49.



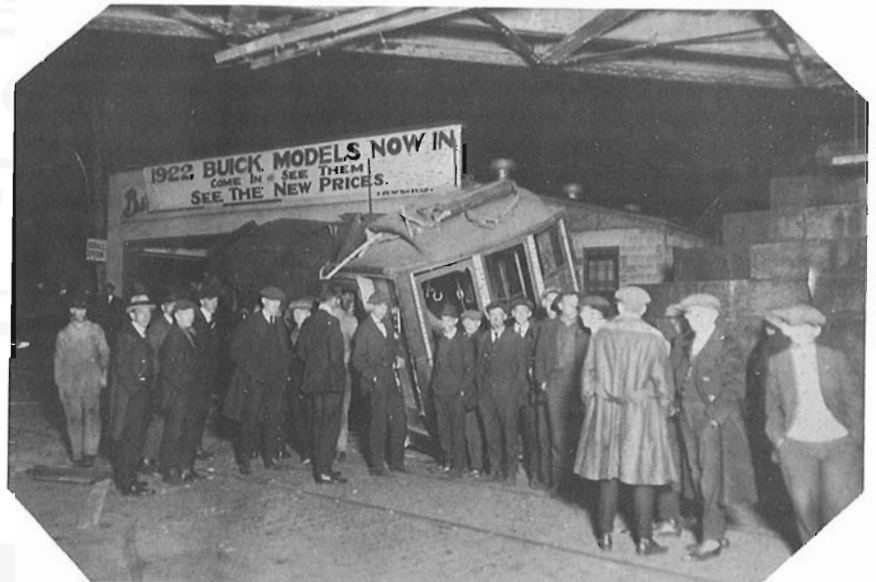
PHOTOS FROM THE 1930'S

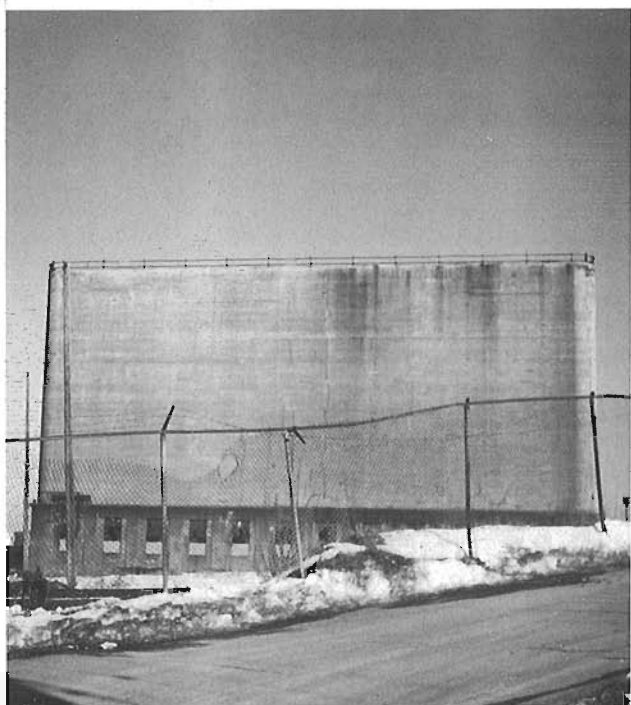
Mr. Ray McKnight sends these two photos taken in May, 1937. Canadian National locomotive 5704 heads train 15, the "International" out of CPR Windsor station in Montreal on May 31 1937. CP locomotive 2592, a 4-6-2 built in 1910 and scrapped in 1958, was pictured at the Glen yard.



ASSISTANCE WANTED

This photo, of an embarrassing moment on a street car line, is proving to be somewhat of a puzzle. The editor would very much like to know where it was taken. Evidently the motorman took the sign too literally and came in to see the new Buicks! The date appears to have been 1922, but the location is unknown. Any help would be much appreciated.





SAINT JOHN N.B.

Mr. Dyson Thomas of Saint John sends these two historic photos. Top, we see the last Budd R. D. car to operate to Saint John; it is number 6138, and the day was January 14 1990, the day before the VIA cutbacks took effect. Bottom, a view of the CPR grain elevator, long a landmark in West Saint John, in the process of demolition on March 15 1990.

