

# Canadian Rail



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

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*FRONT COVER: Sporting CN's classic green and gold paint scheme, Canadian Locomotive Company CFA16-4 No. 8736 is shown heading up a freight train at Lorne Park on May 21, 1955. CLC built 23 of these units for CN between January 1952 and May 1953. All units of this fleet were retired by the end of 1967.*

*Patterson-George Collection.*

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.

# Some Pre - Canadian Pacific Promotions For A Canadian Transcontinental Railway

By Geoffrey A. Lester M.A.

*"Nay, more; we shall yet place an iron belt from the Atlantic to the Pacific, a railroad from Halifax to Nootka Sound, and thus reach China in a pleasure voyage".* So declared Sir Richard Henry Bonnycastle in his work, *"Canada & The Canadians"* in 1846, thus revivifying the Asian dream and again prompting the idea of an "all red route" binding Great Britain with her colonies.

Soon after Bonnycastle's prediction, Millington Henry Syngé, a lieutenant in the Royal Engineers, stationed in Canada, promoted the concept of a transcontinental communications system in a pamphlet with the lengthy title *"Canada in 1848. Being an examination of the existing resources of British North America. With considerations for their further and more perfect development as a practical remedy, by means of colonization, for the for the prevailing distress in the united empire, and for the defense of the colony"*. Four years later, in 1852, Syngé, by now a Captain, enlarged upon his earlier thoughts by publishing the pamphlet *"Great Britain one empire. On the union of the Dominions of Great Britain by inter-communication with the Pacific and the East via British North America with suggestions for the profitable colonization of that wealthy territory"*. In the preface, the author acknowledged the works of Carmichael-Smyth, Wilson and Richards, and others, which, no doubt, had an influence on his thinking about this subject.

Critical of what appeared to be indifference, if not ignorance, on the part of the British government towards British North America and citing the treaties that led to the surrendering of territory to the United States, Syngé wrote that only by a secure, rapid, complete and independent transportation system could the resources of British North America be developed and the territory strengthened against the aggressive tendencies of the United States.

Syngé felt that by building such a transportation system the British government could help alleviate the problem of unemployment in Great Britain and also provide a means of defense against external aggression. Building such a system would provide relief for the poor, and employment for the surplus population of Great Britain, provide inter-provincial communication, aid in the building up of a trained labour force, and of capital. In addition it would provide knowledge about the country, open up vast areas suitable for agriculture and the exploitation of the abundant mineral resource, substitute organized and directed colonization for spontaneous and haphazard immigration, and finally strengthen the ties between colonies and the mother country.

In the initial pamphlet Syngé designed a mixed route in ten sections, utilizing both water (river and canal) and land (railway), and he describes the route. Although he proposed an eventual

transcontinental railway, Syngé felt that, given the economic situation of the colony, the continuous railway would have to be preceded by a water-land route, using what rivers and canals were available and adding portage railways. This would be a system initially easier to utilize and cheaper to build and operate. The water-land system was only a temporary expedient as it did not take an engineer to realize that the severity of Canada's winters made navigation on rivers and lakes an impossibility for a good portion of the year. The transcontinental railway would be realized once the country had been colonized and the resulting economy could justify building a system of such magnitude.

In 1852 Millington Syngé reiterated what he had written in 1848, but emphasizing the desirability of a route across British North America as being the shortest and strategically the most secure. Politically and economically the route would strengthen the colonies and forestall a United States monopoly in trade.

Captain Syngé's ultimate plan was a continuous transcontinental railway, but this could be achieved only when the territory over which it was to be built was minutely and accurately mapped. As he wrote *"but the great trunk line railway should be laid down from ocean to ocean, where it would most perfectly realize the utmost benefits to be derived from the intra-oceanic connexion of the distant extremities in opposite hemispheres"*.

Between the publication of Millington Syngé's two monographs, Major Robert Carmichael-Smyth had his own pamphlet published in 1849 (although he had written an open letter to Thomas Chandler Haliburton, author of *"The Clockmaker"*, in 1848) on the subject of a transcontinental railway which would assist *"the employment of the people and capital of Great Britain in her own colonies at the same time assisting emigration, colonization and penal arrangements, by undertaking the construction of a great national railway between the Atlantic and the Pacific from Halifax harbour Nova Scotia to Frazer's River, New Caledonia"*.

It would appear that this work was done without knowledge of Captain Syngé's treatise, for in the conclusion Major Carmichael-Smyth states *"The last correction for the press was scarcely finished, when 'Canada in 1848' was put into my hands. Had I, a month ago, seen that little pamphlet, written as it is with so much spirit and ability, I should hardly, perhaps, have felt sufficiently inclined to have suggested one line of railway, in opposition to the views of its talented author. I trust I need scarcely assure Lieut. Syngé that in any observations I have made upon canals, I had no reference whatever to his grand scheme, - nor the least intention of treating lightly his magnificent project, of which, until a day or two ago, I did not even know the existence"*.

From the outset, Carmichael-Smyth proposed a railway across the continent, the building of which would encourage the "opening (of) the shortest road to the most extensive regions of wealth..." and provide "the great link required to unite in one physical chain the whole English race". The author was convinced that neither the expenditure of vast sums of money nor such topographical barriers as the Rocky Mountains should deter Britain from such a noble work. If Britain was willing to spend millions of pounds on destructive wars, surely monies could be found for so constructive a project as a railway which could not have but beneficial effects on societies around the world.

The railway would serve to achieve several ends, the use of the surplus labour of Britain (including many convicts made so by unemployment and poverty), the exploitation of the resources of British North America, the opening up of markets as the result of emigration and settlement, provision of a shorter and more secure route to the Orient, and the means by which the aggrandizing tendencies of the United States would be thwarted.

The railway was initially to be financed and guaranteed by a loan from the government of great Britain in the amount of 150,000,000 pounds Sterling (the estimated cost being 24,000 pounds per mile). A Board of general arrangement and control would be established to build and manage The Atlantic and Pacific Railway, made up of fifteen directors, three each from Great Britain, The Hudson's Bay Company (whose best interests would be served by cooperating in the realization of the scheme), Nova Scotia, New Brunswick and the Canadas. The Board would be responsible in negotiating with the several parties involved for the retiring of the debt. Carmichael-Smyth was aware of the scale of the economies involved.

The line was to be built with convict labour in the more isolated and difficult areas, and by emigrant (sic) labour in the settled areas. The convicts were to be guarded by soldiers induced to serve with the promise of freehold land at the completion of their tour of duty. It was also suggested that Indians might profitably be employed as guards. Also, it was suggested that, in the populated areas, "all local towns and districts that have sufficient capital and labour to undertake any part of the line, have the benefit of the profits of the whole line, in proportion to the parts they may finish". Active, intelligent and scientific young men were to be sent to find a suitable pass through the mountains, and a port, should the mouth of Frazer's River not be suitable. The work was to commence at both extremities of the railway and at suitable intermediate points. Montreal and Toronto would be by-passed, but served by means of branch lines.

