

# Canadian Rail



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EDITOR: Fred F. Angus

CO-EDITOR: Douglas N. W. Smith

PRODUCTION: A. Stephen Walbridge

CARTOGRAPHER: William A. Germaniuk

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*FRONT COVER: The Canadian Pacific Railway's transcontinental train running through spectacular mountain scenery in the early 1890's. By this time the consist was up to seven cars. This photo is from an album made by a visitor who crossed the continent en route to Japan in 1893.*

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



# The Economic Viability of the Newfoundland Branch Railway Lines and Their Impact on Main Line Feasibility

By Peter D. Locke

For most Newfoundlanders, the subject of the Newfoundland Railway when brought up in thought or discussion relates to the 547 mile line of the railway that ran roughly north and then west from St. John's to Port-aux-Basques.<sup>1</sup> The story of this line's construction, first under the A.L. Blackman Syndicate, and then from 1890 to 1898 under Sir R.G. Reid stands as the single greatest economic and social achievement of Newfoundland in the later half of the nineteenth century.<sup>2</sup> Of somewhat lesser importance to the history of island railroading were the branch railways, which in their entirety amounted to some 410 miles before the removal of the partially completed Fortune Bay branch in 1922.<sup>3</sup> Despite their secondary status as veritable tributaries of steel flowing into the main line, the branch railways were an integral part of island transportation from the completion of the Harbour Grace branch on 11 October, 1884,<sup>4</sup> until the last trains ran on the Argentinia and Carbonear branches on September 20, 1984.<sup>5</sup>

In every respect there was, from the weight of rail used in their construction (35 pounds per lineal yard) to the actual motive power and rolling stock which ran on them, the branch line railways were secondary to the main line - with the exception of unprofitability and operating difficulty.<sup>6</sup>

For the criticism delivered upon the main line as being a "mountain" railway with its excessive grades and curvature, substandard roadbed, and lightly-constructed bridgework and abutments, all of which made it less a first class passenger and freight railway than a secondary development line, the branch lines were of an even poorer standard. Despite their undeniably substandard nature, however, the branch lines of the Newfoundland Railway did have a definite impact on the economic fortunes and social advancement of the island.<sup>7</sup> While many feel that this is not true, I believe that the major impact of the branch railways on Newfoundland's economic development was an indirect one, a byproduct of the draining of revenues from the core of railway operations, the main line.

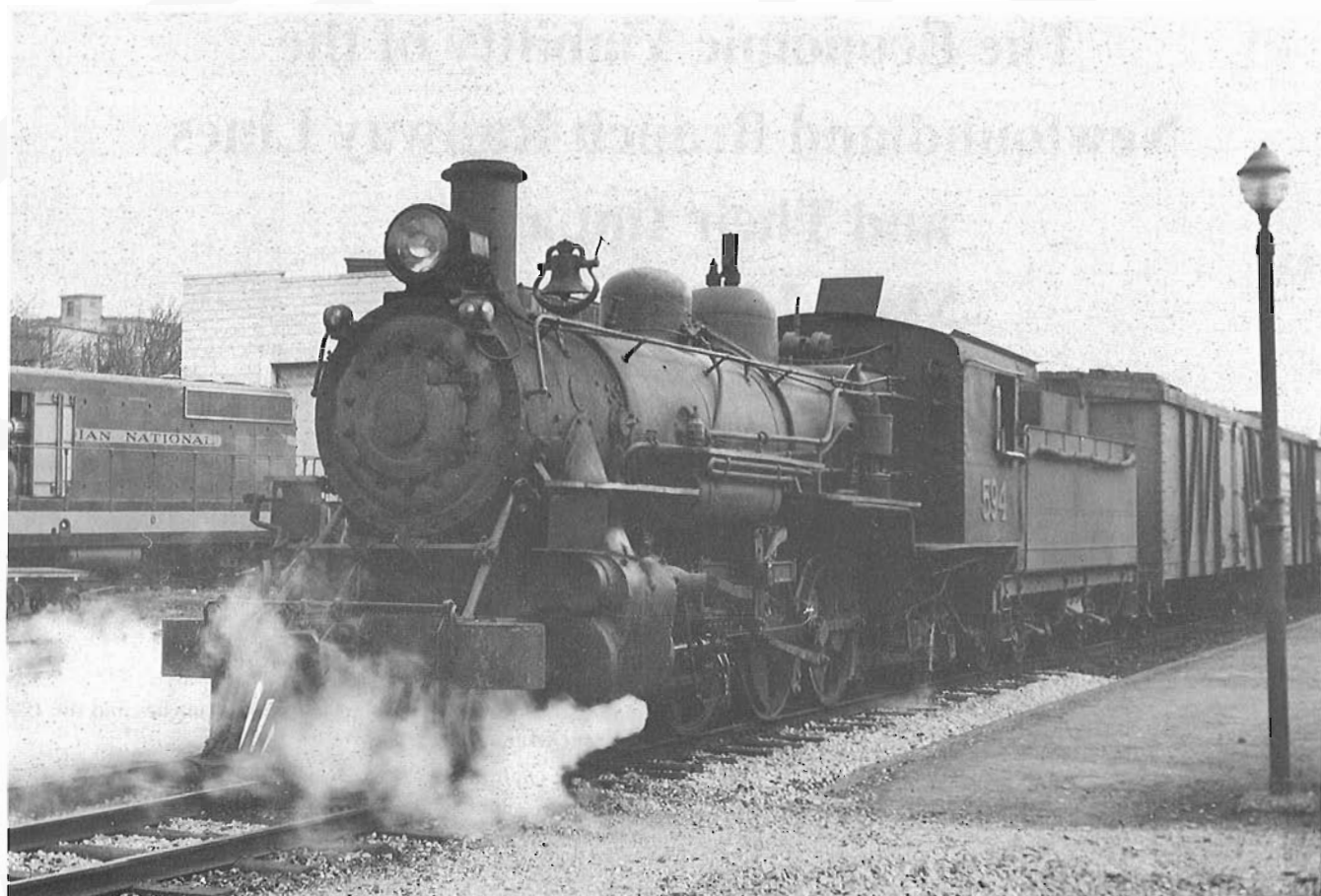
This research paper will examine the branch lines and the questionable motives behind their construction along with the personalities involved. The viability of the branch lines and their impact on the sociocultural, and especially the economic development of the island will be discussed. I intend to outline the role which the branch railways have played in the retardation of Newfoundland's growth through their draining of general revenues from the railway's

operations. It is my belief that the Newfoundland Railway as a transportation system could have met with economic success had not its capital and resources been needlessly diverted at a time when they were most urgently needed for structural upgrading, gauge expansion, and stock renewal.

## I. The Harbour Grace and Palcentia Branches and the 1909 Branch Line Contract

On April 2, 1880, a joint committee of the House of Assembly and the Legislative Council that had been convened at the request of the Newfoundland Prime Minister, William V. Whiteway, to study proposals for the construction of a railway in Newfoundland released its report. A recommendation was made by the joint committee that a second class narrow gauge railway be built for some 340 miles from St. John's to Hall's Bay, an inlet from Notre Dame Bay on which the present-day town of Springdale is located. The proposed railway was to follow a route which would connect with the larger communities in Conception Bay and Notre Dame Bay, servicing the northeast coast of the island in general. With the completion of a survey by the firm Kinipple and Morris of London, England, in December, 1880, the government called tenders for the initial construction of a 57 mile railway from St. John's to Whitbourne, with a 27 mile branch line from Whitbourne to Harbour Grace.<sup>8</sup>

Construction of the railway began under the supervision of the A.L. Blackman Syndicate of New York, New York on 16 August, 1881.<sup>9</sup> With the coming of the ground freeze in the late fall of 1881, the railway had reached Topsail Pond in Conception Bay.<sup>10</sup> The line laid by the Blackman Syndicate had been built quickly thus far, but was composed of rail with a weight of 35 pounds per lineal yard instead of the 50 that had been recommended. In addition, excessive grades of over 2.5% and curves of 12 - 14 degrees were to be found - flaunting the engineering study completed by Kinipple and Morris.<sup>11</sup> With the precedent set for substandard construction by the Blackman Syndicate, whose Newfoundland Railway Company went bankrupt in April 1884, the railway reached the site of the Harbour Grace Junction, now Whitbourne, in mid-1884. Under the supervision of a Canadian Pacific Railway section foreman, Thomas P. Connors, the Harbour Grace branch was completed with the last spike being driven on 11 October, 1884.<sup>12</sup>



*A mixed train about to leave St. John's in October, 1954.*

*CRHA Archives, Toohey Collection 54-109.*

The operation of the 27 mile branch to Harbour Grace and the main line to St. John's, the Hall's Bay Railroad, relied on a daily schedule for the next two years with the Whiteway government unwilling to finish the road to Hall's Bay. Sir Richard Thornburn's victory over the Whiteway government in 1885 as a result of the failure to complete the Hall's Bay Railroad and a riot between Protestants and Roman Catholics at Harbour Grace led to the construction of a 27 mile branch line from Whitbourne to Placentia. Thornburn's administration defended the Placentia branch line, completed in 1888, on the basis that it gave work to unemployed labourers and allowed a faster ship connection between Placentia and Halifax then from the port of St. John's.<sup>13</sup>

Accusations were made by the opposition, notwithstanding, that the building of the Placentia branch was a ploy to increase Thornburn's majority in the House of Assembly.



*A mixed train en route to Argentina on August 23, 1982. The second unit, number 805, is now at the Canadian Railway Museum.*

*Photo by Fred Angus.*



The Evening Telegram, which opposed Thornburn's Reform Party, editorialized on October 26, 1886, that:

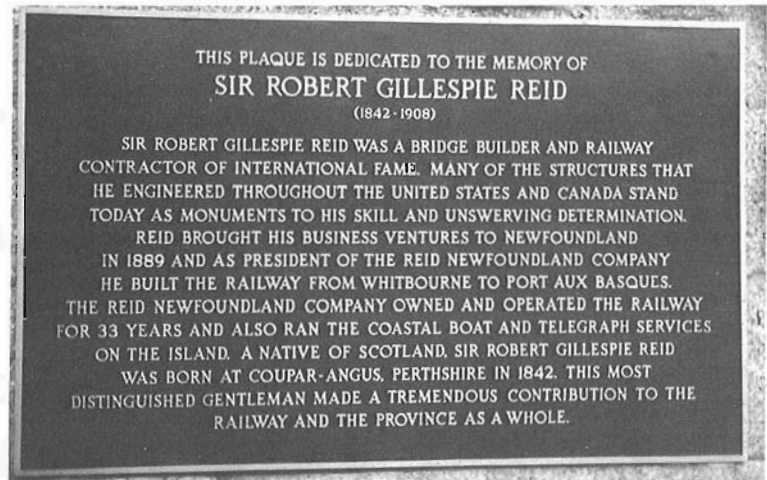
"A feint of constructing the Placentia Branch has been made by the Government to secure their Receiver General's election for the district. But it is positively asserted by the discontented ones within the camp that construction will go no farther than the levelling off of some miles of earth: and that it will be many a year yet before the road will see a rail. The object is to gull the Placentia Bay electors, and the latter have been stuffed to such an extent by strong declarations - and have innocently accepted these declarations - that the branch will be duly built and put in running order. that the nefarious object is likely to succeed and the electors to be thrown off their guard. To use an americanism. it will be "a good enough branch till after the election."<sup>14</sup>

Upon opening on October 2, 1888, the Placentia branch had cost almost \$24,000 a mile to build for a total cost of some \$648,000 - \$216,000 more than the original estimated cost of \$16,000 a mile or \$432,000 in total.<sup>15</sup> Bearing in mind that the line from St. John's to Harbour Grace was operated by A.L. Blackman's bankruptcy receiver and the Placentia branch by the Newfoundland government, the latter was now saddled with the operation of a branch line built without an eye towards profitability. In "The Two Roads," an editorial which appeared in The Evening Telegram October 9, 1886, supporting the construction of a public road in lieu of the proposed railway, it was noted that:

"Thus, there is a contrast, and a marked contrast, between the common road and the railroad in new and as yet unpopulated countries like Terra Nova. The first is an earning fund to the colony from its birth, and increases its earnings to the public funds as time rolls on. The second, the railway, is a constant sinking-fund...a never-ceasing drain upon the public revenues and every taxpayer in the colony to the end of time. For the sake of the temporary advantage of a little labour to the immediate neighbourhood, the whole colony is saddled with an enormous public burden, the worst feature of which is that there is no end to it."<sup>16</sup>

The Evening Telegram also went on to refute the necessity for a public work in the Placentia district. "The Two Roads" made note of the fact that. "There is no destitution in the district to be relieved, for by a singular (and for it, inopportune) coincidence, that part of the island has been blessed with an exceptionally good fishery."<sup>17</sup>

Further branch line development in Newfoundland would have to wait until after the completion of the main line by the Scottish-Canadian contractor R.G. Reid (later Sir) in 1898. Reid was able to interest a fellow Scotsman, Lewis Miller, in the white pine along the Exploits River and around Red Indian Lake. Miller decided to build a sawmill on the lake, and obtained Reid's services in building an 18 mile branch line to his mill site, subsequently named Millertown. Construction of the Millertown branch began in May 1900, with completion by early fall. Timber



*Memorial to Sir Robert Reid on the former Newfoundland Railway station at St. John's.*

*Photo by Fred Angus.*

from Millertown was carried to the main line and then to Lewisporte on a small branch line built by Reid for the government in 1897. Miller suffered a number of setbacks, however, and this resulted in Reid's takeover of the sawmill and the Millertown Railway in 1903.<sup>18</sup>

R.G. Reid and his sons, W.D. and H.D. Reid, occupied themselves with their transportation interests and the development of their significant land holdings from the construction of the main line until after the election of 1909, won by the People's Party of Sir Edmund P. Morris. The Reids had invested heavily in Morris's campaign for Prime Minister in the 1908 election which ended in a tie with the Liberals of Sir Robert Bond. By increasing their support for Morris, The Reids won a campaign promise to construct branch railways in the 1909 runoff.<sup>19</sup> This promise became a reality when the "Branch Line Contract" of December 9, 1909, gave the Reids responsibility for constructing six branch lines totalling some 375 miles of track.

Branch lines were to be build from the mainline to Trepassey (104 miles - completed 1913), Heart's Content (42 miles - completed 1914), Bonavista (88 miles - complete 1911), Bay de Verde from Carbonear (48 miles - completed 1915), Fortune bay (58 miles - of which 43 were completed before removal in 1922) and Bonne Bay (35 miles - of which only the grading was ever begun). The Reids were to receive "4000 acres of land for the operation of each mile of each branch line of railway ... in blocks of one mile frontage and ten miles rearage, 156 miles of land on one side of the branch line of railway, or five-eighths of one side of the track ..." If the Reids so chose, the Newfoundland government further agreed "to pay to the Company a money subsidy at the rate of 28 cents per acre for any or all of the said lands to which the company is entitled."<sup>20</sup>

The Bay de Verde branch line, completed in 1915, was the last of the branch lines built in Newfoundland. As was mentioned, the Fortune Bay branch was never completed, nor was the line to Bonne Bay. Construction began on the Fortune Bay branch in 1915, and progressed in fits and starts until the 43 miles of track

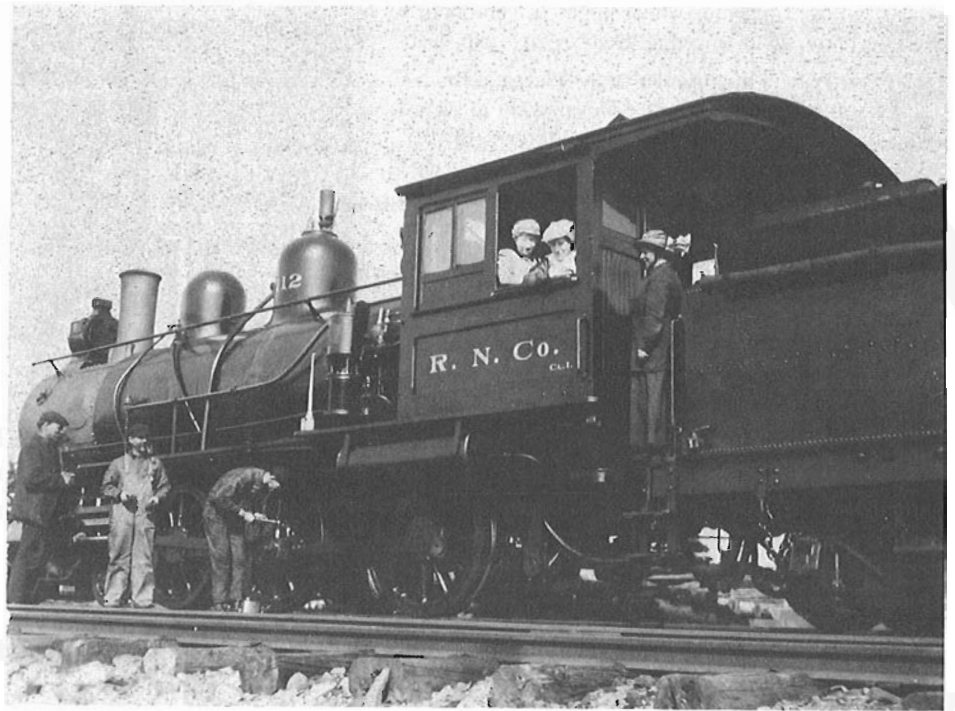
laid were removed in 1922.<sup>21</sup> Branch line construction had cost 7.5 million dollars by this time, well above the government's original estimate of only 4 million dollars.<sup>22</sup> Construction costs aside, however, the branch lines main drain on the island economy came in the form of operating costs to both the Reid Newfoundland Railway and, after 1 July, 1923, the Newfoundland government.