MONTREAL STREET CARS

Many of you paid us for this 80 page book last November, and following; and you are wondering why you have not received it. A Desk-top Computer-Publisher specialist was supposed to do wonders for us in setting up the book, and producing it by lazer printer in record time at a minimum of cost. Unfortunately, none of the above took place. So March 20th., witnessed the delivery of the contents to our long-term and very reliable printer. Your copy was mailed on May 19. Thank you for your patience.

LUXURY TRAIN OFF THE RAILS UNTIL 1991

Canada's answer to the Orient Express will not get on the rails until 1991.

The Royal Canadian, a luxury rail service to be operated by Toronto-based Blyth & Company will not make its first run until March 27, 1991, the company announced. The first departure was originally scheduled for April, 1990 but was postponed a number of times, most recently until this fall.

Lorne Barclay, president of the Trans-Canadian Railroad Company blamed the delay on holdups in the manufacturing of specialty parts needed for the train's refurbishment. The Royal Canadian will use former Pullman cars which are being rebuilt to luxury standards in Denver, Colo. The Trans-Canadian Railroad Company is a new subsidiary of Blyth & Company set up to operate the rail service.

Mr. Barclay says anyone with a booking for 1990 will be given guaranteed reservations next year at this year's rates. Those who made deposits will be given a further discount of 10 per cent.

Blyth & Company, which operates luxury tours around the world, began organizing the rail service last year at a time when Via Rail was preparing to make drastic cutbacks in service.

Mr. Barclay says there has been tremendous interest in the train in the United States, Germany, Britain and Japan. Only 10 to 15 per cent of passengers are expected to be from Canada.

The train will make its first trip from Vancouver to Banff on March 27 with return on March 31. The first Vancouver-to-Toronto trip will depart April 1, with the return journey on April 5. After that there will be four one-way trans-continental trips each month plus 16 one-way mountain trips. New reservations will be accepted beginning May 1.

Prices for 1991 are still to be set. The price will include meals prepared under supervision of a three-star Michelin restaurant from France, plus complimentary wine and champagne. This year's tariff showed rates for the Toronto-to-Vancouver trip which ranged from \$1,695 to \$3,495.

The first three cars will arrive in Vancouver this December for testing and promotional tours. The others will be delivered in early 1991.

Source: The Globe and Mail, April 7, 1990.
By Douglas McArthur.

The business car



FAREWELL TO PEI

On December 22, 1989, CN operated its final train from Borden to Charlottetown. Norman Gardner, a crane operator of Maritime Recycling in Charlottetown greeted the final train with a special sign as it picked up a final carload of scrap metal. The following day the train made its final run from the capital.

In the early morning hours of December 28, 1989, CN engineer Sheldon McKinnon loaded the last train onto the Marine Atlantic ferry at Borden for the short run over to Cape Tormentine, New Brunswick. When the ferry cast off shortly at 0300, carrying the final revenue freight cars from the island, 115 years of railway service came to an end.

A history of the CN lines on the island was carried in the September-October 1989 issue.

CLOSING OF RAILWAY CAUSES PEI TO QUERY WHY IT JOINED CANADA

Abandoned rail lines and what it sees as a broken federal promise have made Prince Edward Island the latest province to question why it joined Canada.

PEI would never have signed the document that made it part of Canada in 1873 and turned its debt-ridden railway over to this country if anyone had known the federal government would some day close the railway, provincial lawyer William Lea told the Federal Court of Appeal.

"It would have been considered crazy for us to turn over our only public work without any responsibility by Canada to operate the railway", said Mr. Lea, who is representing the provincial Department of Transportation and Public Works.

The court reserved judgment on the case.

The more than 300 kilometres of rail lines on PEI were abandoned by Canadian National in January, a few months after the National Transportation Agency ruled there was not enough freight on the lines to keep trains operating. PEI is appealing the decision of the federal agency.