**A LETTER**  
 FROM  
**MAJOR ROBERT CARMICHAEL-SMYTH**  
 TO  
 HIS FRIEND  
**THE AUTHOR OF "THE CLOCKMAKER,"**  
 CONTAINING  
**Thoughts on the Subject**  
 OF  
**A BRITISH COLONIAL**  
**RAILWAY COMMUNICATION**  
 BETWEEN  
**THE ATLANTIC AND THE PACIFIC,**  
 FROM  
**THE MAGNIFICENT HARBOUR OF HALIFAX,**  
 IN  
**NOVA SCOTIA**  
 (NORTH-EASTERN AMERICA),  
 TO  
**THE MOUTH OF FRAZER'S RIVER,**  
 IN  
**NEW CALEDONIA**  
 (NORTH-WESTERN AMERICA),  
 OR SUCH OTHER PORT AS MAY BE DETERMINED UPON.

"Let those, who discard speculations like these as wild and improbable, recur to the state of public opinion at no very remote period on the subject of Steam Navigation.

"Within the memory of persons not yet past the meridian of life the impossibility of traversing by Steam Engine the channels and seas that surround and intersect these islands was regarded as the dream of enthusiasts."

DR. LARDNER, 1840.

LONDON :  
 W. P. METCHIM, 20, PARLIAMENT STREET.  
 1849.

*The title page of Major Robert Carmichael-Smyth's 1849 pamphlet on the possibility of a transcontinental railway through British North America. Notice the quotation about the steamships which had seemed equally improbable a generation before.*

In answer to the criticism that the railway should be a private enterprise and not involve the governments, Carmichael-Smyth made a distinction at the outset between economic viability and social need. The former would be vindicated once the railway was built, the latter expressed "one of the most important lessons in Canadian transportation history, which is that government ....

cannot be a mere bystander in the transportation process" (Chodos p. 15). The railway was to be "a grand national work ... the great high road between the Atlantic and the Pacific".

In 1850, "*Britain Redeemed and Canada Preserved*" co-authored by Captain F.A. Wilson and Alfred B. Richards, Barrister-at-law, proposed "a scheme for the construction of an Atlantic and Pacific railway communication traversing our possessions in North America". As these two gentlemen worked on the problem they were made aware of Major Carmichael-Smyth's pamphlet, and in due course incorporated many of the Major's ideas in their book, amplifying them in the process. The uniqueness of Wilson and Richards' concept lay in the elaborate logistical plan by which the railway was to be built.

The impelling motives for such a venture were - the attempt to solve the problem of overpopulation in Great Britain with the committant matter of unemployment (pauperism), the colonization of British North America as a bulwark against the expansionism of the United States, and the opening up of an expedient commercial route to the Far East, part of a strategically secure "all red route". By fostering a great emigration to build the railway, Britain's greatness would be enhanced and British North America's future assured.

The line of railway was to run "as straight as the nature of the country could render it practicable" from Halifax to the Gulf of New Georgia and would cross territory 2800 miles in breadth, opening up land for settlement and agriculture and the exploitation of the vast resources to be found there. The line was to be divided into 7 sections each 400 miles in length:

No. 1, or the Atlantic Division, running from Halifax to Quebec. 400 miles.

No. 2, the Quebec Division, from Quebec to Tamiscaming Lake. 400 miles.

No. 3, the Lake division, from Tamiscaming to Lake St. Anne. 400 miles.

No. 4, the Central division, from Lake St. Anne to Fort Garry. 400 miles.

No. 5, the Prairie division, from Fort Garry to Saskatchewan River (elbow). 400 miles.

No. 6, the Mountain division, from Saskatchewan across the Rocky Mountains by Devil's nose to Upper Arrow Lake. 400 miles.

No. 7, the Pacific division, from Arrow Lake to New Georgia Gulf. 400 miles.

Total length. 2800 miles.

Each of the sections was described in terms of the potentialities of the country it traversed. Realizing that difficulties might be encountered in breaching the Rockies, Wilson and Richards tended to dismiss the problem by noting "... were not the chain broken by ravines which should offer a varied choice of passage; while we know that science, improved by the daily practice of railroad ascensions, can fortunately overcome far, far greater obstacles than these".

All the physical resources necessary for building the railway were in place ready to be exploited, what was sorely lacking was labour.

This situation was easily rectified by recruiting from the mass of "pensioners, paupers and prisoners" in Britain which were making enormous claims upon the public purse. Twenty thousand convicts were to be employed to "break ground and rough hew the line". These were to be divided into seven divisions, each of 2800 men, the most obdurate being relegated to the western prairies and the mountains. When the railway was completed those convicts still serving their sentences would be established on Anticosti Island which would be made into a permanent penal colony.

To oversee the convicts, a body of 5000 men, to be known as the Pioneer Rifle Guards, was to be recruited, again divided into seven divisions. They were to be assisted by Canadian Woodmen and Indians who would round up any convict deserters.