## II. Branch Lines Impact on the Newfoundland Railway's General Revenues and Island Development

R.G. Reid's construction of the Newfoundland Railway main line between 1893 and 1898 had been a success both for the Reid Newfoundland Railway and the government. Construction had been completed on schedule to government specifications, and Reid had not only managed to stay within his budget but had actually made a profit of over half a million dollars.<sup>23</sup> Although R.G. Reid died on July 1, 1908, in Montreal and had no role in the decision to accept the 1909 Branch Lines Contract, it is perhaps unreasonable to blame his son and successor W.D. Reid for entering into it.<sup>24</sup> With their previous success to boost their confidence, the Reid interests felt it justifiable to build and operate an additional 375 miles of track without any reliable forecast of the branch line's earning abilities - an error in judgement whose consequences would be appreciated decades later.<sup>25</sup>

As mentioned, engineering difficulties in building the branch lines, as well as work stoppages and rising fuel costs from \$5.10 per net ton for coal in 1904 to \$16.10 per net ton by 1921 had made the construction of the branch lines almost twice as expensive as projected in the 1909 contract. Despite this, the real moneyhole would be found in 1912 after the Bonavista branch had opened, the first of the four completed out of the 1909 agreement. Variable costs for goods and services needed to operate the branch lines, and which the Reid Newfoundland Railway and government could not control, served to magnify construction losses. For the year 1920-21, for example, the cost of general repairs to the physical structures and locomotives on the four branch lines exceeded every other expense - \$222,184 a year. By comparison, the entire yearly wages for the section men, train crews, shop workers, and agents and operators for the branch lines was only \$221,400 for 1920-21. Fuel costs came to some \$96,000 for the same period - generally the greatest annual expenditure for contemporary railways.<sup>26</sup>

Snow-fighting costs on the branch lines proved to be the largest headache of all, however. Direct costs attributable to snow removal were estimated at \$46,997 for 1920-21, ignoring the fact that a large part of annual repair expenditures was put towards repairing the damage caused in carrying out snow removal on the Heart's Content, Trepassey, Bay de Verde, and Bonavista branches.<sup>27</sup>



*Reid Newfoundland locomotive No. 112, a 4-6-0 of Baldwin design, built in 1911.*

The Report of the Government Members of the Railway Commission, 15 June, 1921, stated that:

"... the Trepassey and Bay de Verde branches should only be run until the snow prevents progress by pilot plow. This closure might begin about the middle of January and might continue into the second week of April. After the first blocking no further attempt should be made to keep them open. The people of the Southern Shore could be served during this period by one of the Government fleet of boats from St. John's about once a week, and points on the Bay de Verde branch might also be reached in the same way."<sup>28</sup>

R.C. Morgan's Report on Reid Newfoundland Company of January 2, 1922, supported this conclusion:

"The present plan of closing down (the branch lines) during winter season is undoubtedly wise, and should be continued as a fixed policy for the future. The expenditure for snow fighting during the past few years has been out of all proportion to the earnings from traffic handled, and is really money thrown away..."<sup>29</sup>

The real measure of the effect which the expense of branch line operations had on general railway revenues can best be seen by comparing statistical information for the railway's operations prior to 1909 with the years that followed. Between 1904 and 1909 - the year the Branch Lines Contract was signed - the Reid Newfoundland Railway suffered an increase in average annual net loss of \$29,358. An anomaly occurred in 1909-1910 when the Reid Newfoundland Railway's statements showed a decrease in the company's annual net loss from \$70,649 in 1909 to \$19,162 in

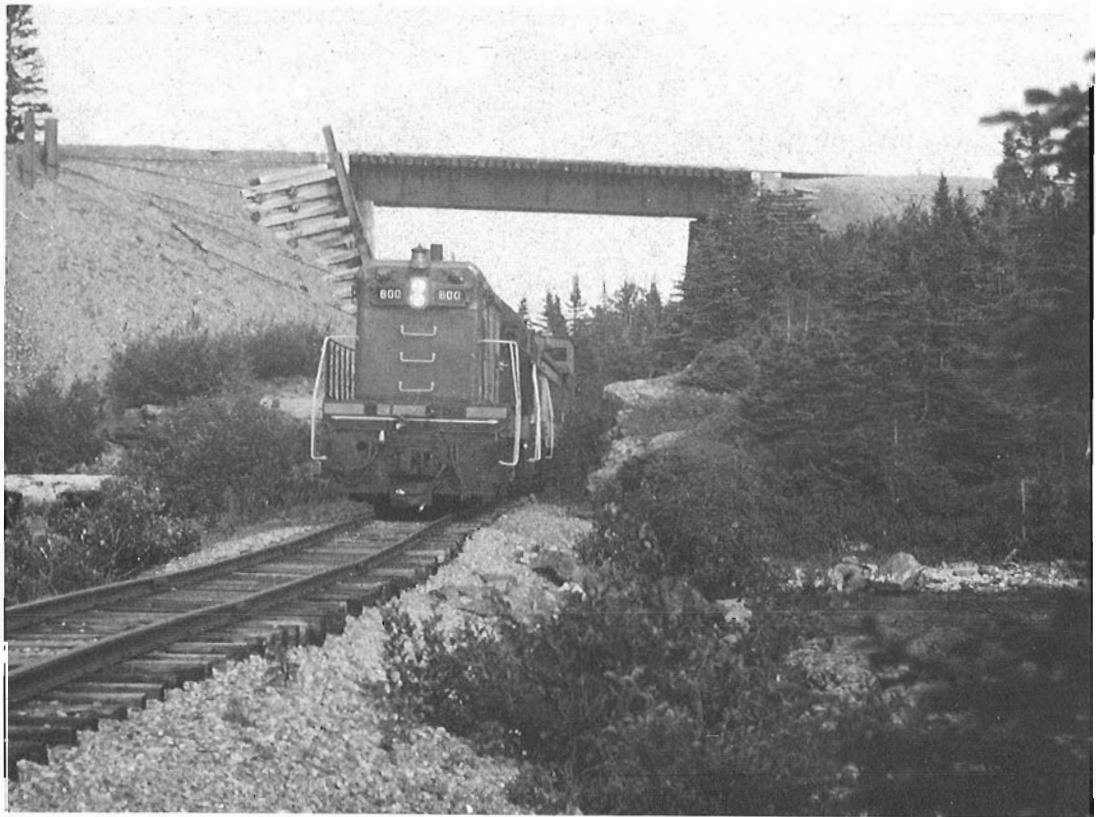


1910 - a product of increased revenues resulting from branch line construction payments. The railway's annual net loss of \$33,830 recorded in 1911 was over a 75% increase from the 1910 figure, a reversal of the 1909-1910 situation - and a portent of the future.<sup>30</sup>

On November 8, 1911, the 88 mile Bonavista branch line opened, followed by Heart's Content and Trepassey in 1915 and Bay de Verde in 1915. It is no small coincidence that in the Bonavista branch's first year of operation in 1912, the railway's annual net loss increased to \$133,437 from \$33,830 the year previous. The increase in average annual net loss between 1911 and 1914, before the railway experienced the effects of wartime inflation (the

percentage increase in the price of material per unit for the railway rose from, 4.9% in 1914 to 24.2% in 1915), was \$57,453. During the same period, inflation only accounted for an average annual increase of 0.46% in the price of material per unit for the railway, while wages for employees remained constant.<sup>31</sup> What conclusion can be drawn from these figures? Clearly, having outlined the unjustifiable expenses of operating the four newly-constructed branches, and the precipitous increase in the railway's average annual net loss between the opening of the Bonavista branch and the beginning of wartime inflation, the verdict is obvious. As each of the branch railways opened, they saddled the Reid Newfoundland Railway and later the Newfoundland Government railways with unprojected expenses from which there was no remuneration.

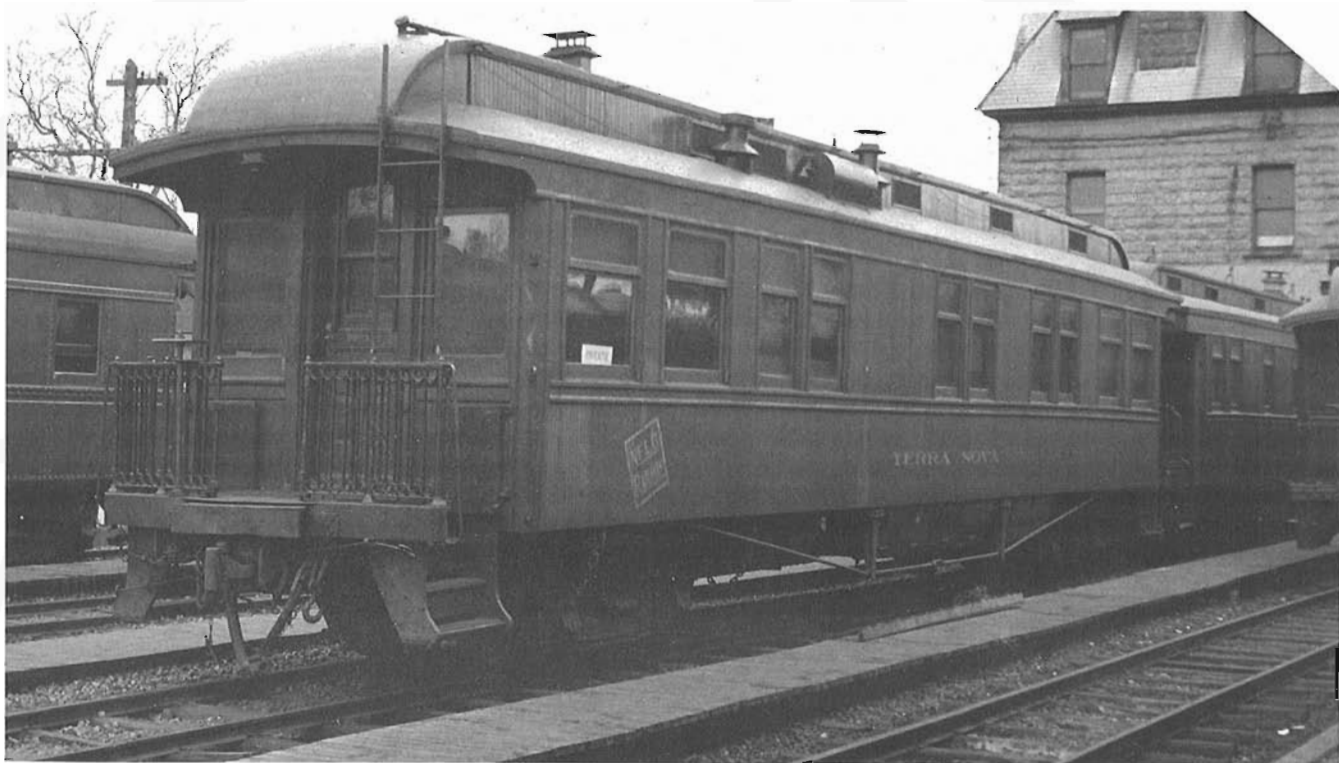
The decline of wartime inflation in 1918 had no effect in reducing the increase in annual net losses. From \$346,439 in 1918, the Reid Newfoundland Railway's annual losses had increased to \$1,650,000 in 1921, for an average annual increase of \$434,520 - while the price of material per unit declined by an average of 3.2% per year, and the price of fuel per ton by 15.3% annually.<sup>32</sup> From these figures, it can be seen that the branch railways had a disastrous effect on the main line operations of the railway, draining away capital that was urgently needed to upgrade the main line with deeper cuts, better ballasting, heavier rail and bridgework with curvature not exceeding 10 degrees, and new instead of second hand rolling stock and motive power.<sup>33</sup> Unable



*The most spectacular feature of the Bonavista line was the Trinity Loop where the track made a complete loop over itself to gain altitude. This view, taken on August 25, 1982, shows locomotive 800 hauling the once-a-week mixed train. Happily this loop has been preserved. Photo by Fred Angus.*

to overcome their financial incapacitation, the Reids sold the railway to the government on 1 July, 1923. The sheer futility of the branch lines became apparent when the uncompleted Fortune Bay branch was taken up in 1922, to be followed by the Trepassey, Heart's Content, and Bay de Verde branches in early 1930's.

While the Newfoundland railway attracted some modest growth with the beginning of paper mills at Corner Brook and Grand Falls after 1923, and allowed some limited development of the interior through mining at Buchans, its inability to improve the physical infrastructure and rolling stock vital for its future as an avenue for further development proved to be its doom. Faced with competition from its own fleet of coastal steamers, which provided cheaper transportation to the same centres served by the branch railways and therefore drained passenger and freight revenues from the main line, the Newfoundland government bore the brunt of ever more grievous losses. Convinced of their necessity despite their minimal usage, and afraid of the political repercussions which would result from their closing, the Placentia, Bonavista, and Harbour Grace branches were maintained as expensive appendages of the main line for 60 years after their takeover by public treasury.<sup>34</sup> The unprofitability and operating difficulties of the main line took on a character of their own as time progressed, but their foundation and furtherance lie in the abandoned railbeds that skirt Newfoundland's northeast coast.



*An official car of the Newfoundland Railway dating back to the days of Sir Robert Reid, the Terra Nova was built in 1892, and is here seen at St. John's in 1954. This centenarian car is now preserved at the National Museum of Science and Technology in Ottawa. CRHA Archives, Toohey Collection 54-136.*

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## NOTES

- <sup>1</sup> "Proposed Reduction in Train Service June 28, 1921" Reid Newfoundland Company Papers (RNCP), File No. 324, Newfoundland Railway Situation, 1921, Provincial Archives of Newfoundland and Labrador (PANL). Footnote references to the Reid Newfoundland and Labrador (RNCP) and the Provincial Archives of Newfoundland and Labrador (PANL) will be made hereafter using these acronyms.
- <sup>2</sup> J.W. McGrath, "R.G. Reid and the Newfoundland Railway," Newfoundland Historical Society (St. John's: Newfoundland Historical Society, 1971), pp. 24-25.
- <sup>3</sup> A.R. Penny, *A History of the Newfoundland Railway Volume I (1881-1923)*, (St. John's: Harry Cuff Publications, 1988) pp. 95-96.
- <sup>4</sup> *Ibid.*, p. 32.
- <sup>5</sup> Chris Rolton, "Carbonear Station," *The Newfoundland Quarterly* (Summer 1987), p. 32
- <sup>6</sup> "Report on Mr. R.C. Morgan on Reid Newfoundland Company, January 2, 1922," RNCP, File No. 324, Newfoundland Railway Situation, 1921, PANL, pp. 17-17.
- <sup>7</sup> *Ibid.*, p. 29.
- <sup>8</sup> Penney, pp. 6-7.
- <sup>9</sup> Penney, p. 8.
- <sup>10</sup> Penney, p. 9.
- <sup>11</sup> Penney, p. 27.
- <sup>12</sup> Penney, pp. 31-32.
- <sup>13</sup> A.R. Penney, *Centennial Newfoundland Railway 1881-1981* (St. John's: Creative Printers, 1981) p. 55.
- <sup>14</sup> "The Placentia Branch," *The Evening Telegram*, St. John's: October 29, 1886.
- <sup>15</sup> J.W. McGrath, "The 1898 Railway Contract," Newfoundland Historical Society (St. John's: Newfoundland Historical Society, 1973), p. 2.
- <sup>16</sup> "The Two Roads," *The Evening Telegram*, St. John's: October 9, 1886.
- <sup>17</sup> *Ibid.*
- <sup>18</sup> Penney, p. 93.
- <sup>19</sup> "The Premier's Answers to Our Questions" *The Evening Telegram*, St. John's: December 10, 1909.
- <sup>20</sup> *Ibid.*
- <sup>21</sup> Penney, p. 96
- <sup>22</sup> Frank Martin, *More Blood, Sweat and Money: The Development of the Branch Railways in Newfoundland* (St. John's: Memorial University Centre for Newfoundland Studies, 1982) p. 33.
- <sup>23</sup> McGrath, "R.G. Reid and the Newfoundland Railway," p. 13.
- <sup>24</sup> *Ibid.*, p. 23.
- <sup>25</sup> "Report of Mr. R.C. Morgan on Reid Newfoundland Company, January 2, 1922." p. 16.
- <sup>26</sup> "Estimated Operating Expenses of Various Branches for Year Ending June 30th, 1921," RNCP, File No. 311, Branch Line Receipts 1920-21, PANL.
- <sup>27</sup> *Ibid.*
- <sup>28</sup> "Report of the Government Members of the Railway Commission, St. John's, Newfoundland, 15th June, 1921, RNCP, File No. 324, Newfoundland Railway Situation, 1921, PANL, p. 19.
- <sup>29</sup> "Report of Mr. R.C. Morgan on Reid Newfoundland Company, January 2, 1922." pp. 17-18.
- <sup>30</sup> "Abstract of Statistics from June 30, 1903 to June 20, 1921," RNCP, File No. 321, Reid Newfoundland Railway Statements 1902-1919, PANL.
- <sup>31</sup> *Ibid.*
- <sup>32</sup> *Ibid.*
- <sup>33</sup> Penney, p. 99.
- <sup>34</sup> Rolton, p. 32.