The province, which received no compensation for the loss of the railways and has seen its roads reduced to potholes by heavy truck traffic, is insisting in court that the original terms of the union with Canada make Ottawa responsible for operating a railway.

Mr. Lea argued that the Canadian government's offer to take over the railway, and the \$3.25-million debt that the province had incurred building it in the early 1870s, was the main reason for PEI agreeing to join Canada.

"Railways were the foundation of this country . . . no one had any idea that the railway would not be operated in perpetuity", he said.

But Mr. Lea faced tough questioning on that point from the three judges hearing the case, because the terms of union with PEI stipulate only that the federal government take responsibility for the railroad, and do not mention anything about operating it.

The federal government, CN and the NTA all took the position that the railway had the right to close the lines and dispose of assets the same way any other Crown corporation does.

CN lawyer Terrance Hall gave a very unflattering history of the railway on the island and blamed the province for its demise.

"The main reason the island joined Canada was to keep itself out of financial insolvency", he said.

"It was a very poorly built railway. It was so bad that the federal government wanted to give it back to PEI and the island didn't want it back", he said.

Mr. Hall added that the NTA agreed with CN that the company was losing money on the PEI railway.

He said those losses were made worse by provincial deregulation of the trucking industry, which allowed an increased number of heavier trucks on PEI roads.

"It ill behoves the province to complain that it has lost its railway when its own trucking policy caused that . . . even if the railway were put back in place, there would be no freight on it".

PEI Transportation Minister Gordon McInnis said in an interview that if the railway is not viable on PEI then the province has the right to demand federal assistance to upgrade the highway system.

When railway service was ended in Newfoundland in 1988, the province received about \$800-million for road upgrading, but Mr. McInnis said the federal government refused to negotiate a similar deal with PEI.

He said the court case was the province's "last option" after the NTA allowed the railway to be closed last year.

Source: The Globe and Mail, May 3, 1990.

By Kevin Cox.

SCRAPPING THE PAST: RAILWAY DISMANTLING CONTINUES

Parts of Newfoundland history disappear daily as Canadian National proceeds with the dismantling and selling of the remains of the Newfoundland Railway.

Between 50 and 60 people are at work now removing tracks across the province while weather permits.

Bren Everard, manager of Newfoundland operations for CN, said 57 per cent of the track has been removed. As well, CN railway cars and equipment in Newfoundland are still being shipped to Chile.

The South American country began shipping the cargo in December 1988, two months after the Newfoundland railway was shut down. Mr. Everard said two shipments of equipment left St. John's for Chile shortly before Christmas. Another is to follow.

"They couldn't load the remainder of their order on these two ships so there'll be another shipment", he said.

Chilean engineers plan to convert Newfoundland's 42-inch rail system to fit their 39-inch railway.

Mr. Everard also confirmed that negotiations are taking place with other countries interested in buying railway equipment but would not identify the countries.

Cars and equipment it cannot sell will be scrapped. Approximately 60 people are scrapping the equipment at various locations across the province. Mr. Everard said most of the scrap metal is being sold in the province and then resold to mainland companies.

It has not yet been decided what will happen to CN land and buildings in the province. Mr. Everard said the land and buildings are required to pass through several hands before ownership is established.

The property is first returned to the federal government. Then, "CN has to indicate to the government what land and buildings it requires to continue its operations in the province", he said.

Other Crown corporations can then indicate whether they need any of the property. After they have been satisfied, the remaining land reverts to the province.

A committee made up of federal and provincial representatives and CN personnel will meet to decide the future of the property. But Mr. Everard, who is a CN representative on the committee, admits there has been no agreement yet about what to do with it.

"We'll continue to talk and hopefully we'll reach an agreement", he said. "Because of the magnitude of the issue, the process take a long time".

CN property includes land and buildings in St. John's, Corner Brook, Grand Falls, Bishop's Falls, Clarendville and other areas in the province.

He was not able to estimate the value of the land and buildings, however. "A large amount of the land is in the wilderness and it is hard to determine its value", he said.

Source: The Evening Telegram, Friday, February 9, 1990, Page 11.

By Janice Clancey.