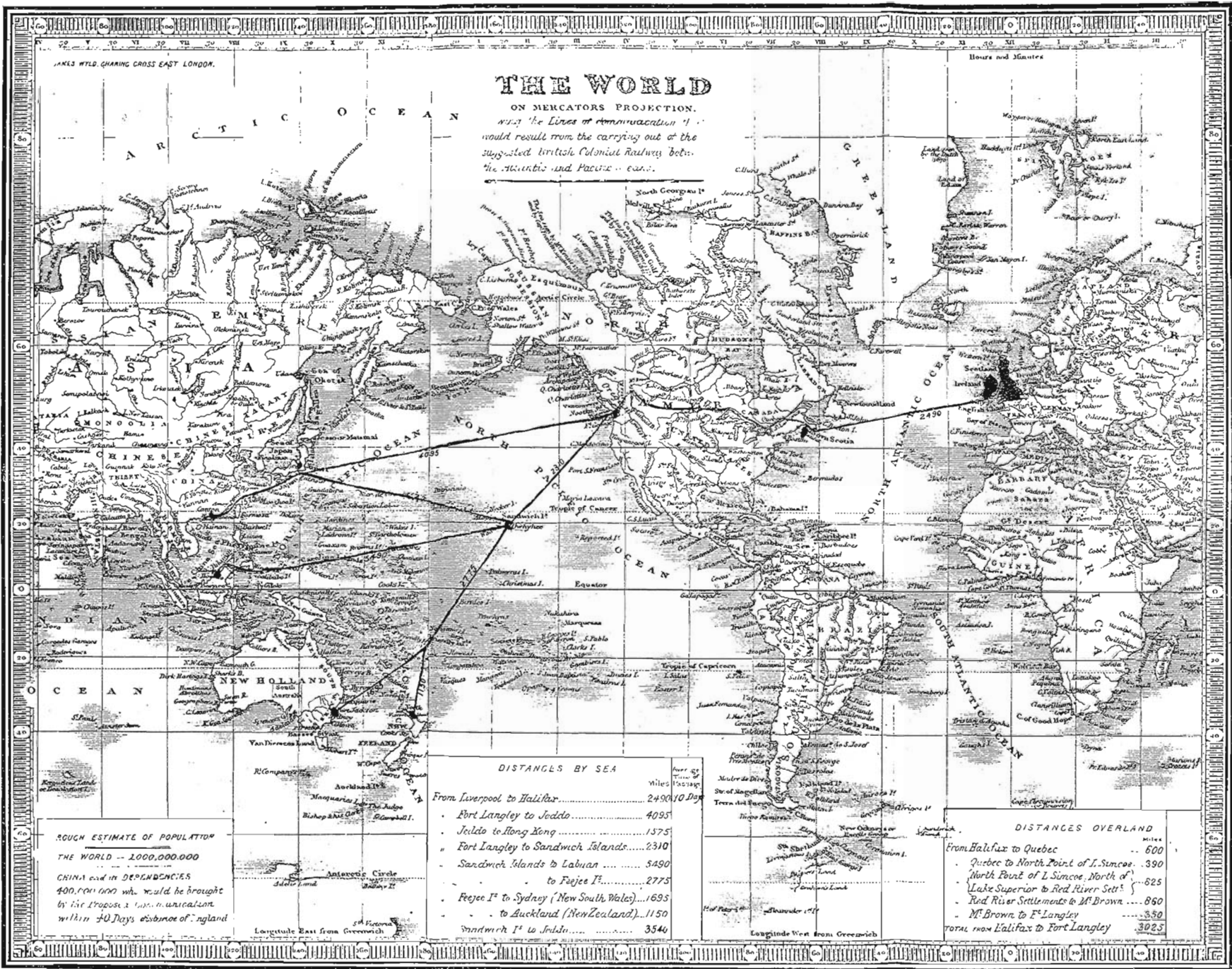
Augmenting the convict labour would be an army of 60,000 Civil Fencibles, drawn from the poor and unemployed and enroled for three years. Though subject to military discipline, this would not be "allowed materially to affect their civil character, or interfere with the proper freedom of their general private habits, the innocent use of their leisure time, and their customary manner of performing their work". These labourers would be divided into six sections of 10,000 persons each, with the provision that they would not be required to work in the mountainous areas. Each division would be subdivided into corps of 1000 individuals each made up of 500 husbandmen and 500 artisans. An additional 600 women and children would be allowed to accompany each corps. Attached to each civilian corps would be two Chaplains, one surgeon and an assistant, two schoolmasters and two assistants. Available also would be a chapel, hospital, library and reading room.

Each 400 mile division was to be controlled by the establishment of an headquarters as the centre. East and west of headquarters were to be located sub-stations, churches and forts. Work parties would work east and west from a central point in each segment. Wilson and Richards provided drawings and plans of barracks, block buildings, prisons, and women's retreats. A uniform for the workers is also illustrated in their book.

The railway was to be built at an estimated cost of 5,000 pounds per mile, so that the total cost would be 14,000,000 pounds. This amount would be provided as a government loan and reimbursed as a result of the saving of the poor rate due to emigration, the increased value of the land served by the railway and the revenues from the operation of the railway. Following Carmichael-Smyth, Wilson and Richards advocated an Imperial Commission to direct and manage the railway.

Convinced that British genius, capital and industry were equal to the task, Wilson and Richards concluded that "... grand works depend more on grand men than grand means". A sentiment vindicated when the Canadian Pacific Railway finally spanned Canada.

Immediately following the publication of Wilson and Richards' book there appeared a pamphlet by the civil engineer Alexander Doull comprising a plan for a railway from Halifax to Quebec with letters to "The Morning Chronicle" enlarging upon the scheme and envisioning an extension of the line from Quebec to the Pacific coast. Published by the Canadian Land and Railway Association, the pamphlet carried the impressive title "*Report and outline of a plan by which an extensive railway may be constructed in the*





*British North American colonies, combining its execution with an enlarged scheme of colonization and reclamation of waste land, and executing the works so that the company and emigrants shall be mutually benefited. With map and plan”.*

The primary purpose of the Association was “to open an extensive field on which to employ the surplus labour of the United Kingdom and thereby to promote the Social elevation of the industrious classes”. It was the aim of the Association to obtain a charter to build the “Halifax and Quebec Railway”, with the backing of the colonies based on the report (to which Doull makes ample reference) of Major Robinson, Royal Engineers, who had been engaged to find the most practicable route (based on political and military necessities) for an intercolonial railway.

Doull’s pamphlet concludes with a few remarks on the “Continuation of the Railway from Quebec to near Vancouver’s Island, in the Pacific” as a logical extension to the Halifax and Quebec line. Though avoiding details, Doull nevertheless proposed a nearly direct line from Quebec City to the Rockies with branches to Montreal, Kingston and Toronto. The line would be built simultaneously in sections and the use of convict labour, proposed by others, would be eschewed as “absurd, impolitic and cruel”. Payment for the railway would be based on a land grant extending ten miles on each side of the right-of-way. The prospective value of the land and the mineral wealth would be the basis for the issuing of paper money endorsed by the governments involved! The cost per mile would, presumably, equal that of the line between Halifax and Quebec, estimated at 7,000 pounds.

Following his pamphlet of 1850, Alexander Doull in 1852 once again, and in more detail, published some more thoughts on a transcontinental railway in “A Project for opening a North-West Passage between the Atlantic and Pacific Oceans, by means of a Railway on British territory”. Although acknowledging the plans of Carmichael-Smyth, Sygne and others, Doull felt these had not been “professionally or practically treated”, since these writings were deficient in fully comprehending the physical characteristics and resources of British North America. Nevertheless he did borrow ideas from those he criticised!

Citing the preoccupation with canals as being detrimental to the progress of railway building in the provinces, Doull referred to the survey of Major Robinson for the “Intercolonial” railway from Halifax to Quebec City, and, in anticipation of its early construction, used it as part of his scheme for the transcontinental railway. As to the rest of the line from Quebec to the Pacific coast, Doull suggested four matters had to be considered - the direction of the line, the mode of exploring the country for the purpose of selecting the line, various means by which the expenses of construction could be met, and the resources of the country proposed to be traversed.