## A Trip to Japan in 1893

By Fred Angus

The Canadian Pacific Railway began its trans-Pacific "Empress" steamship service in 1891, just 100 years ago last year. The original three ships were the "Empress of Japan", the "Empress of China" and the "Empress of India". Two years later, in 1893, a traveller, whose name we have not been able to determine, set out from England bound for Japan. Leaving England early in April, he sailed on the White Star liner "Majestic" for New York. Travelling through the United States to Chicago, he visited the World's Columbian exhibition. Then on to Minneapolis, north to Winnipeg and west on the CPR to Vancouver from which he sailed on April 25 aboard the "Empress of Japan"; destination Yokohama.

Eleven days later the ship docked in Yokohama and our visitor began his stay in Japan. Departing in July on the "Empress of India", he returned to Vancouver, thence back through the U.S.A. to New York, not forgetting to stop at that perennial tourist attraction, Niagara Falls. Sailing from New York on the "Majestic", our traveller arrived safely back in England on Wednesday, August 23, 1893.

This trip, one of thousands made in that era, would have been long forgotten if it were not for the fact that this unknown person made an album about the trip, and this album has survived to give a fascinating glimpse of travel a century ago. Not only does it include photographs, but also maps, logs, menus and other ephemera of the trip. Some of the photos are remarkably clear and are undoubtedly professional views purchased en route. Others are less clear and are most likely taken by the traveller himself using one of the early Kodak cameras (which had been on the market for only five years). From the other material we can follow the course of the "Empress" across the Pacific, see what food was served, and how much it cost, and even hear what songs were sung by the passengers in the concerts aboard ship during the long voyage across the Pacific. It takes only a little imagination to hear the passengers singing such old favourites as "There is a Tavern in the Town" and "Knocked 'em in the Old Kent Road" during a concert held the evening of May 6, 1893, the last night of the crossing, as the ship neared the Japanese coast.

As a commemoration of the centennial of the start of CP passenger service across the Pacific, we present some excerpts from this album which offers a glimpse of a way of travel, and indeed of a way of life, which has vanished.




*On these two pages we see a breakfast and a dinner menu from the RMS "Majestic" of the White Star line, as well as two views taken in New York, our traveller's point of arrival in North America. Above is an impressive view of the structure of the New York elevated railway, while opposite is a street scene with several types of horsecars in service.*

*Photographers unknown.*







**R.M.S. "MAJESTIC"**

FRIDAY APRIL 7TH 1893

PORRIDGE. HOMINY.

FRIED WHITING, ANCHOVY BUTTER  
KIPPERED HERRINGS

MUTTON KIDNEYS, & BACON  
DRY HASH

CALVEE LIVER, & BACON  
CEREALINE CAKES


BROILED BEEF & STEAK, MUSHROOMS  
MUTTON CHOP

DISLEY FARM SAUSAGE, MASHED POTATOE

BROILED HAM, & BACON  
EGGS TO ORDER

SCONES, & CORN BREAD  
BOILED, & FRIED POTATOES  
COLD

GALANTINE DE VOLAILLE AU TRUFFE  
BOARBS HEAD WITH ASPIC  
HAM



**R.M.S. "MAJESTIC"**

MENU

SUNDAY APRIL 8TH 1893

A LA TORTUE, & CONGOMME MOELLE CARLO

CAVIARE, OLIVER, RADISHES

SALMON, CUCUMBER, TARTARE SAUCE

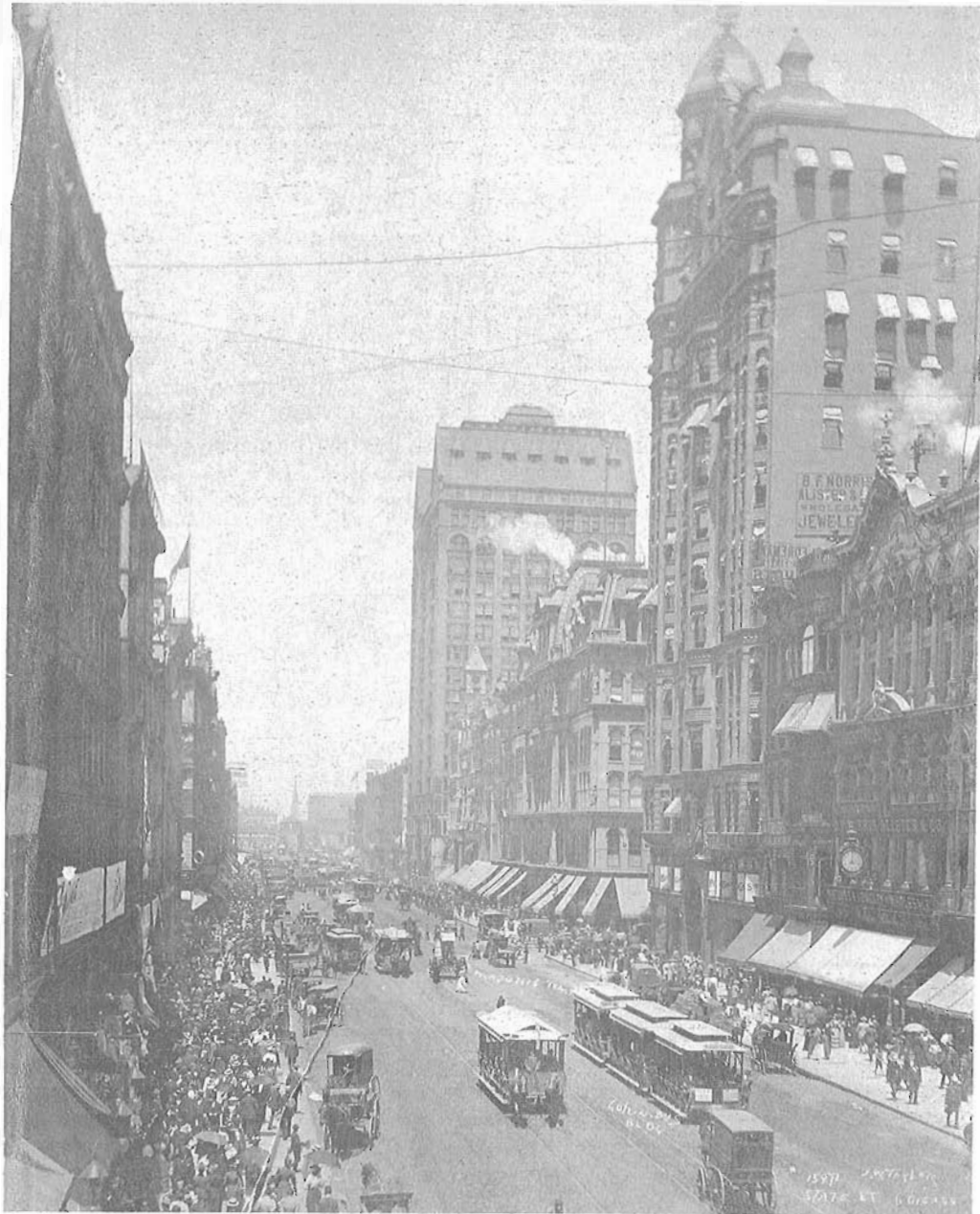
SWEETBREAD A LA JARDINIERE  
FILLET OF BIEF, MADIRA SAUCE

SPRING LAMB, MINT SAUCE  
YOUNG PIG, APPLE SAUCE  
CORNEE BEEF, VEGETABLES

APPARAGUS. PARRHIPS AU GRATIN  
MARHEE, & BOILED POTATOES

SPRING CHICKEN & SALAD  
PATE DE FOIE GRAS TRUFFE A LA GLEE

PLUM PUDDING, BRANDY, HARD SAUCE  
PEACHES A LA CONDE  
WINE JELLY. VIENNA DESSERT  
FRENCH STRAWBERRY ICE CREAM



*ABOVE. Chicago's State Street in 1893, the year of the World's Columbian Exposition. Cable cars (some in three-car trains) and a few horse cars provide the public transit for the huge crowds of people.*

*J.W. Taylor, Chicago Ill.*

*OPPOSITE, TOP: Main Street in Winnipeg. This view must have been taken before 1893, since the tracks for the electric cars had not yet been laid.*

*W.M. Notman & Son, Montreal.*

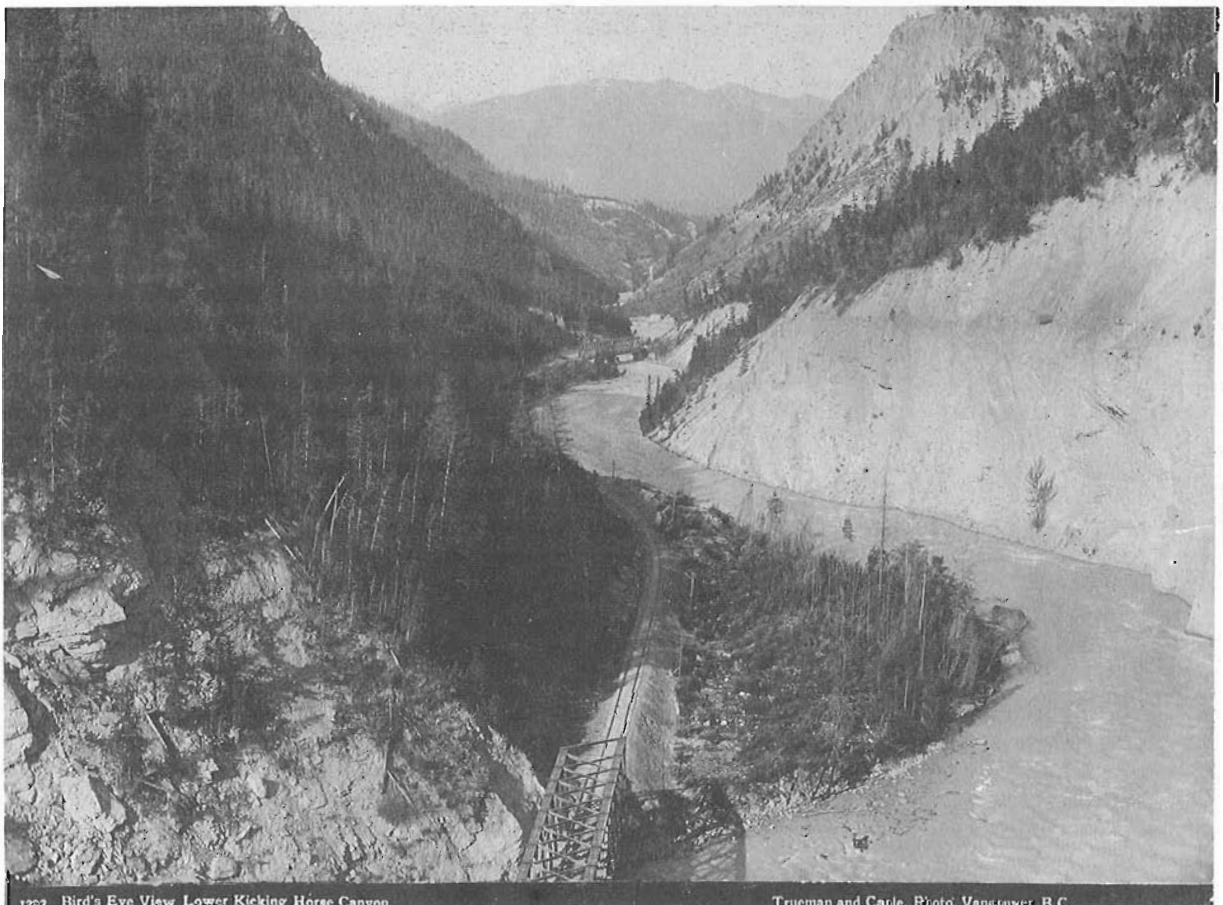
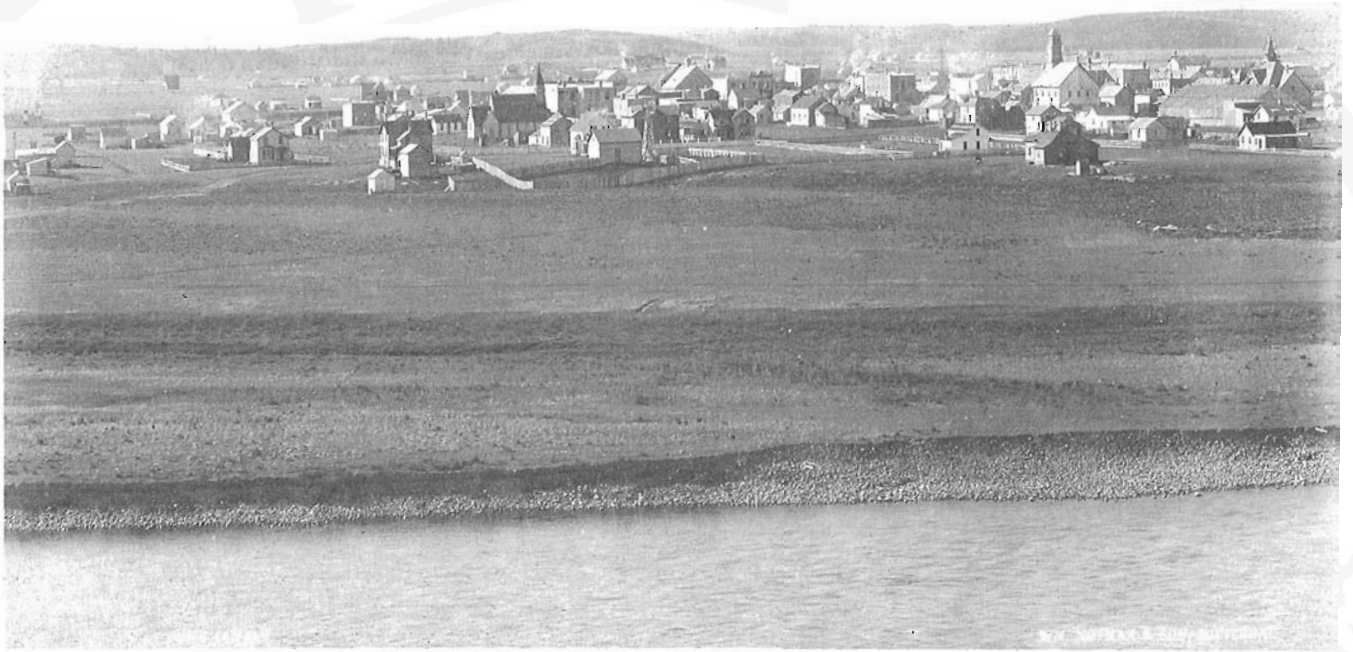
*OPPOSITE, BOTTOM: In the outskirts of Winnipeg, a solitary horse car waits before beginning its return journey downtown.*

*W.M. Notman & Son, Montreal.*









1273 Bird's Eye View Lower Kicking Horse Canyon

Trueman and Cople, Photo. Vancouver, B.C.





*Glacier House Hotel.*  
**Canadian Pacific Railway.**  
 HOTELS AND DINING CARS.

**Supper.**

English Breakfast Tea. Oolong Tea. Coffee.  
 Chocolate.

Dry Toast. Buttered Toast. Cream Toast.  
 Tea Biscuit. Brown Bread Toast. Plain Bread.

Cold Roast Beef. Cold Ham. Cold Tongue.  
 Boston Baked Beans.

**Fish.**

*Black Cod & Salmon.*  
 Sirloin and Tenderloin Steaks.  
 Plain with Mushrooms and Tomato Sauce  
 Broiled Ham. Lamb Chops. Extra Bacon.

Eggs and Omelets.