RAILWAY MUSEUM PLANNED

Bishop's Falls — The town council here has plans to construct a railway train museum in the town, which they feel would be a good tourist attraction.

Mayor George Saunders says council contacted the provincial government seeking permission to obtain a section of railway track as part of the museum. Mayor Saunders says council has received correspondence from the province going along with the town's request.

He said the matter has now been turned over to council's civic affairs committee for further work. The committee has recommended that a railway-heritage museum board be

established comprised of civic affairs committee members as well as retired railroaders in the town. This museum board would be responsible to establish a display on the railway track for people to visit.

Source: The Evening Telegram, February 10, 1990.

By George Saunders.

THE NEW VIA TIMETABLE

When the cuts to VIA service were announced on October 4, 1989 there was much speculation as to how the remaining trains would be scheduled. Many feared the worst; that connections would be inconvenient and that long trips would not be possible without lengthy layovers. The new timetable has now been released and, considering the magnitude of the cutbacks, it is rather a pleasant surprise. Evidently considerable thought has gone into devising the schedules to make it possible for the would-be passenger to make the best use of the limited number of trains that are now available.

The first thing one notices, of course, is the absence of so many trains, which have been discontinued entirely. Most notable is the transcontinental "Canadian" on the CP line between Montreal/Toronto and Vancouver. The three regional trains in the Maritimes are gone, as is the train between Montreal and Quebec City via Trois Rivieres. In the west, the Vancouver Island service has disappeared, although this may have a temporary reprieve. Any runs which could be considered commuter trains are also gone; this ends the Toronto-Havelock service. It is obvious that CP lines have lost most of their passenger trains, although CN has its share of discontinuances as well. VIA's large fleet of Budd R.D. cars will be almost wiped out, since only one run in the new timetable, Sudbury – White River, still uses that kind of equipment.

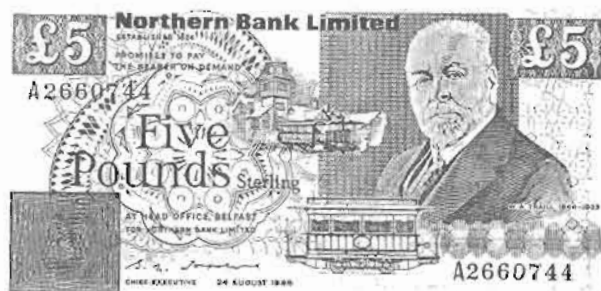
Service reductions are frequent, many trains going from daily to tri-weekly, and other runs having some trains cut. Persons from Toronto having business in Montreal (and vice-versa) will miss the overnight "Cavalier" which was such a time-saver. Southern Ontario will also lose service as frequency is reduced, while most remaining long-distance trains will be only three days a week. The overnight "Northland" to Kapuskasing is also gone.

But all is not bad. One bright spot is the retention for the time being at least, of the "Atlantic", through Maine and Saint John, which will, in conjunction with the "Ocean", provide six-day-a-week (except Tuesday) service between Montreal and Halifax. Since the Gaspé train will run on the same days as the "Atlantic" it means that there will also be six-day-a-week service between Montreal and Mont Joli. Since the transcontinental train will depart Toronto just before midnight, it will enable passengers from the Maritimes to connect at Montreal with a train for Toronto in ample time to make the connection for the west. This was a tight connection before, and was frequently missed, so there is an improvement here. The schedule will be such that two days a week the connection will be with the "Ocean" and one day with the "Atlantic". Service on the sparsely-populated Capreol-Winnipeg run will be upgraded since the transcontinental train will replace former trains 7 and 8 (sometimes nicknamed the "Superette"). Connections will also be possible, on certain days, with the "Hudson Bay" to Churchill.