His railway was to take as direct a line as feasible, from Quebec City to north of Lake Superior, with little deviation across the prairies, penetrating the Rockies through a suitable pass, if one could be found, about the 50 degree north latitude, though, because of the nature of the country, an easier route would be for the railway

to cross the mountains at the 54 degree north latitude. The southerly location of the line would then curve gently to the Pacific coast opposite the southern tip of Vancouver’s Island. The mode of selecting the line would be determined by the physical nature of the country. The arduous nature of the survey would be compensated by the knowledge that such an enterprise would be serving not only “the interests of one country ... but the cause of universal man”. Continuing:

*“The operation being rather an extensive one, the most judicious plan would be to divide the distance into numerous sections, by ascertaining and fixing the points at which the principal obstacles, such as rivers and mountain ranges, would be most easily crossed. These sections would then be treated as integral lines, although forming portions of the whole, and thus the undertaking would be much simplified ... the points selected would be the most suitable for railway stations, and would become the nuclei of more extensive settlements.”*

A portion of those settling at the points would put in crops and put up permanent buildings, while the remainder would be employed in tracing out the line of railway east and west of each settlement. The building of the railway would then follow.

Feeling that the prospects for an early and adequate return on investment were not realistic, and unless there was the inducement of a land grant or guarantee by the government, Doull predicted that no private company could be enticed to build the railway. He therefore suggested that it should be a joint undertaking of the Imperial government and the Colonial governments, both realizing benefits from such cooperation. The Colonies would benefit because they would be the recipients of the surplus population of industrious workers of the British Isles who would prove to be exemplary and productive settlers who would contribute to the internal prosperity of the country. The homeland would also benefit because the colonies, with their increased population and prosperity, would become a fruitful market for Britain’s exports.

Doull proposed that a Commission be formed “empowered to select and construct the line”, and that a land grant be established, the width of the line varying in accordance with its value. The land grant would be used to help pay the costs of construction. In addition, a 1,000,000 pound low-interest loan was to be advanced, to be repaid upon completion of the railway. With this loan and the land grant the Commissioners would be allowed “to increase their working capital by an issue of paper currency, or land notes, convertible at any time into land at a fair valuation, amounting to 2,000,000 pounds, which shall be constituted as legal tender, and be issued in payment of all transactions or claims connected with the operation of the Commission in the execution of the works, the scale of land, timber, minerals, & C.”.

The line having been staked out, the Commission could then enter into agreements with individuals or associations whereby these would be granted blocks of land provided they brought in settlers and provided labour for building portions of the railway. Others would come as individuals who, having repaid their passage, would be allotted freeholds to be purchased on annual instalments.

*OPPOSITE PAGE: A map of the World showing the route proposed by Major Robert Carmichael-Smyth. This map was published in 1849 as part of Carmichael-Smyth’s pamphlet.*

Those with capital would be encouraged to purchase ready-made farms, cleared town-sites and mining ventures. Finally, the resources of the country were more than adequate, even if only partially exploited, to meet the needs of building the transcontinental railway. Failure to exploit the resources of the country and settle it would only tempt the United States to take it over and do these very things. As Doull pointed out *"In a political and social point of view it would be difficult to over-rate the importance of the proposed undertaking. Every aspect under which the subject can be viewed tends to show that British power should not only be maintained, but consolidated by every legitimate and constitutional means, upon the continent of America, as the only means of preventing the whole of that immense continent from being absorbed by the United States"*.

Proposals, petitions and speeches continued to be put forward as to the necessity and advantages of a transcontinental railway. Failing to get the Lake Superior and Pacific Railway Company incorporated by the Legislature of the Province of Canada in 1851, Allan Macdonnell and his associates were later successful in having their North-West Transportation, Navigation and Railway Company incorporated in 1858, but with no further results.

In 1862 *"A Sketch of an Overland Route to British Columbia"* was published by Henry Youle Hind to which was added a letter to him from Sandford Fleming on the *"Practical observations on the construction of a continuous line of railway from Canada to the Pacific Ocean on British Territory"*. Sandford Fleming cautioned against impatience and proposed a plan of gradual development from a road to a railway system on a growing population and an economy able to sustain them.

In 1865 Thomas Rawlings published a monograph *"The confederation of the British North American Provinces; their past history and future prospects; included also British Columbia and Hudson's Bay territory; with a map and suggestions in reference to the true and only practicable route from the Atlantic to the Pacific Ocean"*. Rawlings felt that the *"great objects to be obtained by confederation should be commercial"* and this was best aided and abetted by an adequate railway system. In order to best develop the resources of the British North American provinces, and to provide a viable route to the Pacific and the markets of the Orient, he suggested using the proposed intercolonial route through Nova Scotia and New Brunswick, connecting up with the Grand Trunk line in Canada. Concurring with Palliser's assessment that the crossing of the Canadian shield north of the Great Lakes was totally impracticable, Rawlings reiterated the idea that his International Pacific Railway should dip into the United States using that country's railway lines from Detroit, via the peninsula of Michigan, through Wisconsin and Minnesota to Pembina on the international border. From Pembina the railway would follow the Fertile Belt of the Hudson's Bay territory, through the Leather (Yellowhead) pass and terminate either at the head of Bute Inlet or some point in Dean Inlet. As to how monies would be obtained to build the line, Rawlings merely states *"the lands themselves will eventually pay for it"*. However, for Rawlings it was the moral duty of England to *"support them (the colonies) struggling through their days of experimental existence, and foster every attempt which they make to enlarge their sphere of action, extend civilization, commerce and assist them in developing their various elements of innate wealth"*.

A year after Confederation, Alfred Waddington published a pamphlet *"Overland through British North America; or, the shortest and speediest route to the East"*. The pamphlet, which showed the practicality of such a route, was so well received that Waddington published a more detailed description of the line in 1869 entitled *"A sketch of the proposed line of overland railroad through British North America"* which went into a second edition in 1871. Waddington's prime argument as to why such a railway ought to be built can best be summed up in his words from the preface to the 1869 pamphlet *"The future of the Dominion, the development of its great resources, and the consolidation of its power depend on the opening up of a communication between Canada and the Pacific through the Red River settlement and the Fertile Belt"*.

With the last spike having been driven on May 10, 1869 joining the Central Pacific railway with that of the Union Pacific at Promontory, Utah, it became even more important and urgent that a Canadian transcontinental railway be built in order to maintain the commercial ties between England and the far east, for which American lines posed a threat.