**Fruits.**

**MEALS, 75 CENTS.**

*N.B.—Guests are requested to inform the General Superintendent of any inattention or irregularity.*

*OPPOSITE, TOP: A view of Calgary not long after the arrival of the CPR tracks from the east.*

*Wm. Notman & Son, Montreal.*

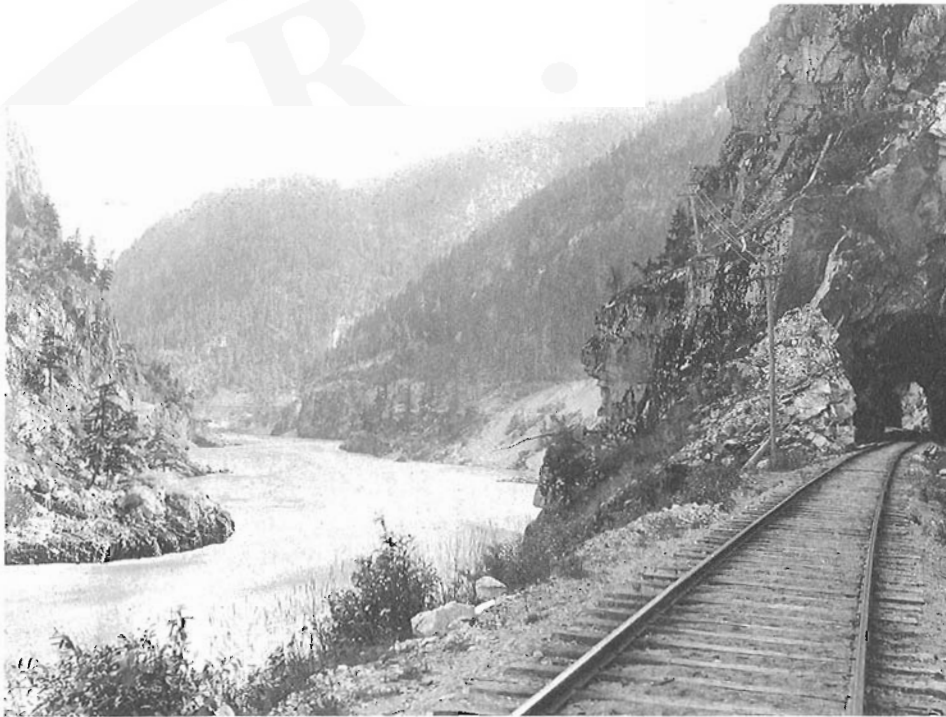
*OPPOSITE, BOTTOM: Looking down the lower Kicking Horse canyon.*

*Trueman and Caple, Vancouver B.C.*

*ABOVE: Approaching Rogers Pass. Note the sign reading "Rogers Pass one mile. Water".*

*Neelands Bros., Nelson B.C.*

*LEFT: The menu of the Glacier House Hotel of the CPR as it was in the summer of 1893.*

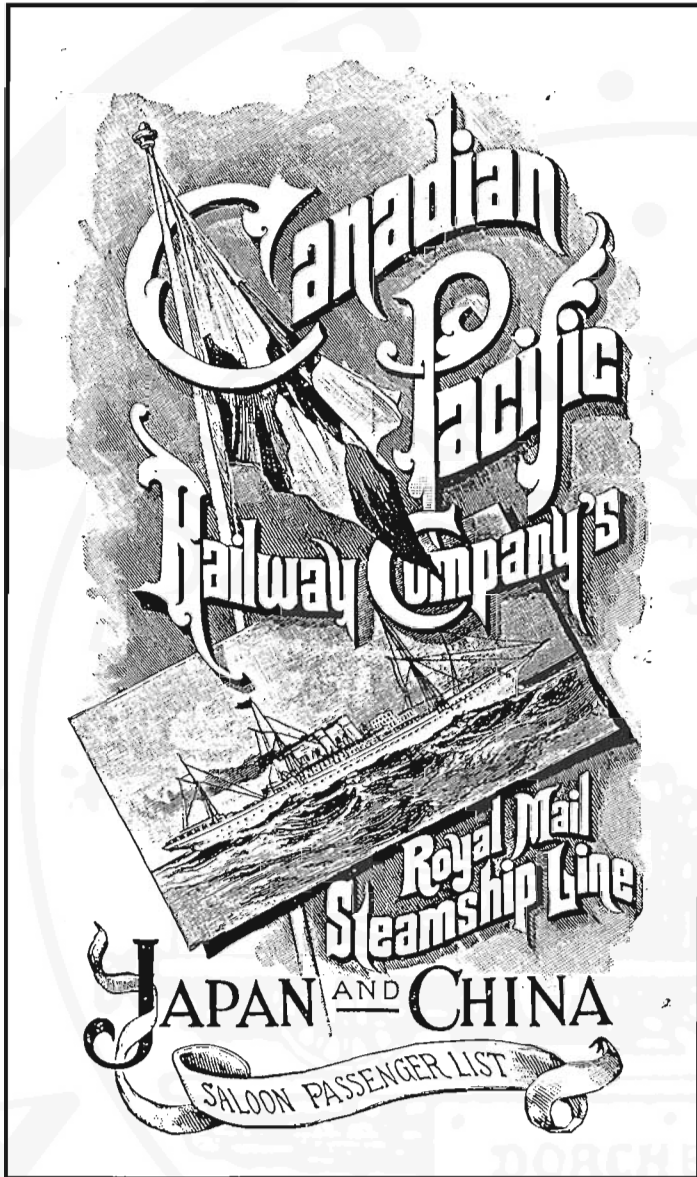


*LEFT: A tunnel in the canyon of the Kicking Horse river  
Lorne & May, Calgary N.W.T*

*BELOW: The famous loops on the original CPR main line (abandoned in 1916) near Rogers Pass. Four tracks are visible in this photo.  
Neelands Bros., Nelson B.C.*







ABOVE: This ornate cover of the passenger list of the Empress is typical of the beautiful graphic designs of the late nineteenth century.

BELOW: The breakfast menu on the "Empress of Japan" for Saturday, May 6, 1893. This was the last full day of the voyage, as the Empress docked in Yokohama the next day.



**R.M.S. "EMPRESS OF JAPAN"**  
 May 6th  
**• BREAKFAST •**

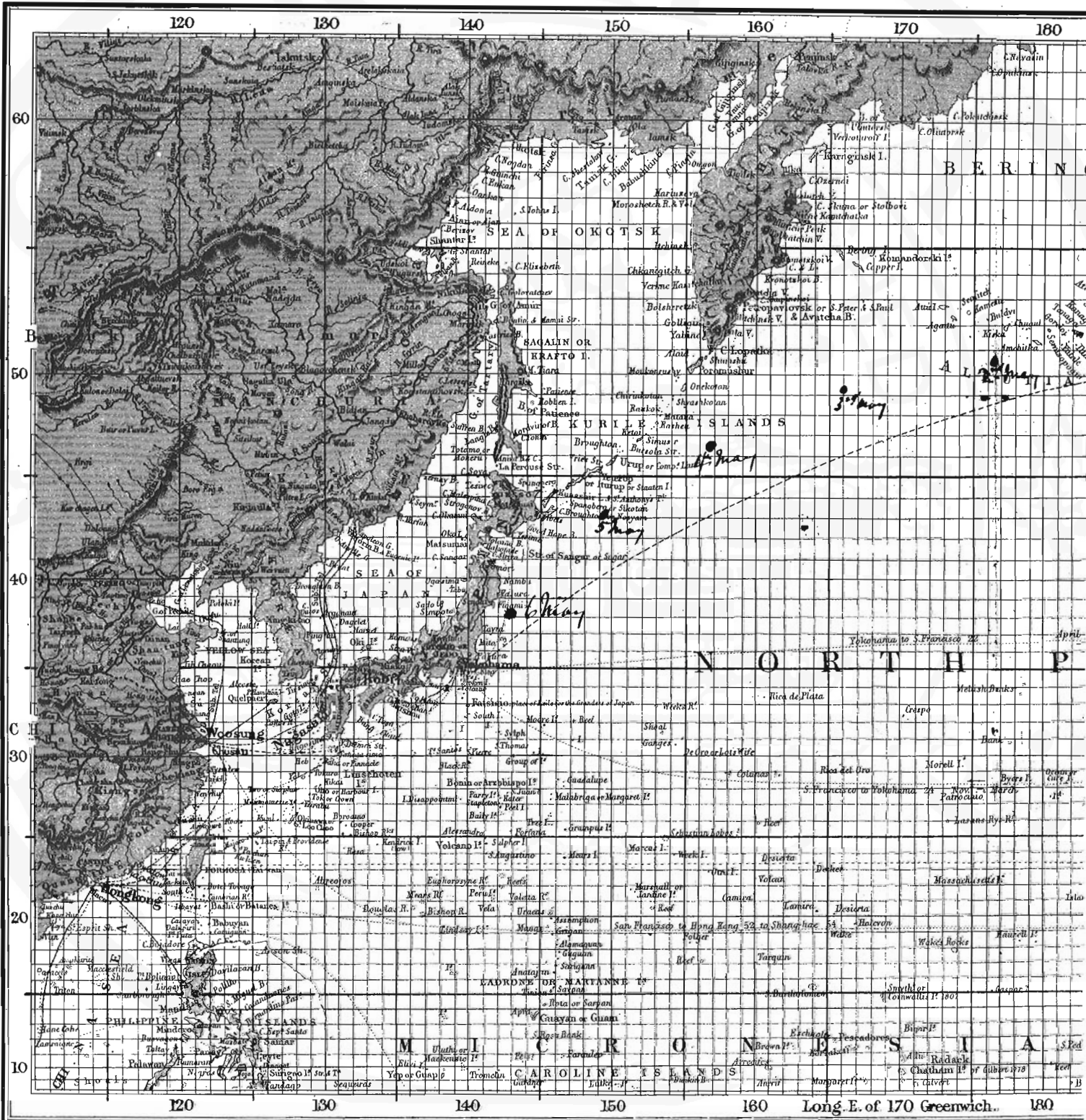
1. — Porridge and Cream.
2. — Broiled Salmon.
3. — Kippered Herrings.
4. — Sirloin Steak and Onions.
5. — Grilled Bones.
6. — Culve's Liver and Bacon.
7. — Devilled Ham.
8. — Irish Stew.
9. — Savoury Omelet.
10. — Buttered Eggs.
11. — Boiled Eggs.
12. — Curry and Rice.
13. — Cold Ox Tongue.
14. — Buckwheat Cakes.

Bread,  
 White, Brown, Hot Rolls,  
 & Oast.

Jam Marmalade Honey Gnuva Jelly

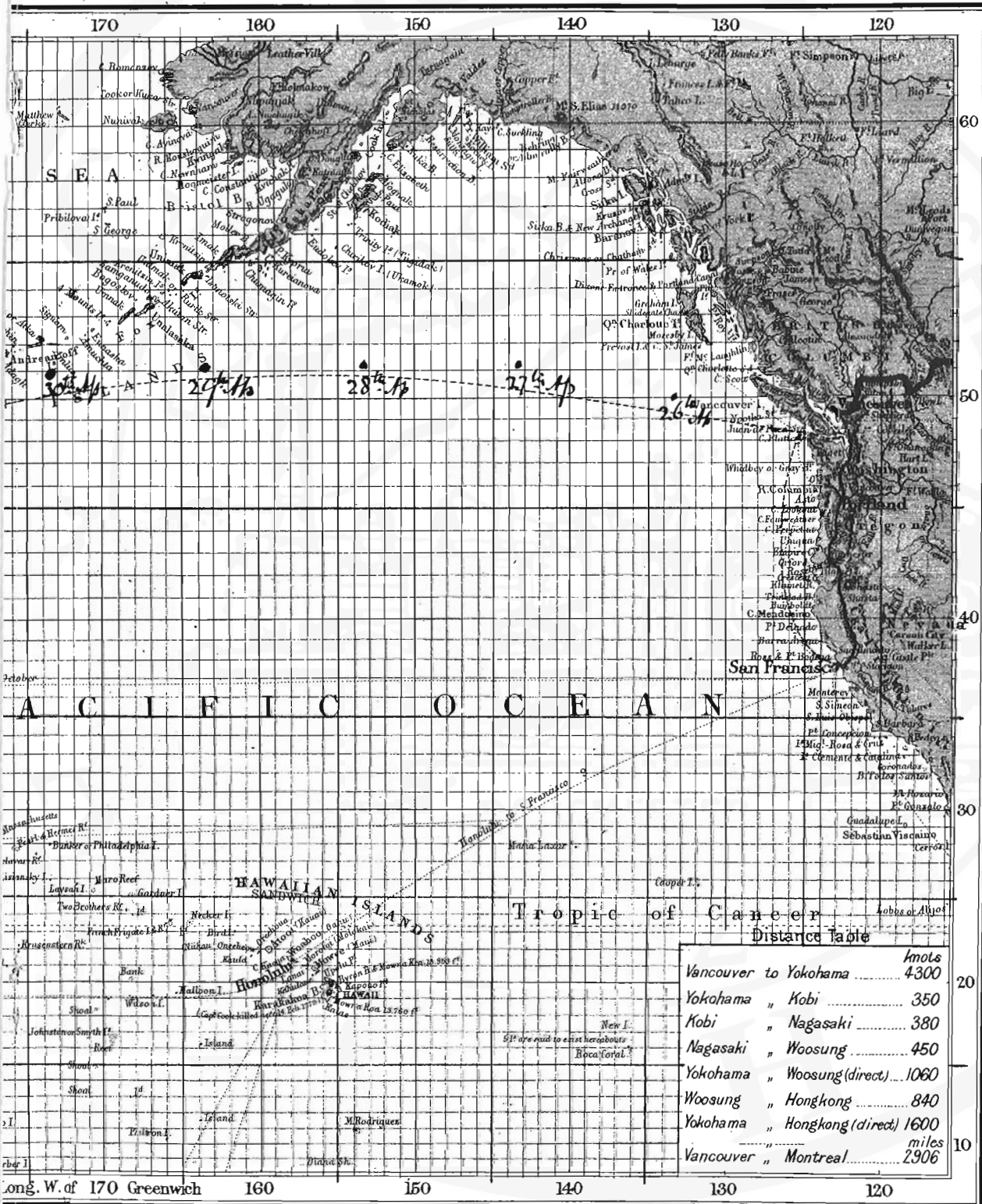
Tea, Coffee, Chocolate,  
 Fruit.





Map and log of the "Empress of Japan", April and May, 1893. Note that there is no May 1 because of the ship having crossed the International Date Line going west. Also the actual course is somewhat to the north of that printed on the map.





*miles*

April 26 -	392
27 -	387
28 -	384
29 -	377
30 -	382
May 2 <sup>nd</sup> -	392
3 <sup>rd</sup> -	410
4 <sup>th</sup> -	396
5 -	392
6 -	391

*Leaving 305 -  
miles to Yokohama -  
Kama -*

Distance Table

	Knots
Vancouver to Yokohama	4300
Yokohama " Kobi	350
Kobi " Nagasaki	380
Nagasaki " Woosung	450
Yokohama " Woosung (direct)	1060
Woosung " Hongkong	840
Yokohama " Hongkong (direct)	1600
Vancouver " Montreal	2906



CANADIAN PACIFIC RAILWAY CO.  
R.M.S. "EMPERESS OF JAPAN"

CONCERT.

SATURDAY 6TH. MAY 1893.

Sir Wm. Plowden in the Chair

PART I.

1. Song... 'Down Channel' ...Mr. J. H. V. Lobbey
2. ... 'Out on the deep' ...Mr. W. A. Morling
3. Comic Song { 'Knocked em in the } Mr. Heath  
  { old Kent Road' }
4. Reading... 'Selected' ... Sir Wm. Plowden
5. Part Song... 'There is a tavern in the town
6. Song..... 'Mona' .....Mr. T. M. Boyd
7. Comic Song 'Down went the Captain' Mr. Murphy
8. Song..... Mr. P. H. McKay
9. Part Song 'De ole Banjo' Solo by Mr. T. M. Boyd

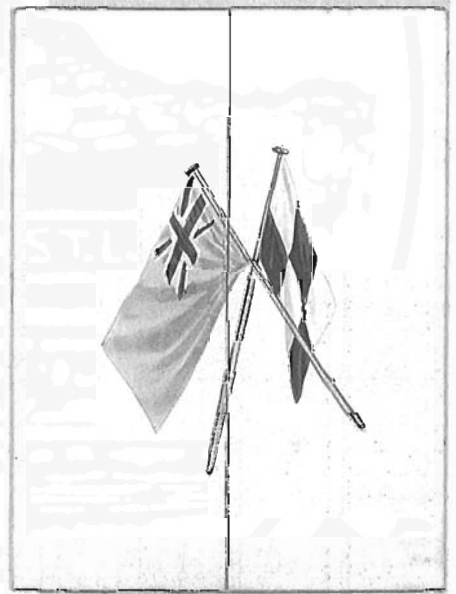
PART II.

10. Pianoforte Solo.....Mr. Fairhurst
11. Song..... Mr. P. H. McKay
12. ... 'Daffney do you love me' Mr. J. H. V. Lobbey
13. Comic } 'The man who broke the t' Mr. Smith  
      Song | 'Bank at monte Carlo' |
14. Song..... 'Folly and I'..... Mr. Boyd
15. ... 'Our Jacks Come home to-day' Mr. Murphy
16. Humorous Song..... 'The long and the short'  
  Mr. W. A. Morling
17. Part Song..... 'Solomon Levy'



OPPOSITE: This beautiful hand-drawn illustration of the "Empress of India" is from a dance program dated July 22, 1893, during the return voyage from Japan.

BELOW: These hand-drawn flags are from the cover of the same dance program.



ABOVE: The program of an entertainment given on board the "Empress of Japan" on Saturday night, May 6, 1893. At this time the ship was rapidly approaching the coast of Japan, and would dock in Yokohama the next day. Judging by the contents of the program, a good time must have been enjoyed by all; a suitable finale to this long voyage across the Pacific.



Empress of India. July 22<sup>nd</sup>



DORCHESTER

1932

1893



R.M.S. "EMPRESS OF INDIA"

July Antipodes day, 1893.