There are a few anomalies. Although the Ontario Northland service is still shown in the timetable and map, there is no mention of the train to Moosonee. This is all the more puzzling since the similar Algoma Central service is shown. Another interesting point is that Amtrak's "International" now operates by way of Kitchener instead of Brantford. Finally we come to the name of the transcontinental train. It has been re-named the "Canadian" and given numbers 1 and 2, even though it follows the same route as the "Super Continental". One wonders if this is so it can be said that the "Canadian" was not discontinued but rerouted! Unfortunately, without discussing the merits of the two trains, calling the "Super" the "Canadian" does not make it the "Canadian". As Gilbert and Sullivan so aptly said in *H.M.S. Pinafore* back in 1878, "Gild the farthing if you will, yet it is a farthing still".

All in all, though, the new VIA timetable is still that of a unified system. One sincerely hopes it will stay that way.

PIONEER ELECTRIC RAILWAY HONOURED



One of the first electric railways in the world ran between Portrush and the Giant's Causeway in County Antrim, Northern Ireland, and was opened in 1883. This pioneer line has been commemorated on a 5 pound note recently issued by the Northern Bank Ltd. in Belfast, Northern Ireland. The note, dated August 1988, bears a picture of William Atcheson Traill (1844-1933) as well as two pictures of the electric line. One view shows a steam dummy hauling a trailer in the town of Portrush, while the other is an excellent side view of one of the earliest electric cars. Steam dummies were used to augment the electric service in times of peak traffic. The back of the note depicts present-day electronics in the form of a radio telescope and a computer.

The Giant's Causeway line was the first hydro-electric powered railway in the world, and was opened only two years after the first permanent electric railway anywhere (Berlin Germany 1881). William A. Traill was a member of the

Geological Survey of Ireland and had been promoting mineral development and transportation in County Antrim. At a meeting on October 27 1879 he had proposed a narrow-gauge railway connecting Portrush with the distillery at Bushmills, as well as a further extension to the Giant's Causeway, a famous geological formation and tourist attraction. It was evidently due to Mr. Traill that the revolutionary idea was originated of operating the line by electric power.

Construction began on September 21 1881, and the line was opened as far as Bushmills (7 miles) on January 29 1883. Steam power was used while the electric equipment was being installed. Although full electric operation did not begin until September, trial runs were made before this; in one case, on April 16, a disabled steam locomotive was towed back to the shops by an electric car, surely the first time in the world that this happened. Then on September 28 1883 the big day arrived as the electric service was opened officially, Mr. Traill driving the first car. This event received worldwide attention; an account of it was on the front page of the *Montreal Star* on October 13 1883. In 1884, Mr. Traill was in Montreal, at the meeting of the British Association for the Advancement of Science, where he spoke of the advantages of electric tramway operation.

The line was extended to the Giant's Causeway (two more miles) in 1887, and it remained in operation until 1950. Sadly, it was then abandoned as the government did not see fit to provide a grant to offset the operating deficit despite the obvious tourist potential (doesn't this sound familiar?). From time to time there has been talk of rebuilding the line since most of the right-of-way is still there. Now this pioneer electric railway, and its chief promoter, has been honoured on the circulating currency of Northern Ireland, one of the few times an electric railway has been the feature of any country's money. Maybe someday the railway will run again.

TRAIN SERVICE TO REPENTIGNY BEGINS MAY 15

The Quebec government approved a new train service for commuters from off the east end of the Island of Montreal. But the service will only operate temporarily, to compensate for the partial closing this summer of the Metropolitan Blvd. for repairs.

The train service won't begin until May 15 and is scheduled to end Oct. 15. Two trains will operate from the Repentigny area to Montreal during morning rush hour. Similarly, two will go from Montreal to the east in the evening.

Six temporary train stations will be set up on an existing rail network that links the town of Le Gardeur, near Repentigny, and St. Laurent. Those stations will be near Repentigny, Pointe aux Trembles, Rivière des Prairies, two points in the city of Montreal north of the Metropolitan, and the du Collège Métro station in St. Laurent.

Source: *The Gazette*, April 13, 1990.

BACK COVER:

Another casualty of the government mandated reductions in VIA services was the Montreal-Sudbury section of the "Canadian". With less than a month of service remaining, in December 1989 a matched pair of FP9A units lead Train 1 through Westmeath, Ontario enroute to Sudbury.

Photo: Douglas N. W. Smith.

Canadian Rail

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