Waddington's 1868 pamphlet is largely given over to dismissing the objections to a railway through British territory. There were two main obstacles, one physical the other human, both surmounted by 1871. The mountain barrier of the Rockies had been breached through the Yellowhead Pass, and the Hudson's Bay Company had relinquished its possession of Rupert's Land on payment of 300,000 pounds. The way was now clear. Fears about the climate, lack of population, the American "threat", and the cost of building a railway were allayed. Waddington estimated that the railway distance from Ottawa to Bute Inlet (his choice for the Pacific terminus), via Yellowhead Pass, the Chilcoaten Plain and the Homathco River to be 2885 miles, and the line would cost \$130,150,000 to build. Existing rail lines would be used to the east coast. To forestall objections to such an amount being spent, he argued that the failure to build would incur far greater losses in trade and territory, even the possible *"decay and ruin of our country"*. To offset such an outlay by the government, Waddington suggested that a private company be induced to construct the railway by *"...offering liberal grants of land..., by engaging to subsidize mail steamers in connexion with the line... on the Atlantic and Pacific Oceans ...; by authorizing the company to issue mortgage bonds to a certain amount; and by paying the interest as a bonus or encouragement ..., until the road was completed and self-paying"*.

Failing to obtain financial support in England and the backing of the Imperial government, being unsuccessful in obtaining a charter for his Canada Pacific Railway, and spurned as of no political and financial consequence by American entrepreneurs whom he tried to enlist in his cause, Waddington was finally defeated. Soon after this, in 1872, he died of smallpox. But a fitting epitaph to Waddington's unremitting toil and promotion for a transcontinental railway was the recommendation by Sandford Fleming, Engineer-in-Chief of the Canadian Pacific Railway, that Waddington's survey notes for a route in British Columbia be bought by the government in order to save the expense of a duplicate survey. The government granted Fleming's wish.

And, as is often said, the rest is history.



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8. Wilson, F.A. and A.B. Richards: **Britain redeemed and Canada preserved.** Longman Brown Green and Longmans, London, 1850.

## THE MAPS

On the next ten pages we are privileged to present five detailed maps which illustrate in detail the routes proposed by the various promoters of a transcontinental railway between 1848 and 1868. These maps will be part of AN HISTORICAL ATLAS OF RAILWAYS IN ALBERTA which is being compiled under the auspices of the Department of Geography, University of Alberta, Edmonton, Alberta. It should be noted that the maps will appear in the atlas 11" by 17 1/4" and have, accordingly, been reduced in size to fit a double-page spread in Canadian Rail. Also, some maps have the background screened, and others have had the hachures (including mountains), and the proposed railway line, in reddish-brown, since this Atlas is a two-colour job. Because of this reduction in size, and the fact that we can use only one colour, a certain amount of the detail will be lost; however this loss will be kept to a minimum.

Please also note that this material is copyrighted and is the property of the Department of Geography of the University of Alberta. It is being used in Canadian Rail by special permission.

PAGES 118 - 119: Captain M.H. Synge, R.E., 1848.

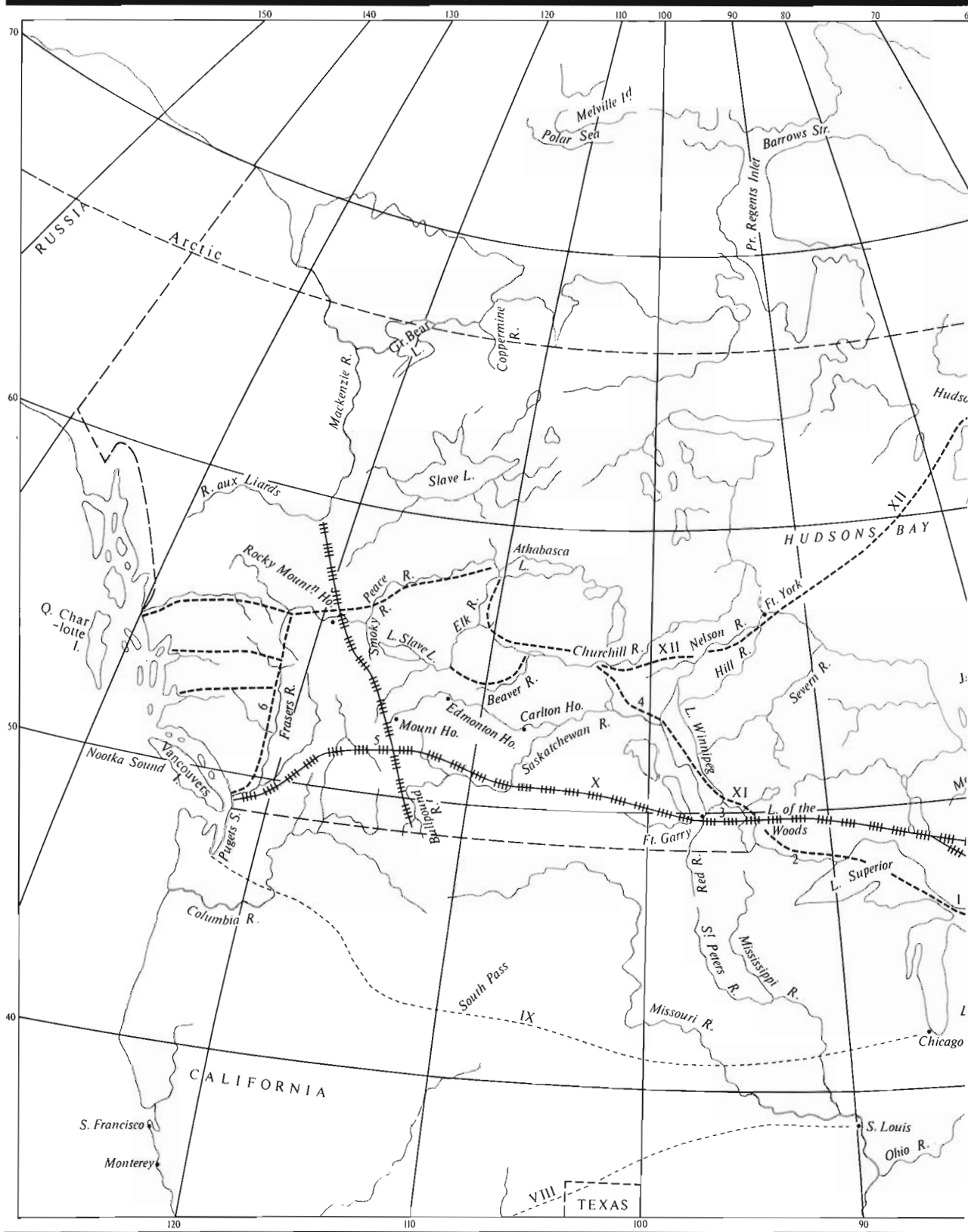
PAGES 120 - 121: Major R. Carmichael-Smyth, 1849.

PAGES 122 - 123: F.A. Wilson and A.B. Richards, 1850.