• LUNCHEON •

- HORS D'OEUVRES  
 1 Anchovy Fingers 2 Olives
- SOUP  
 3 Paysanne
- FISH  
 4 Fresh Lobsters 5 Sardines
- HOT  
 6 Mutton Chops 7 Curried Rabbit (dry)
- COLD  
 8 Roast Beef 9 Corned Beef 10 Mutton  
 11 Ham 12 Ox Tongue 13 Brawn  
 14 Bologna Sausage 15 Melton Mowbray Pie
- 16 Tapioca Pudding 17 Marmalade Tartlets  
 18 Prunes and Rice  
 19 Cucumbers 20 Lettuce 21 Tomatoes  
 22 Chicken Salad  
 23 Cheese  
 24 Oranges 25 Plums  
 26 Tea 27 Coffee 28 Chocolate



R.M.S. "EMPRESS OF INDIA"

July Antipodes day 1893.

• MENU •

- HORS D'OEUVRES  
 1 Caviare on Toast 2 Olives
- SOUP  
 3 Ox Tail
- FISH  
 4 Boiled Cod and Oyster Sauce
- ENTREE  
 5 Pigeon a la Crapeudine 6 Croustade a la Indienne
- JOINTS  
 7 Roast Beef and Potato Croquettes  
 8 Calves Head and Bacon Brain Sauce  
 9 Roast Capon and Bread Sauce  
 10 Ox Tongue and Vegetables
- VEGETABLE  
 11 Cabbage 12 Vegetable Marrow
- CURRY  
 13 Lobsters
- PASTRY  
 14 Blackcap Pudding 15 Cheese Cakes 16 Peach Tart  
 17 Charlotte Russe 18 Pancakes
- DESSERT  
 19 Plums 20 Prunes 21 Barcelona nuts 22 Oranges  
 23 Almonds and Raisins  
 24 Tea 25 Coffee 26 Chocolate

WHITE STAR LINE ROYAL & UNITED STATES MAIL STEAMERS.

Memorandum of Log

Date	Latitude	Longitude	Distance	Remarks
Wed 17	51 17	66 24	440	
Thu 18	53 35	53 11	452	
Fri 19	46 24	45 29	457	
Sat 20	49 07	35 17	444	
Sun 21	50 34	23 38	456	
Tue 22	51 12	11 36	461	
Wed 23				

Ismay, Imrie & Co. Liverpool & London. H. Maillard Kersey, Agent, New York.

The return trip is not as well documented; however it is represented by these two menus from the "Empress of India", as well as the map and log of the return to England on the "Majestic". We trust that our traveller arrived safely in England about July 23, 1893, and we must thank him, or her, for this interesting look at travel almost 100 years ago.



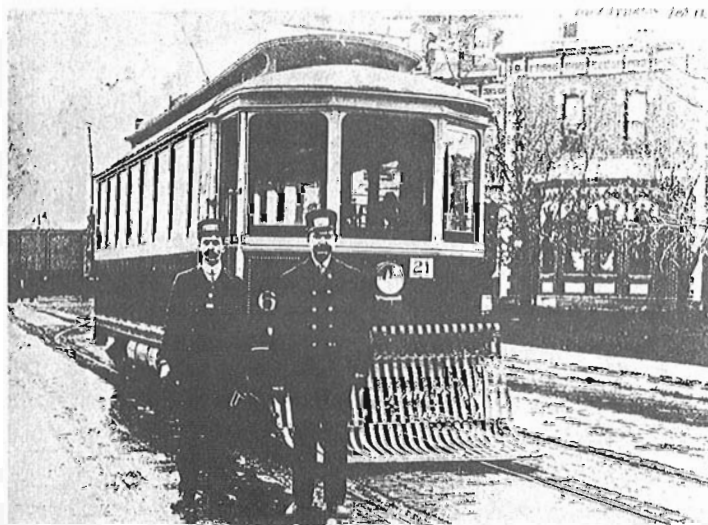
## Toronto Railway Company Tales (Also Civic Railways and Toronto & York)

By Ivor Samuel

My dad, George Samuel, arrived in Toronto from Cardiff, Wales in early September of 1904. By the 24th of that month he had secured a job as a conductor on the Toronto Railway Company.

One of Dad's early runs was known as a "swing", this consisting of a single trip in the afternoon rush hour from Roncesvalles along Queen Street to Yonge, looping south on Yonge, west on Richmond, up Bay, and west on Queen back to Roncesvalles. There was always a big crowd of shoppers waiting at the south-west corner of Queen and Yonge, and one day Dad's motorman and he decided to avoid the inconvenience of picking them up by short turning the car. A certain sharp-eyed TRC inspector was puzzled by the fact that through Run 23 followed 22 going east on Queen, but preceded 22 coming back. He decided to investigate, and waited on the aforesaid corner of Queen and Yonge the next night. He watched 22 load up and turn down Yonge Street. He then looked west and saw 23 at Bay Street, whereupon it suddenly turned down Bay, apparently to go west on Richmond to York, and up York to Queen. "Aha!", he cried, as he sprinted across the street to catch a westbound car. As the car crossed Bay Street he saw Dad's car turn from York west on to Queen. Just as the latter car got to the foot of University Avenue (it ended at Queen at that time), it hit a break in the rail and the little single-trucker ran off the track. "Have you got gloves?" the motorman yelled at Dad. "Grab the switch iron and let it touch the frame of the car and the track, and we'll back up". They thus got the car rerailed and were pulling away as the inspector, riding on the front step of the following car, jumped off and ran after them, but they were well away. He reboarded the car on which he had been riding, while Dad and his motorman in their empty car went back to the barns. They put their car away for the night and were heading for the office to "check out" when they saw the inspector coming toward them. "Well, George", said Dad's motorman, "it's been nice knowing you. I guess this is it". As the inspector came up, he said "You know, I ought to fire you for what you did, but that was such a neat trick of rerailing that I'll let you get away with it, but don't you pull that trick again, or you're through".

The TRC would put stoves in its cars about October 1, but it would be into November before the cars would be stocked with coal. At times in October the nights became very cold. On one such night, around the middle of October, Dad was on a night run on King Street when word got around that two street cars had collided at Yonge and Front. As it was in the middle of the night, the following cars shunted those which had been in collision east on Front and into the wye at Scott Street to stay until the insurance adjusters could inspect them in the morning. That night every King car and Yonge car had a fire in its stove! The King car diverted down Yonge or Church and along Front, then stopped while the crew tore some wood from the bodies of the damaged cars. Crews on the



*Conductor George Samuel (Ivor's Dad), badge No. 275, on left, and Motorman Pat Dooley, badge No. 1270, posed in front of a TRC car of the 612 - 650 class. These cars were built in 1899, and had maximum-traction trucks.*

Yonge cars did the same, and when the adjusters came the next morning there was not much left of the two cars.

Another night, when Dad was on the King route, it was raining and the car was empty. When they stopped at Church Street, two men got on, a big husky one and a little scrawny one. "Fares please", said Dad as he held out the farebox. "I'm not paying no fare; try and make me" the big guy said. "Yeah, try and make me", squeaked the scrawny one. Dad put down the farebox and said "come on out to the back platform". The big guy lurched out after him. Now the back platform was open with only a waist-high dasher at the rear. Dad leaned against the dasher, raised up on his rubber heels and grasped the wet trolley rope. He was prepared for the resulting shock, but the big guy was not. He grabbed Dad by the shoulder, let out a "YEEOWW", spun around and fell into the street. As the car rolled merrily on, Dad went inside rubbing his hands. "Fares please", he said as he picked up the farebox; "Yes sir", the pipsqueak said.

Another rainy day a conductor friend of Dad's had the trolley pole come off the wire. While he was trying to put it back on the wire, the rope came away from the pole, so he had to climb on the roof to put the pole back on the wire. As he pulled the pole down, its side touched the trolley wire; the resulting shock knocked him off the roof of the car. Fortunately a truckload of coal was passing at the time, and he landed on a pile of the black stuff.



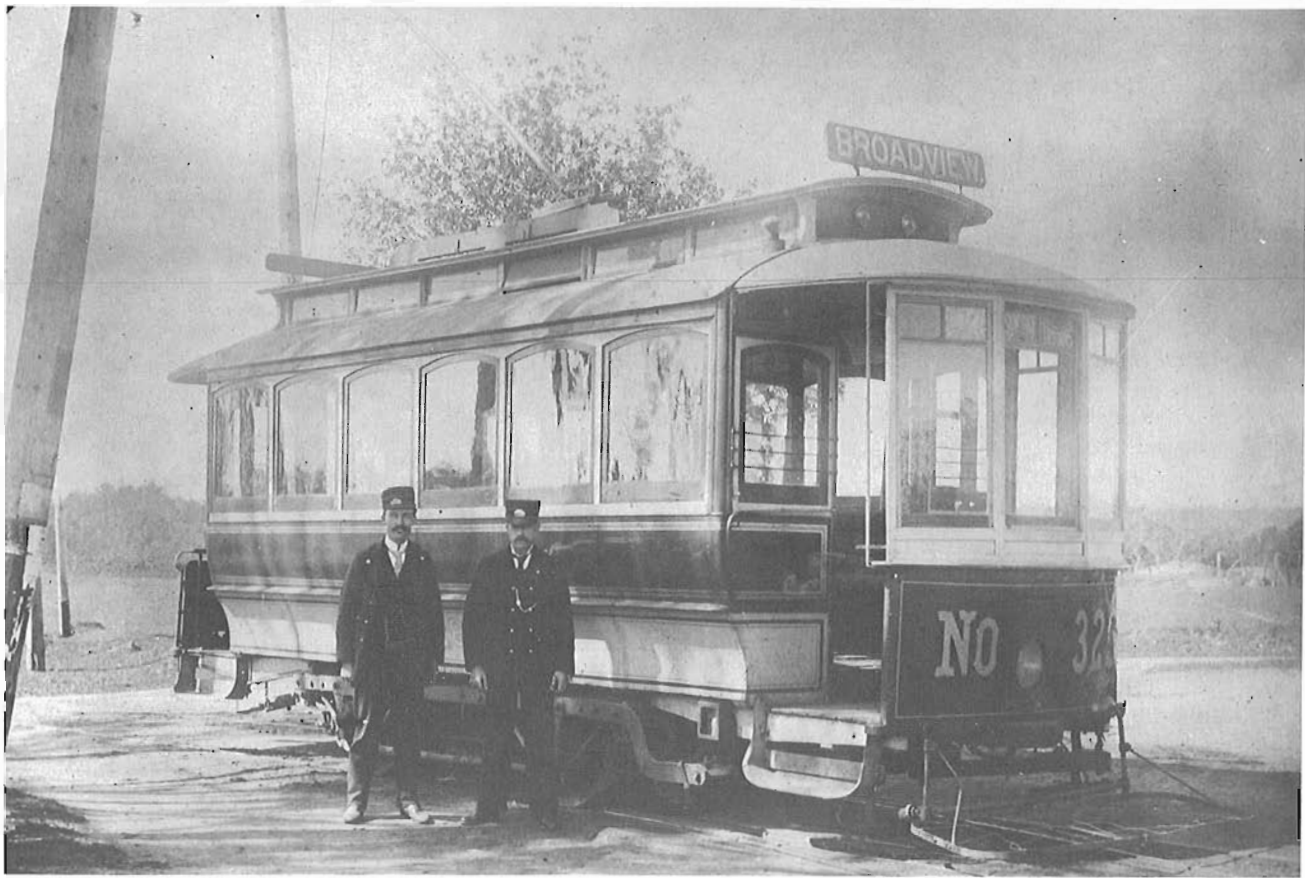
TRC 390 and trailer 141 at the corner of Queen and Roncesvalles in 1894. National Archives of Canada, photo PA-54556.

When I was small, my father was conductor on the Harbord run. The west or “up” end was at Lappin and Lansdowne Avenues, where the cars were wyeed by turning north on Lansdowne, backing south across Lappin, and then turning east for the “down” trip. The Harbord line went along Lappin to Dufferin, made a short jog on Dufferin to Hallam, then to Ossington, turned south and across Bloor to Harbord Street. The line then proceeded east on Harbord across Bathurst to Spadina. At Spadina it turned south, around the Crescent, across College, Dundas and Queen and, turned east on Adelaide. The route crossed York, Bay and Yonge to Victoria and then looped north on Victoria, east on Richmond, south on Church, and west on Adelaide for the return trip. On Sunday, Dad would leave his lunch at home, so I had the fun of taking his lunch box up to Lappin Avenue where I waited on the sidewalk until his car came along. I always got a free ride downtown and back. I got to know every stop on the Harbord route, which came in handy when I ran my own street car at home with chairs set up in two rows facing each other. For passengers, I had my young sister, her dolls, teddy bear, Mr. Broom and Mrs. Mop; with Dad’s old conductor’s cap, old transfers and a toy farebox; I collected fares.

One day, a slightly inebriated man got on Dad’s car with a live goose under his arm. “Hey! You can’t take that into the car”, Dad said. “Wot’ll I do? I won it in a raffle and I’m taking it home”, the

man said. “Let’s tie it by the leg to the hand brake on the back platform”, said Dad, fishing out a piece of string from his pocket. “Great”, the man said; “Make sure I get off at Crawford Street”. He sat down by the stove and promptly fell asleep. Upon the car reaching Crawford Street, Dad went to wake the man up. He jumped up and headed for the front exit. “Don’t forget your goose out back”, Dad said. “You keep it, I don’t want it”, said the man as he jumped off the front step. I don’t know how many times the goose went up and down the Harbord route, but the passengers were somewhat startled on boarding the car to see a live goose tied up on the back platform. When Dad and his motorman finished for the day, they took the car down Lansdowne to the barns. After stabling the car, Dad took the goose under his arm and headed for the Lost and Found office. “Hey; you can’t put that thing in here”, said the clerk as Dad was stuffing the goose through the wicket. “Well, it was left on the car, and I’m turning it in”, said Dad. “We’ve no place to keep it here; could you possibly keep it at your place?” asked the clerk, knowing that we lived only a couple of blocks away. “I guess I could make a place under the back porch”, said Dad. “Fine”, said the clerk; “You keep it, feed it and look after it, and if it’s not claimed in 30 days it’s yours”. So Dad got laths and made a cage under the porch. Every day I had to go to the feed store for maize or Indian corn to feed the beast. Needless to say, we had goose for dinner that Christmas.





*Car 328 at the corner of Danforth and Broadview in 1896. National Archives of Canada, photo No. PA-54433.*

Another time, a drunk got on Dad's car and started throwing money all over the inside; he then sat down and went to sleep. Dad carefully gathered up all of the bills and stuffed them into his own pocket. When the drunk left the car, Dad was busy collecting fares and did not see him get off. However, two or three days later the man got on the car looking very woebegone. "What's up, pal?" said Dad, recognizing him; "You look as if you'd lost your best friend". "Worse", said the man; "the other day I got drunk at a party and I had over \$300 on me to pay an important bill. I've lost it somewhere". "Is this it? - Count it", said Dad, pulling a roll of bills from his pocket. "Where did you find it?" asked the man. Dad told him what had happened, but instead of conveying his thanks after counting it, the man turned on Dad and said "Where's the 67 cents change I had? You've stolen it!". Needless to say, Dad was very annoyed, retorting "You're lucky to get anything back".

In those days the Toronto Railway Company owned its own power company, The Toronto Electric Light Co., and sometimes when the Toronto Hydro supply failed, one would see the street lights out and some houses in darkness while others would be lighted. In the centre of each intersection where car lines crossed there was a cluster of five lights in series drawing their power from the 550 volts of the street car system.

One time on a Bathurst night car, as it was approaching King Street, where a meet would be made with a King car, Dad said to his motorman "Want to see some fun?". Directly under the intersection lights ran a wire diagonally across the intersection, casting a thin shadow on the roadway. The passengers jumped from Dad's car to run to the waiting King car, and as they approached the shadow Dad let his switch iron fall to the road with a clang and shouted "Look out!". The lead passenger, seeing what he thought was something lying on the road, jumped over the shadow, and everyone following did the same thing.

Another time, as a Bathurst night car was approaching the Bloor Street intersection, a man in workman's clothing ran up to the car and shouted "My mate is down in the sewer, overcome by sewer gas; we were working down there". Between Dad, his motorman and the other man they got the fellow up. He was semi-conscious, and wanted to lie down and sleep. Dad and his motorman poked and slapped him and walked him up and down until he was breathing normally again.