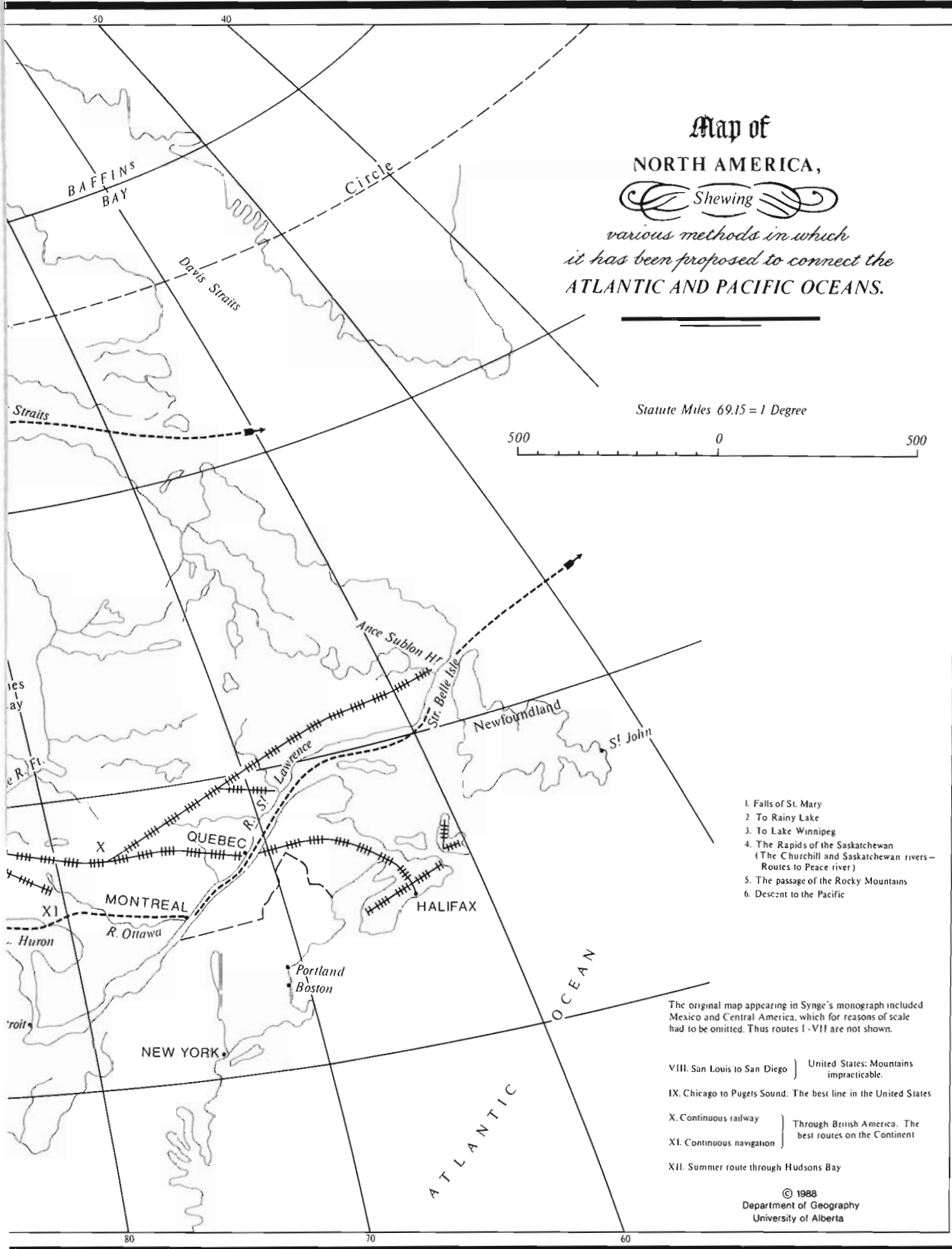
PAGES 124 - 125: Thomas Rawlings, 1865.

PAGES 126 - 127: Alfred Waddington, 1868.

Captain M. H. Synge, R.E.

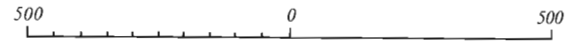






**Map of**  
**NORTH AMERICA,**  
*Shewing*  
*various methods in which*  
*it has been proposed to connect the*  
**ATLANTIC AND PACIFIC OCEANS.**

Statute Miles 69.15 = 1 Degree



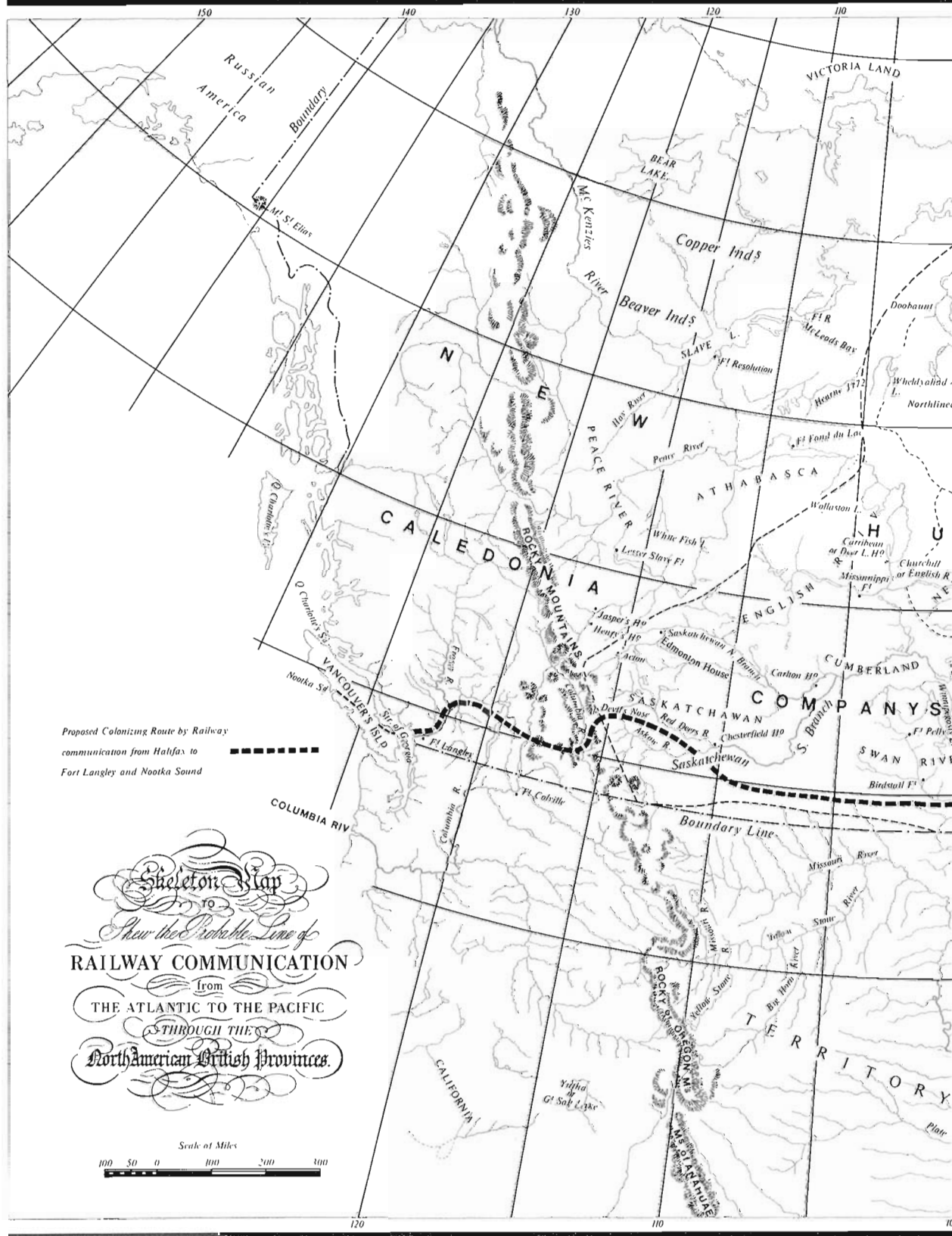
1. Falls of St. Mary
2. To Rainy Lake
3. To Lake Winnipeg
4. The Rapids of the Saskatchewan (The Churchill and Saskatchewan rivers - Routes to Peace river)
5. The passage of the Rocky Mountains
6. Descent to the Pacific