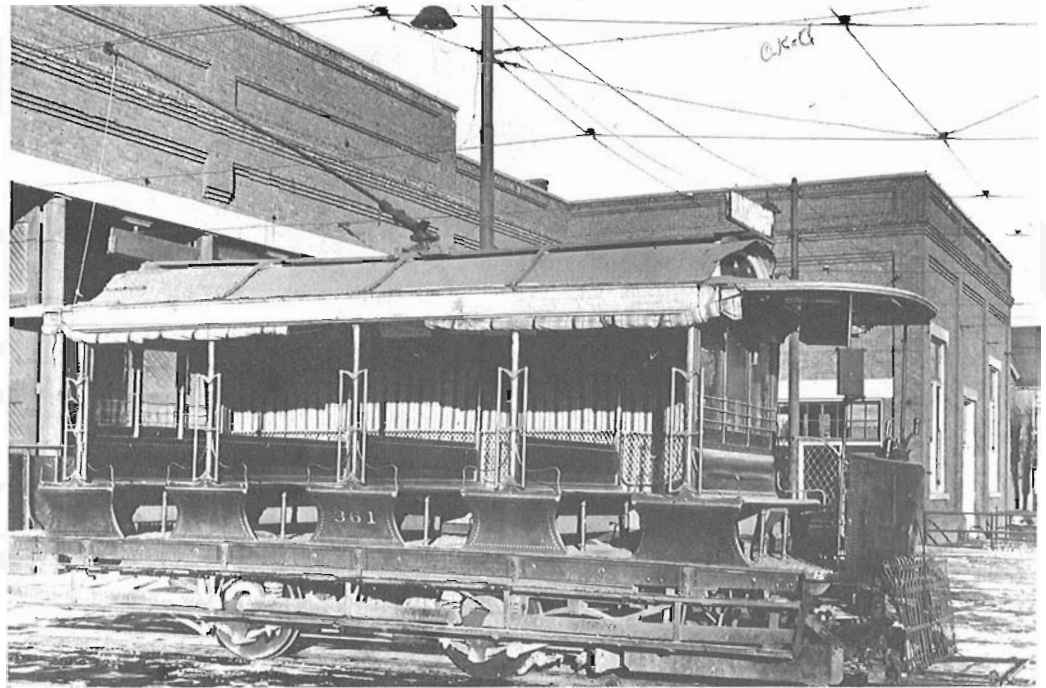
Yet another Bathurst Street story concerns a time when Dad was on day shift. He and his motorman would pick up their car at the barns on Lansdowne, proceed along Bloor to Bathurst and north on Bathurst to Dupont, where they wye'd to start the downtown trip.

About halfway up to Dupont, Dad would run up the steps of the home of a regular passenger, bang madly on the door, and run back to the car. When the car came back on its downtown trip, the man would be waiting on the sidewalk, lunch box in hand, ready to go to work.

In pre-TTC days, the Toronto Railway Co. wye'd at Royce (now Dupont) and Lansdowne, thus passengers proceeding further north had to cross the CPR tracks and board a double-end Toronto Civic Railways car to take them up to St. Clair, where they would transfer to a Civic Railways St. Clair car. The fares on the Civic lines were 2 cents for adults and 1 cent for children! An interesting feature of this Lansdowne stub line was the very steep hill just north of

Davenport Road. To ameliorate the southbound descent, the road took (and still takes) a sharp reverse curve to the left. An added hazard was the single-track Toronto Suburban Railway Davenport route that ran east-west at the foot of the hill. Motormen on the two lines could not see each other until they were right on the intersection. The big danger was a runaway coming down the hill, thus a permanently open derail switch was placed halfway down the hill. A small hut containing a big hand lever was located on the sidewalk; this lever closed the derail switch to let the car proceed through. A semaphore, normally in the "stop" position, was situated above the hut. This was connected electrically to two semaphores on Davenport, one east and one west of Lansdowne, with these normally being in the "proceed" position. To operate this feature, a southbound car had to stop above the derail switch while the conductor jumped off the car, ran into the hut, and pulled the big lever. This would close the derail and change the semaphore to "proceed", signalling the motorman to pass through the switch. The conductor could then release the lever and run after the car. At the same time as the semaphore changed to "proceed", the two semaphores on Davenport Road would change to "stop", in case the Lansdowne car could not stop at Davenport because of black rail condition, brake failure or other cause. There must have been the occasional derailment at the derail switch, as there were ruts in the pavement where cars had run off the track.

One day after we had moved to Fairbank, but when I was still going to Scouts at West Toronto, I had just transferred from the Carleton car at Royce (it was all one fare by this time) and was sitting just inside the car chatting to the conductor while holding on to my Scout staff with its patrol pennant at the top. A drunk got on and, weaving in front of me, grabbed my staff. Holding it like a Morse signalling flag, he started to wave it back and forth. "The pole's too long", he said as he handed it back and sat down beside me.



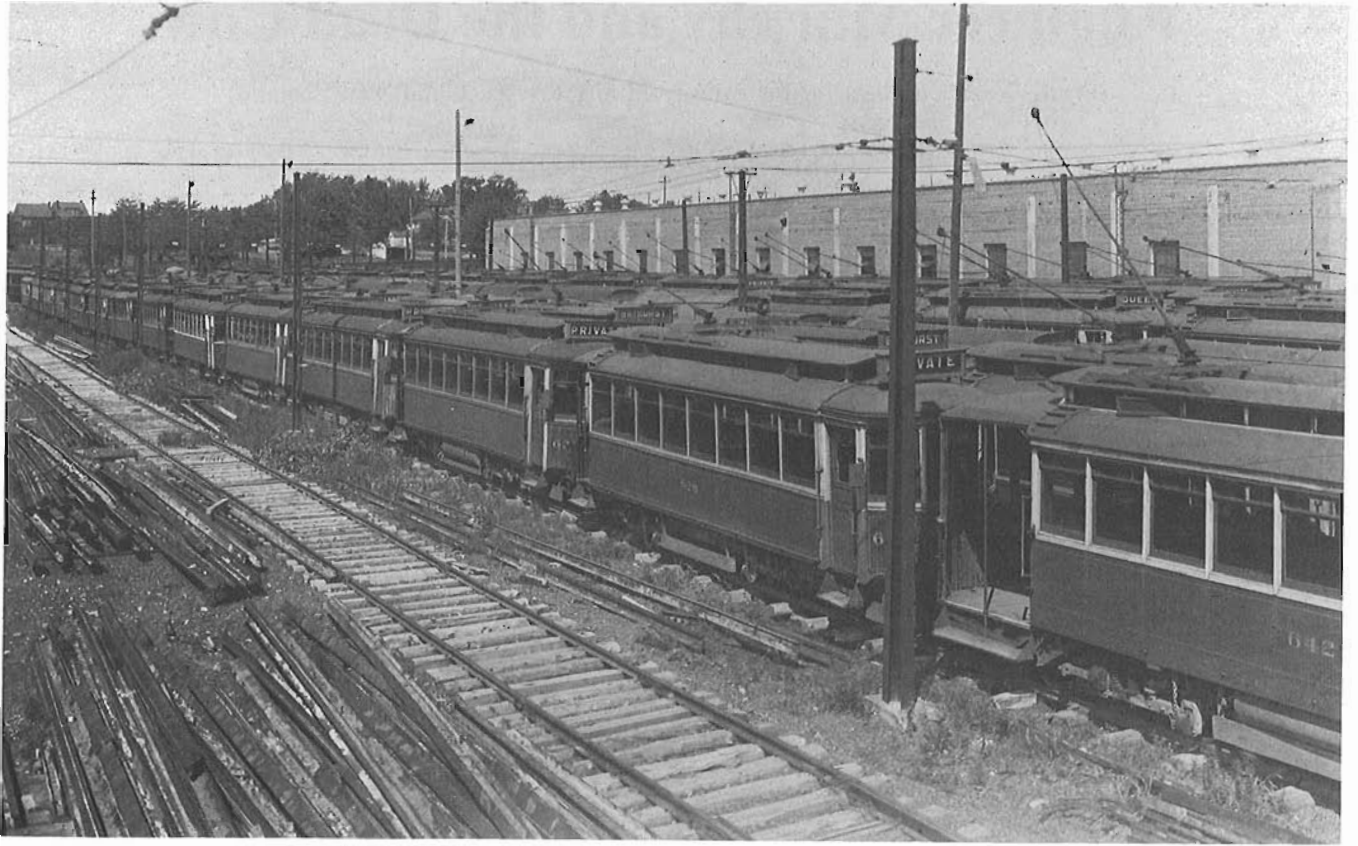
*TRC open car 361 (built in 1893) as it appeared at the end of its career in 1921.  
National Archives of Canada, photo PA-55031.*

"Umpty, Iddy, Umpty", he said quite loudly. I wondered what kind of a nut this was until I remembered that signalmen in World War I referred to dots as "Iddy" and dashes as "Umpty" in the Morse code.

Another time, as I was coming home the car crossed Davenport and started to climb the hill when the wheels began to slip. The motorman applied sand but to no avail, and the car slid slowly back down to the bottom and into the middle of the Davenport intersection. It seems that a truck carrying 40-gallon drums of condensed milk had come east on Davenport to make a left turn up Lansdowne. As the driver made the turn, two drums rolled off and burst. Between the milk and the sand put down by the street cars, there had been created an unholy mess, and the wheels of progress ground to a stop. The passengers had to walk the rest of the way up to St. Clair. I heard that they had to call the Fire Department to hose down the road. What a meal for the cats!

When I was six or seven, I liked to go over to watch the rush hour cars returning to the Lansdowne barns. There was a man with a switch iron who would send some cars inside while others would be directed to the more northerly track that went on to the yard outside. "O.K.", he would say as he switched the cars bound for the yard, and I figured that was his code word for "outside". One day as I stood there a crowded car passed, going on up Lansdowne. It had an open back platform, and some of the passengers were standing on the beam projecting at the rear of the car and hanging on to the railings. One man was even hanging piggyback to another man! Just then the conductor pushed through and stuck his farebox under the piggybacker's nose. "Fares please" said the conductor. "How the (expletive deleted) can I pay my fare!" said the man. "If I let go to pay my bloody fare you won't get it anyway!". The conductor gave a grunt and turned away.





*A large number of old TRC cars, retired by the TTC, awaiting scrapping in 1922. Those in the foreground are 1899 maximum-traction cars similar to that shown on page 59. National Archives of Canada, photo PA-54229.*

Another incident that I remember was on a Sunday School picnic to Bond Lake, about 15 miles north of the city. In those days churches or Sunday Schools would charter one or more street cars and would pick up the group at the nearest point on the car line to the church. My Sunday School had chartered two big cars of the Lake Simcoe line (Metropolitan Division). This single-track line with passing sidings ran nearly 50 miles up to Lake Simcoe. As we were returning in the evening, we had passed through the siding north of Lansing (Yonge and Sheppard) and were at the brow of Hogg's Hollow. We kids were at the back of the car, singing Sunday School songs, when suddenly we saw a big headlight coming up the hill and two cars stopped nose to nose. The two motormen got out and into a big argument as to whom should back up to the last passing track (there was another siding at York Mills in the Hollow). The language used was hardly for kids to hear and our teachers had quite a time distracting us with other amusements. Our motorman lost the argument, and our two cars had to back up through the passing track and then proceed south through it again.

One time during Dad's early days on the street cars, his car was leaving the terminus at High Park (he was operating an open car) when a young lad climbed aboard. He had a number of garter snakes in his pocket and showed them to Dad. Soon Dad had them crawling up his arm and around his neck. At this point several ladies in the car screamed and threatened to have Dad fired, so he had to ask the lad to get off the car with his scaly friends.

On another occasion, while collecting fares on a crowded car and as Dad was pushing past a lady wearing one of those big hats of the period, she turned and the point of a hatpin caused a long scratch from the bridge of his nose, under his right eye, and around to his right ear. That night there was an article in the paper saying "Another victim of women's hatpins. While collecting fares on a crowded street car, conductor George Samuel was severely gored across the face by a long hatpin sticking through the hat of a lady passenger". I remember seeing the clipping in a small scrapbook of Dad's.

At intervals on the trolley lines there are insulated bars separating one feeder section from the next, with a sign hanging from the support wire "TROLLEY BREAK, Motormen must pass under with controller OFF". I don't know if Dad or his motorman found out that if they passed under with the controller full on, it would trip the circuit-breaker at the power house, controlling the section they had just left. This became a stunt to pull at rush hour when the sections were heavily loaded, bringing all the cars in that section to a stop until the breaker could be re-set.

Another memory I have is of old Scarborough Beach. In late evening, extra cars would be waiting to take the crowds home, and 2 or 3 extra conductors with "coffee pots" (i.e. fareboxes) would board the cars to help the regular conductor collect fares. They would ride as far as Queen East barns, then jump on the next car going east.

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# Engineer Murphy and the Dead Cow

(From "Yarn", a magazine for railway enthusiasts, Auckland, New Zealand)

Submitted by Jack Beatty

Memo to Superintendent: Hit cow. Mileage 123. Engine OK. Cow dead.  
Engineer Murphy.

Memo to Engineer Murphy: Your report as to the demise of a bovine creature is to hand. You are hereby advised that a further report is to be submitted as per the example on Circular B S/15/16789. Please forward promptly.  
Superintendent.

Memo to Superintendent: No more to say. Engine still OK. Cow still dead.  
Engineer Murphy.

Memo to Engineer Murphy: Your unsatisfactory report is to hand. Your attention is again drawn to Circular B S/15/16789 which sets out the following questionnaire: What was the boiler pressure at time of incident? Was sand gear working? Was throttle fully open? What was position of cut-off lever? Was brake applied? What was nature of weather and direction of wind? What was the name of fireman and brakeman? What was the nature of injury to the creature? Give description of creature: age, sex, type, markings etc. What is your assessment of damages claimable by this office? Advise immediately of these particulars.  
Superintendent.

Memo to Superintendent: No steam. Yes. No. None. Yes. Cow not killed by weather, wind, fireman or brakeman. Not enough left of cow to find out the rest.  
Engineer Murphy.

Memo to Engineer Murphy: Your further unsatisfactory memo is at this office. You are forthwith to explain why your locomotive was not under steam at time of incident and also why it is not equipped with the standard steam cut-off lever. For prompt and full report.  
Superintendent.

Memo to Superintendent: Driving diesel engine. Needs no steam. Has no cut-off lever.  
Engineer Murphy.

Memo to Engineer Murphy: This office still awaits your full report as to how creature was killed by your locomotive. For urgent and immediate return to this office.  
Superintendent.

Memo to Superintendent: Saw cow walking over line. Engine swerved to left to miss cow. Cow kept walking. Engine hit cow.  
Engineer Murphy.

Memo to Engineer Murphy: You are hereby fined \$3.00 for insolence. Please advise the nature of the injury to the creature without further delay.  
Superintendent.

Memo to Superintendent: Went to where cow killed. Cow is definitely dead. This cost me \$3.00 expenses.  
Engineer Murphy.

Memo to Engineer Murphy: Herewith find special payroll No. L80/247 to be signed in duplicate for \$3.00 expenses as claimed. This correspondence is now closed.  
Superintendent.

Per R.B.P. Ch'kd. M.D.M.  
Int. H.R.R. App'ved. L.A.R. Filed H.H.G.  
Cert. C.A.F.

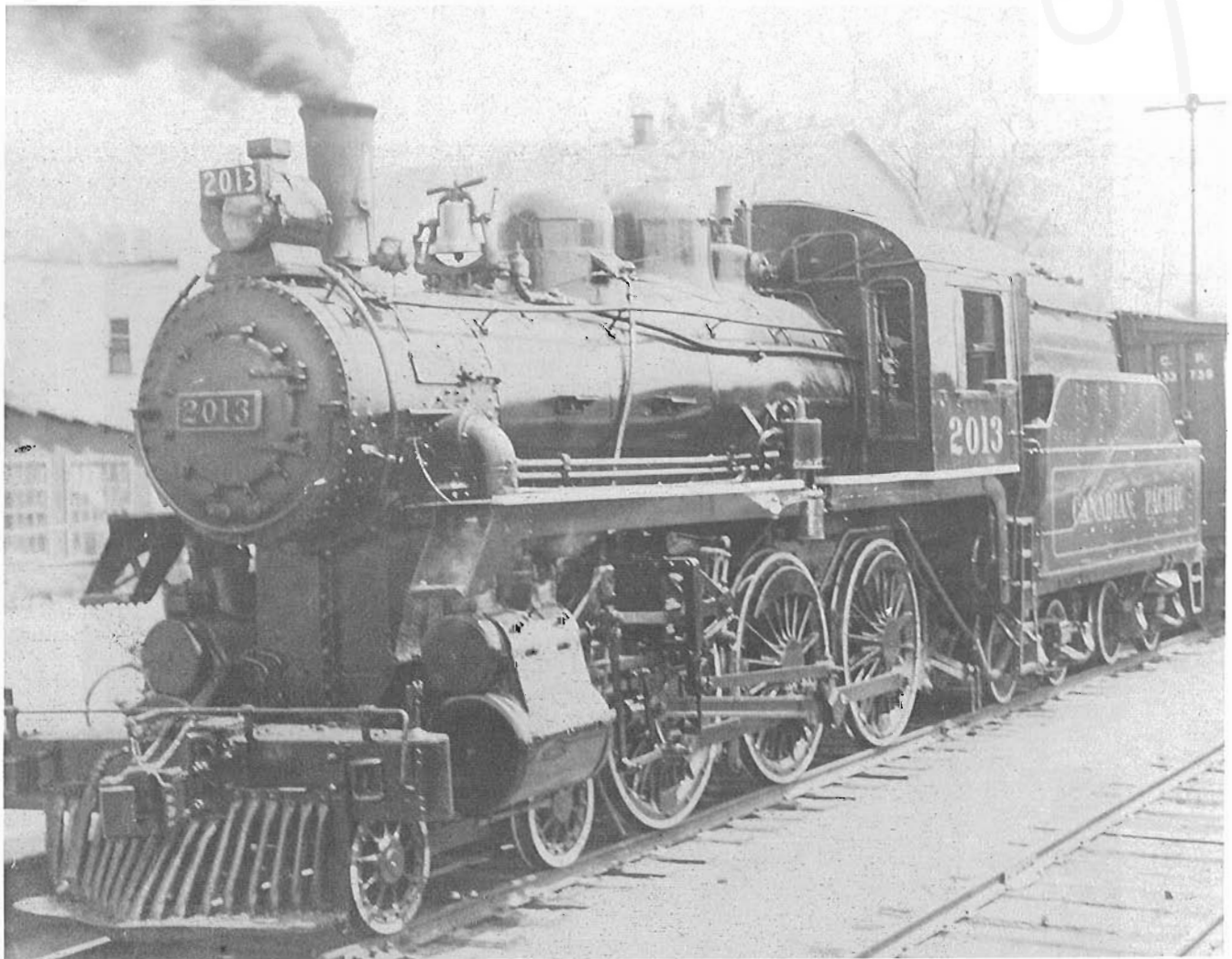


## Photographs by R. Wyatt Webb

### A CRHA 60th Anniversary Feature

At this sixtieth anniversary of the founding of the Canadian Railroad Historical Association, it is very appropriate to remember R. Wyatt Webb who did so much for the CRHA, especially the Canadian Railway Museum during the critical twelve years which included the construction period of the Museum. Most active CRHA members will remember Wyatt Webb. From late-1962 until his untimely death in January 1975, he supervised and directed many phases of the museum construction and operation. Drawing on his practical experience in the Engineering department of the Canadian Pacific Railway, he made an untrained group of volunteers into a creditable track gang who laid most of the track at the present Canadian Railway Museum.