The original map appearing in Syngé's monograph included Mexico and Central America, which for reasons of scale had to be omitted. Thus routes I-VII are not shown.

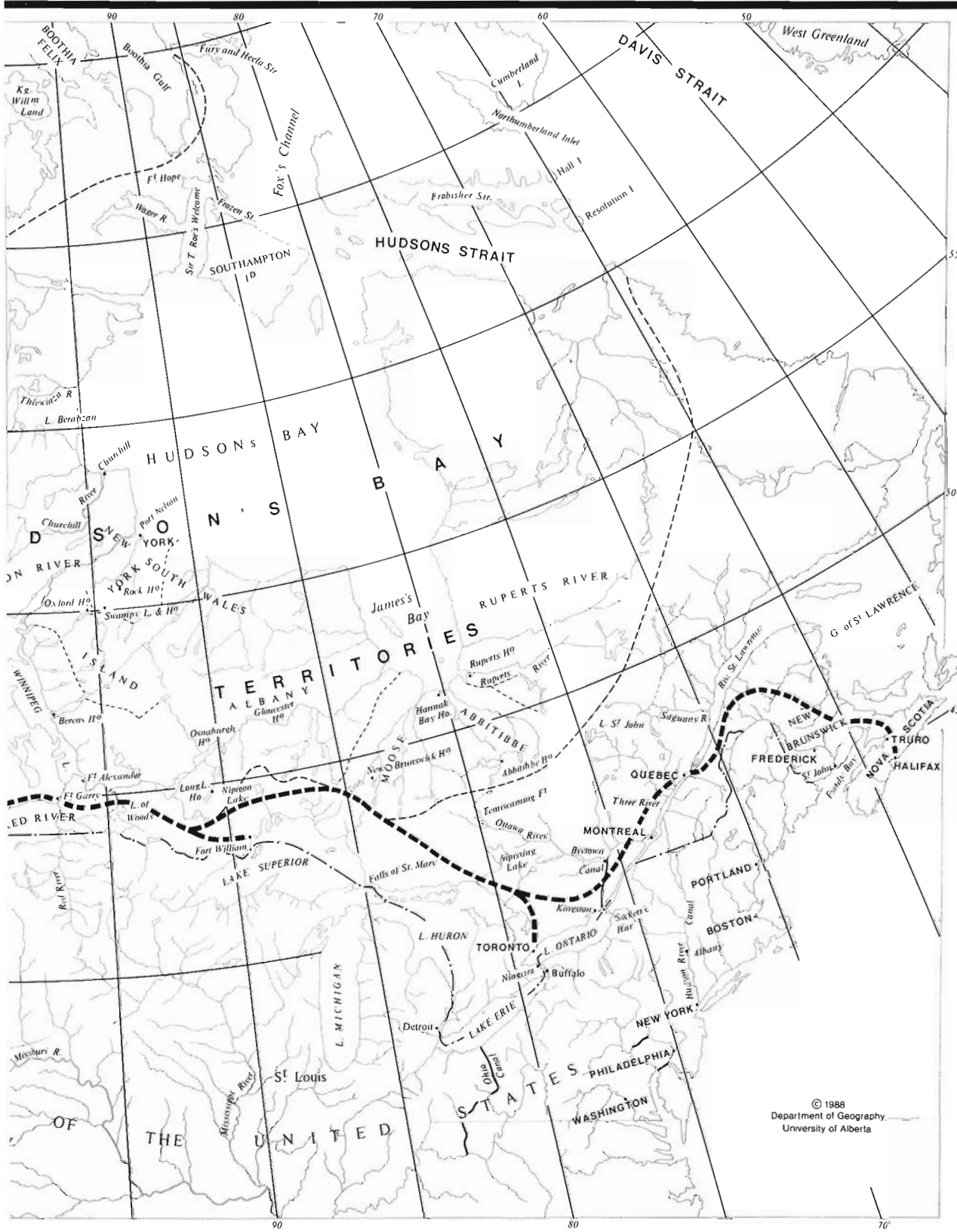
- VIII. San Louis to San Diego } United States; Mountains impracticable.
- IX. Chicago to Pugets Sound. The best line in the United States
- X. Continuous railway } Through British America. The best routes on the Continent
- XI. Continuous navigation }
- XII. Summer route through Hudsons Bay

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 Department of Geography  
 University of Alberta