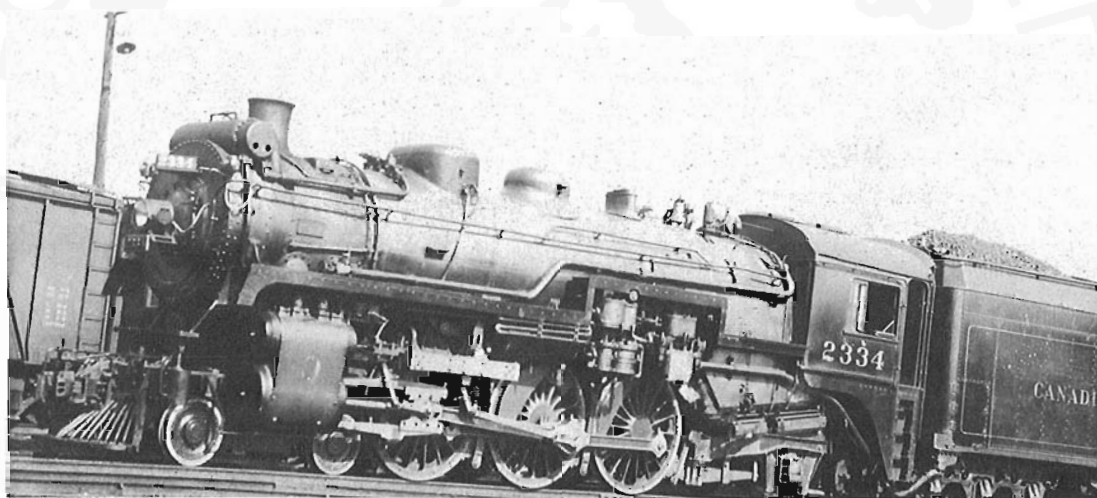
Thirty years before the days of the Museum, and long before his connection with the CRHA, Wyatt Webb had taken a number of photographs of locomotives, equipment and buildings, mostly those of the CPR for which he worked. Although not an avid photographer, he did sometimes take pictures which are now a valuable record. Through the courtesy of his son, Ian Webb, we are privileged to print some of his photos, taken mostly in the area around Sutton, Quebec. All of the present group were taken in 1932, the year the CRHA was founded exactly 60 years ago, and some were taken in March, 1932, the actual month of the founding of our Association. We hope you will enjoy them.



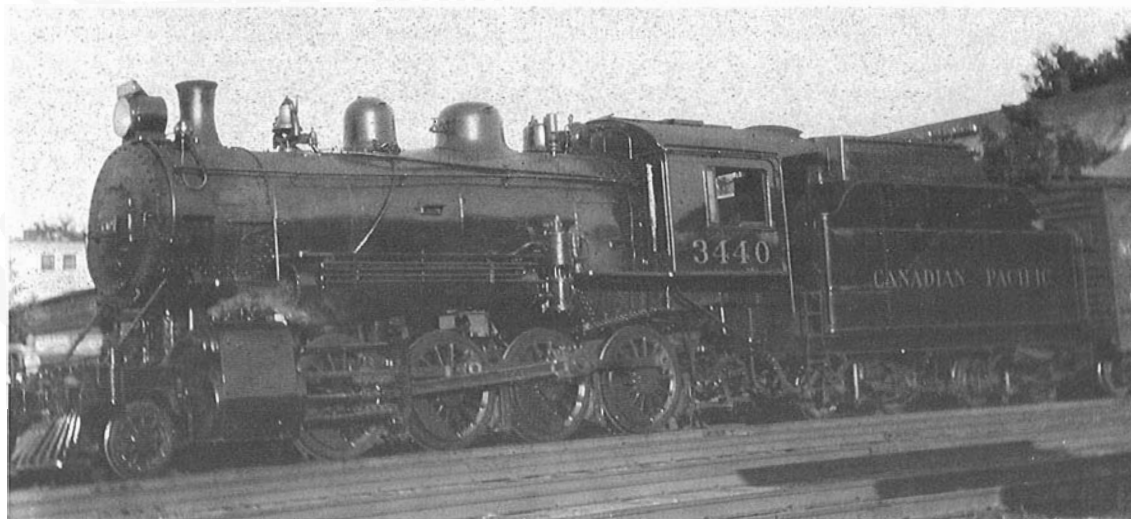
*E3a class 4-6-0 No. 2013, built at Angus shops, May 1913, scrapped in February 1943. Photo at Sutton P.Q., May, 1932.*



*G1t 4-6-2 No. 2227, built at Angus shops, August 1911, scrapped October 1957. Photo at Sutton, P.Q., March 1932.*



*G3d 4-6-2 No. 2334, built by MLW, September 1926, scrapped March 1961. Photo at Farnham, P.Q., 1932.*

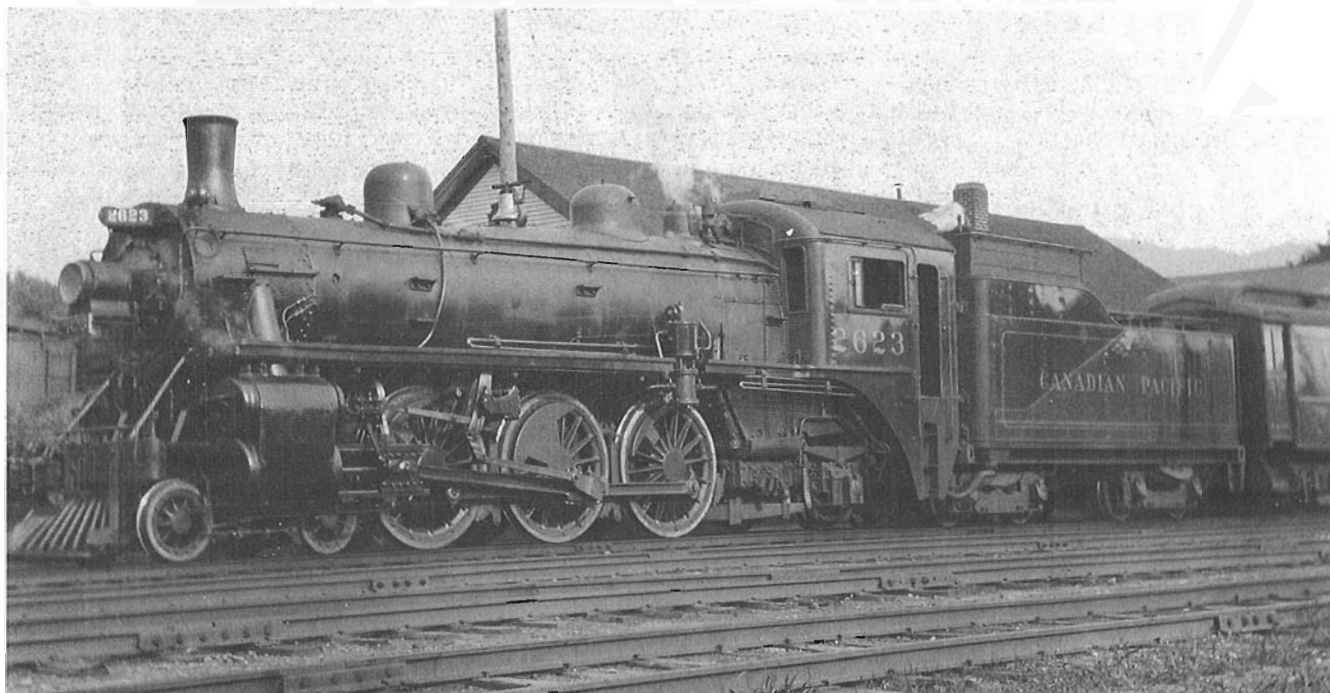


*M4d 2-8-0 No. 3440, built by Schenectady, October 1904, scrapped November 1960. Photo at Sutton, P.Q., 1932.*

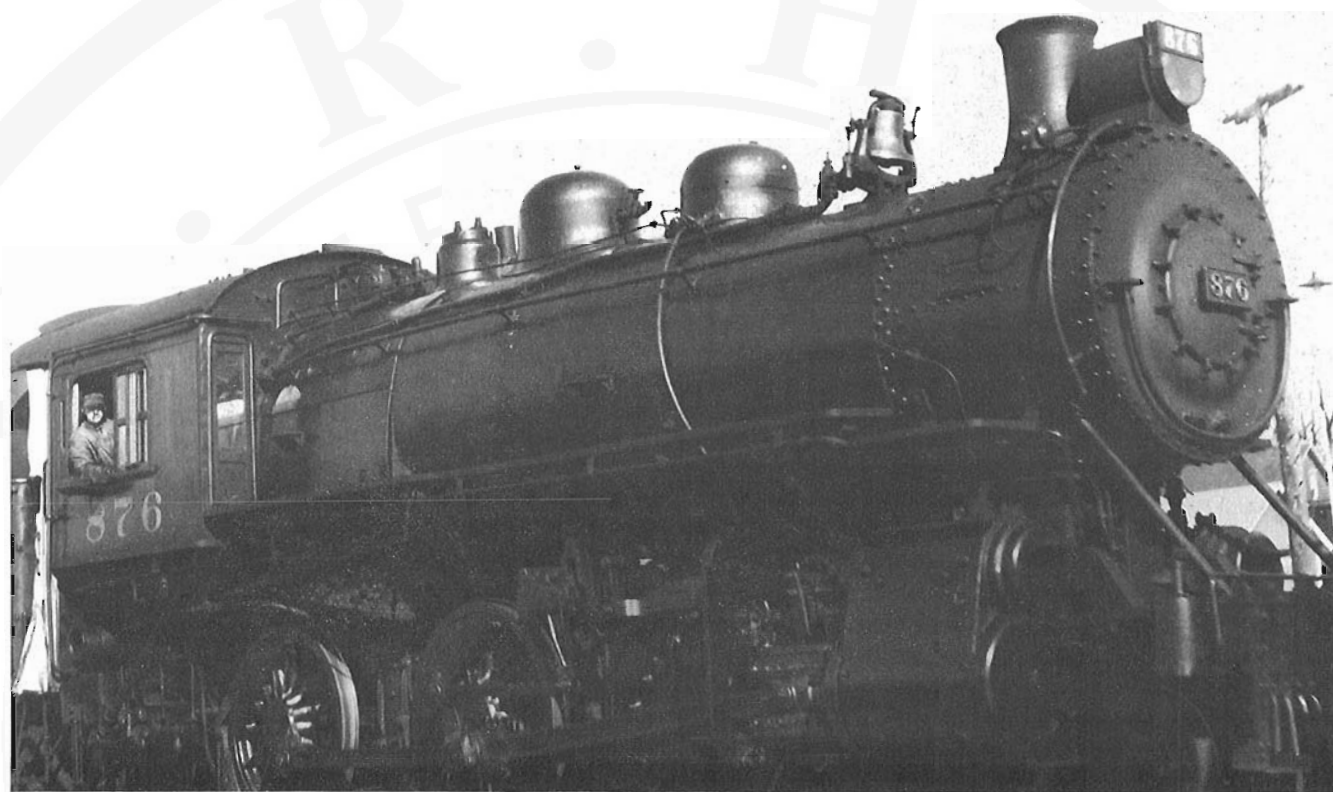




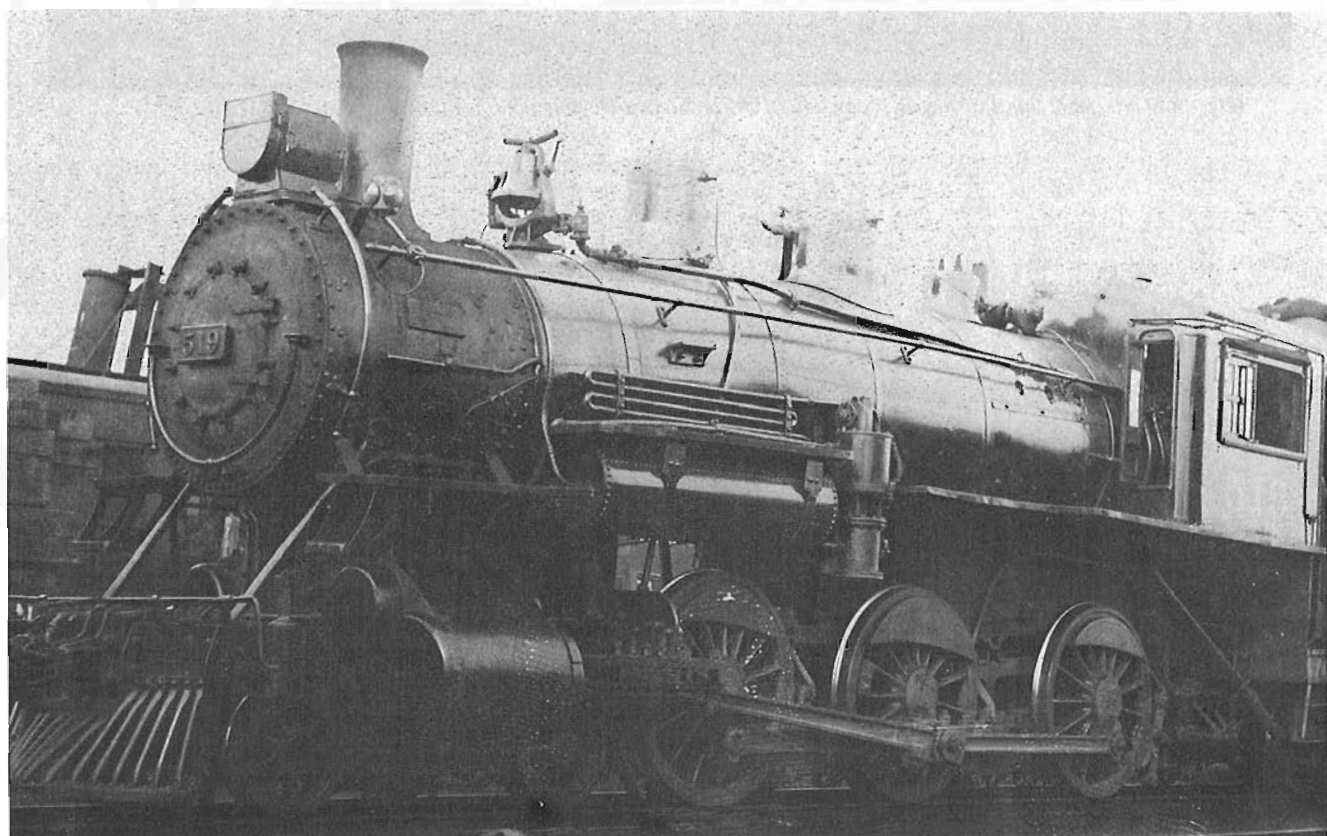
*G1p 4-6-2 No. 2202, built at Angus shops, May 1906, scrapped October 1957. Photo at Sutton, P.Q., May 1932.*



*G2u 4-6-2 No. 2623, built at Angus shops, May 1912, scrapped December 1957. Photo at Sutton, P.Q., 1932.*

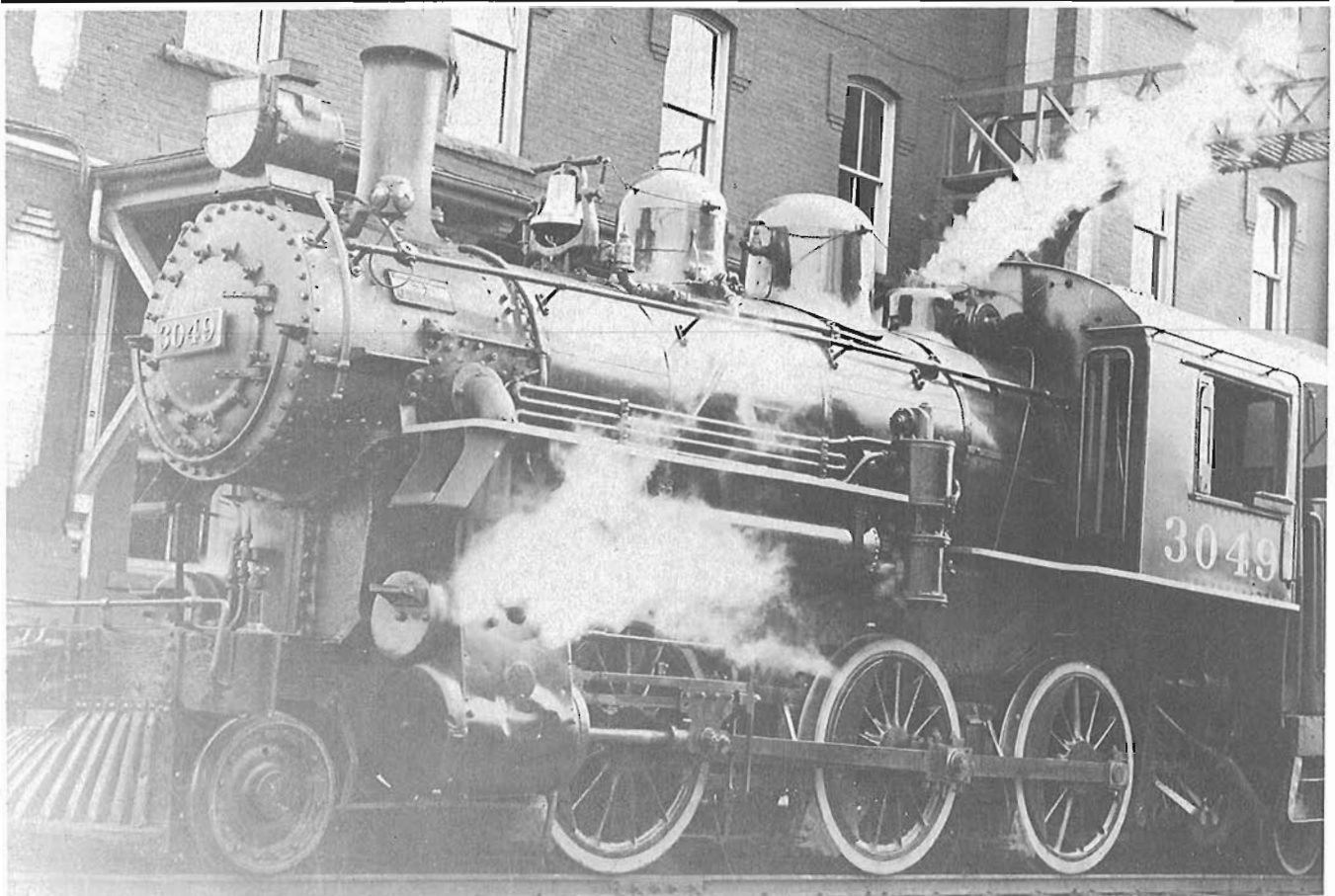


*D10g 4-6-0 No. 876, built at Angus shops, September 1910, scrapped July 1957. Photo at Sutton, P.Q., March 1932.*



*D6a 4-6-0 No. 519, built by Schenectady, November 1902, scrapped October 1948. Photo at Farnham, P.Q., May 1932.*

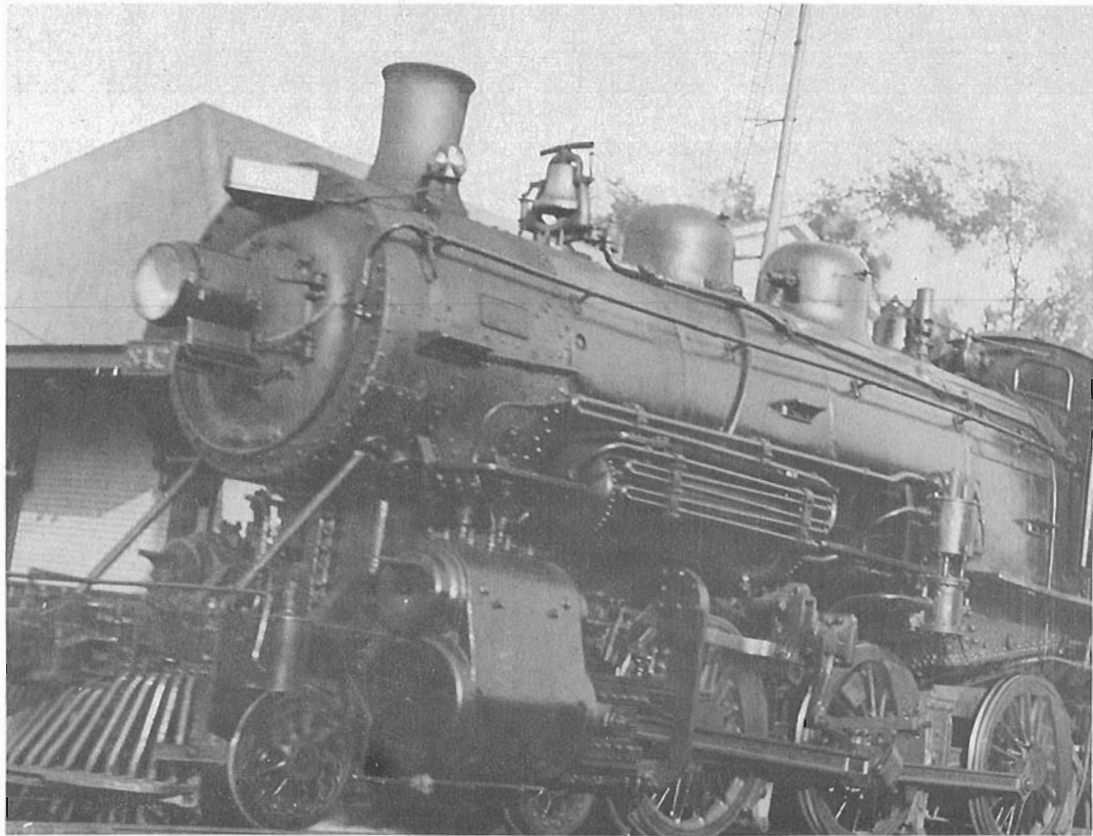




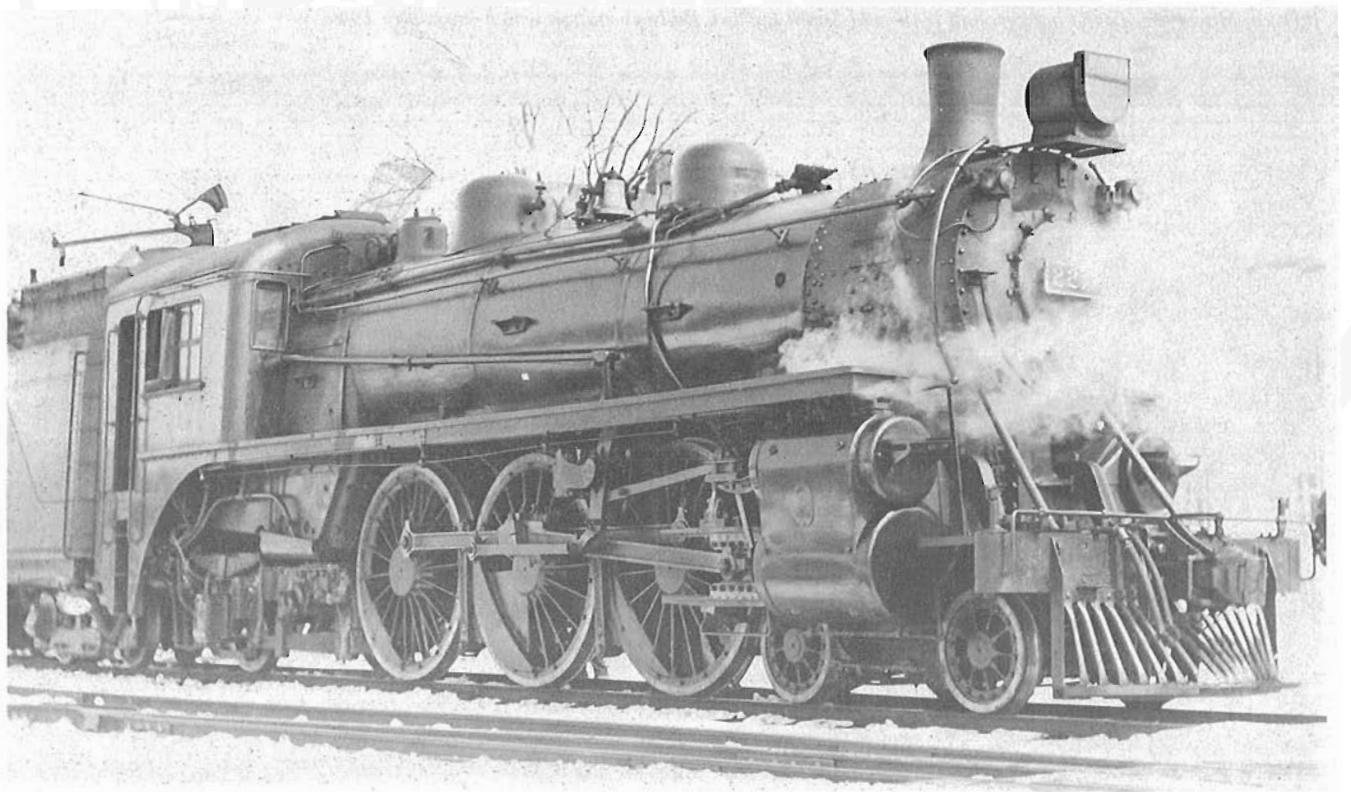
*The oldest locomotive in this group, J3d 2-6-0 No. 3049, built at CPR New shops, June 1888, scrapped June 1937. Photo at Farnham, P.Q., in May 1932. In the background is the old South Eastern Railway station which burned in 1949.*



*D10k 4-6-0 No. 1083 (built by MLW, October 1912, scrapped August 1960), and M4g 2-8-0 No. 3519 (built by Baldwin, June 1907, scrapped September 1959). Photo at Sutton P.Q., March 1932.*

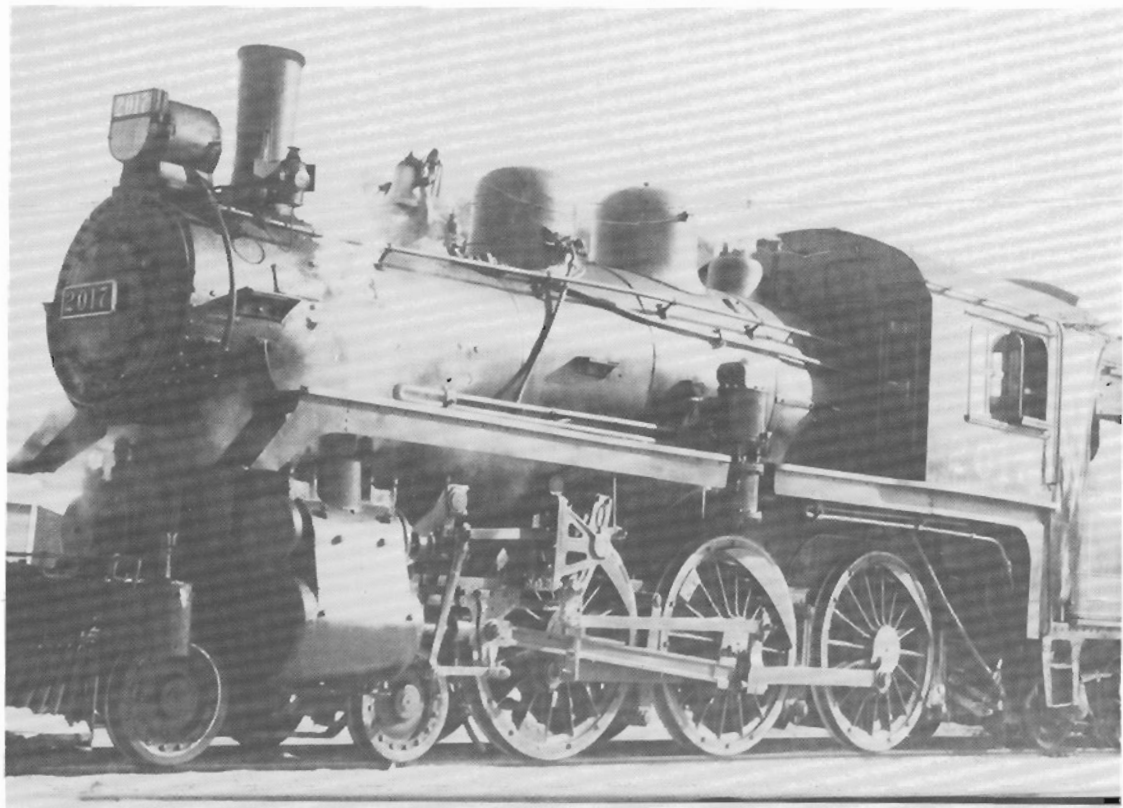


*D10e 4-6-0 No. 842, built by MLW, October 1909, scrapped December 1964. Photo at Sutton P.Q., June 1932.*

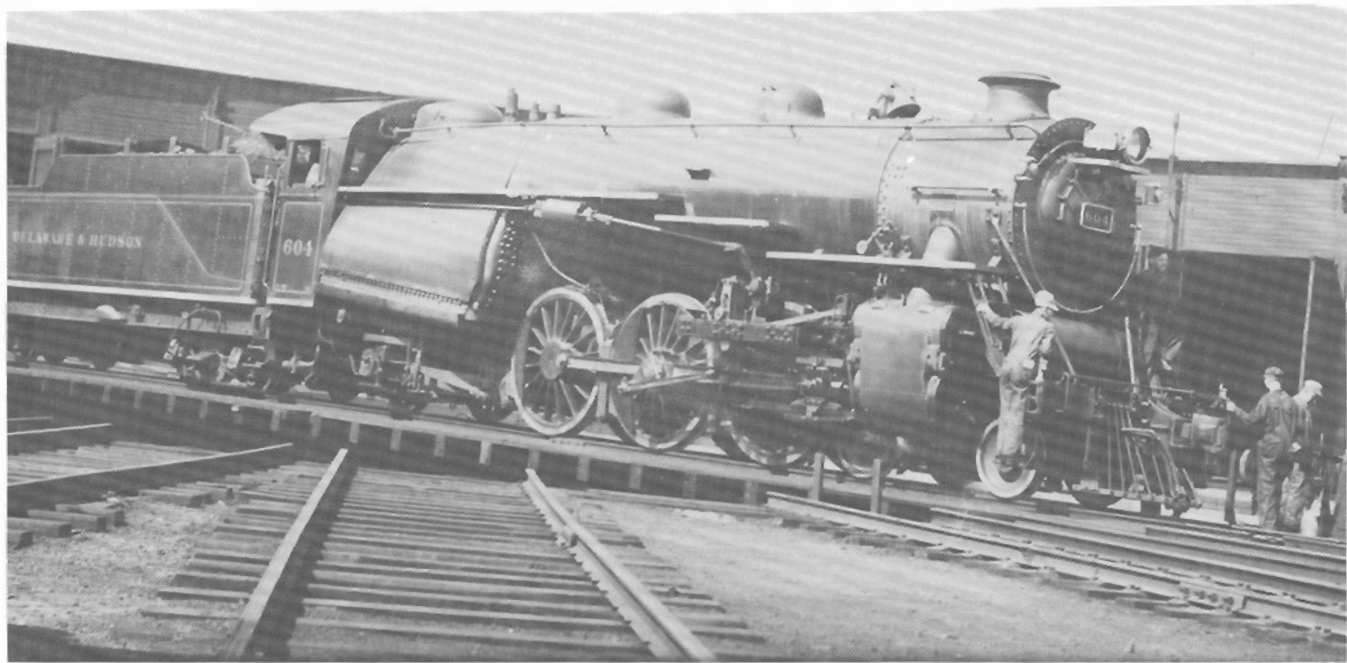


*G1s 4-6-2 No. 2211, built at Angus shops, November 1907, scrapped September 1956. Photo at Sutton P.Q., March 1932.*





*E3a 4-6-0 No. 2017, built at Angus shops, May 1913, scrapped February 1943. Photo at Sutton P.Q., May 1932.*



*ABOVE: The only non-CPR locomotive in this series of photos is Delaware and Hudson No. 604, seen here on the turntable at the Glen Yard in 1932. Interestingly, the D&H is now owned by CP.*

*BACK COVER: Government Street, looking north from Fort Street, in Victoria B.C. about 1893. Note the early electric street car which was one of the first to operate on Canada's west coast. This photo is from an album made by a visitor from England who travelled to Japan in 1893.*

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1897 - Government St. Looking North from Fort St., Victoria, B. C.

Trueman & Caple Photo, Vancouver, B.C.