### Major R. Carmichael - Smyth

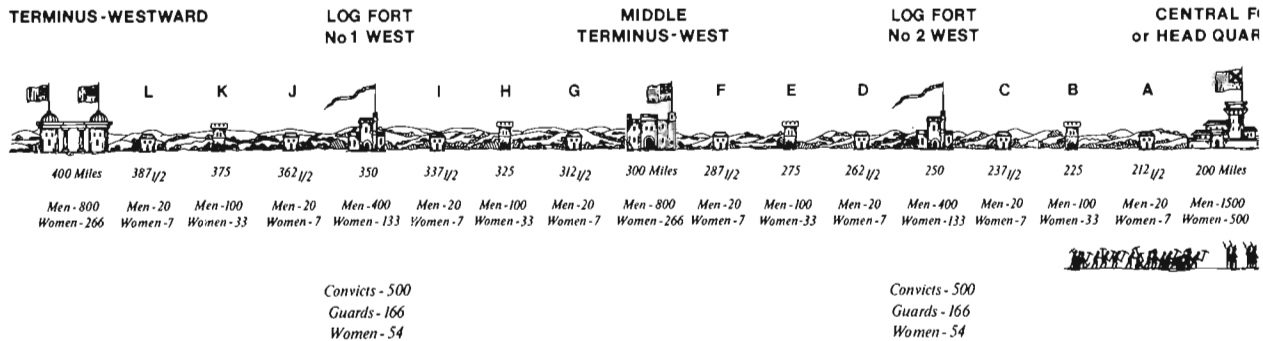








**MANNER OF WORKING THE RAILWAY BET**



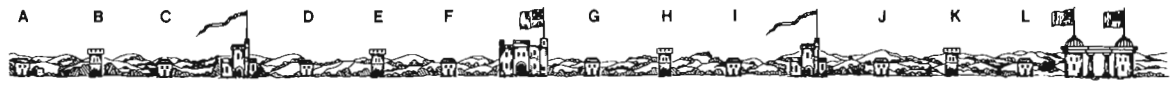


F. A. Wilson and A. B. Richards

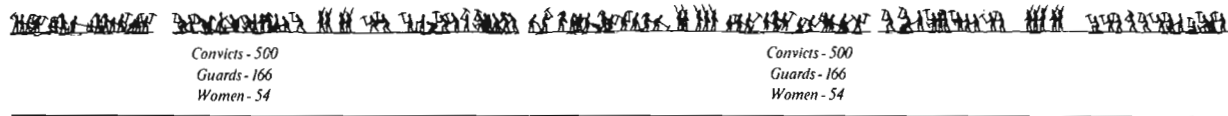


'BETWEEN EACH OF THE 400 MILE DISTANCES.

T  
RS      LOG FORT No 2 EAST      MIDDLE TERMINUS-EAST      LOG FORT No 1 EAST      TERMINUS-EASTWARD



'87 1/2	175	162 1/2	150	137 1/2	125	112 1/2	100 Miles	87 1/2	75	62 1/2	50	37 1/2	25	12 1/2	0 Miles
en-20 nen-7	Men-100 Women-33	Men-20 Women-7	Men-400 Women-133	Men-20 Women-7	Men-100 Women-33	Men-20 Women-7	Men-800 Women-266	Men-20 Women-7	Men-100 Women-33	Men-20 Women-7	Men-400 Women-133	Men-20 Women-7	Men-100 Women-33	Men-20 Women-7	Men-800 Women-266



Convicts - 500  
Guards - 166  
Women - 54

Convicts - 500  
Guards - 166  
Women - 54

# T. Rawlings



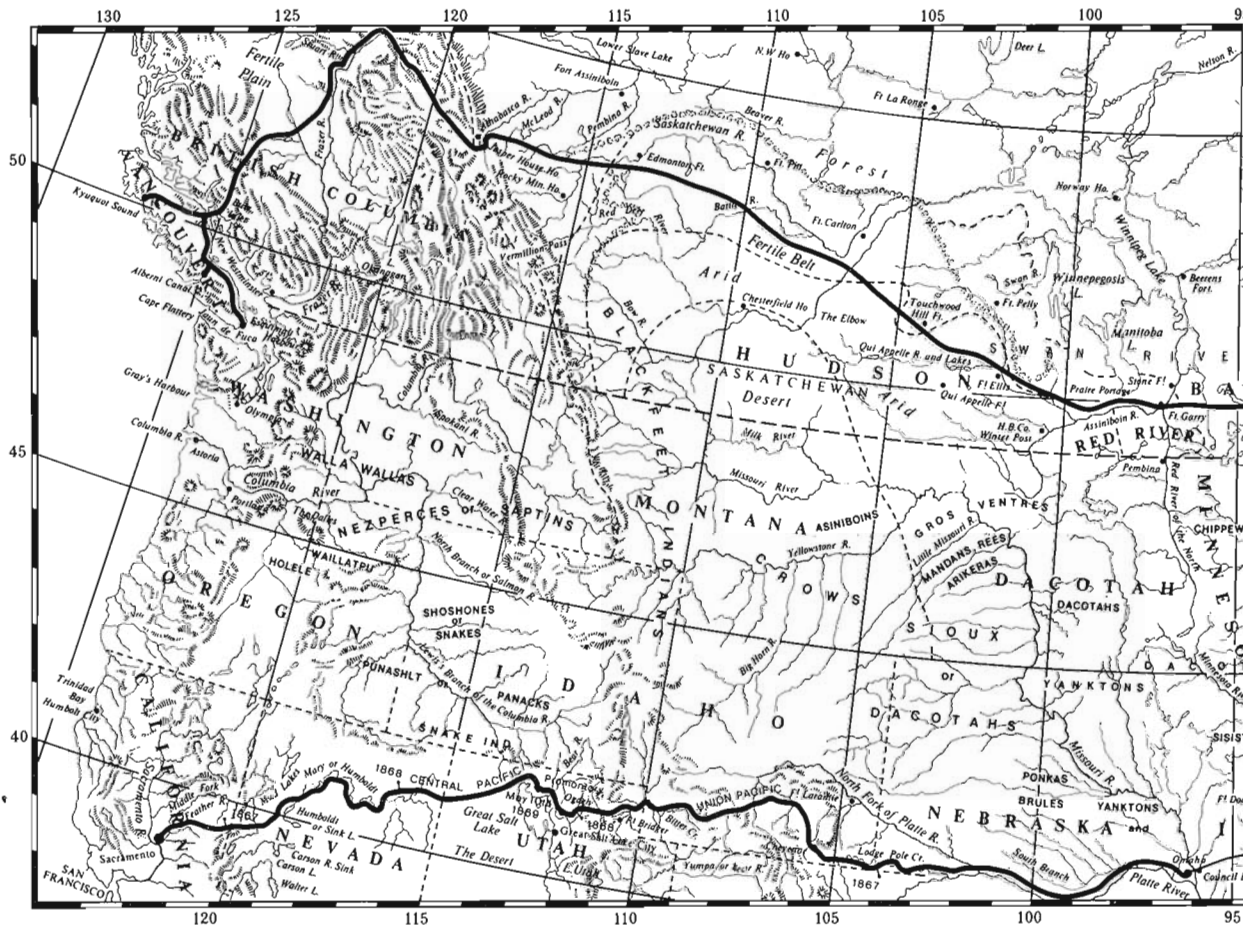
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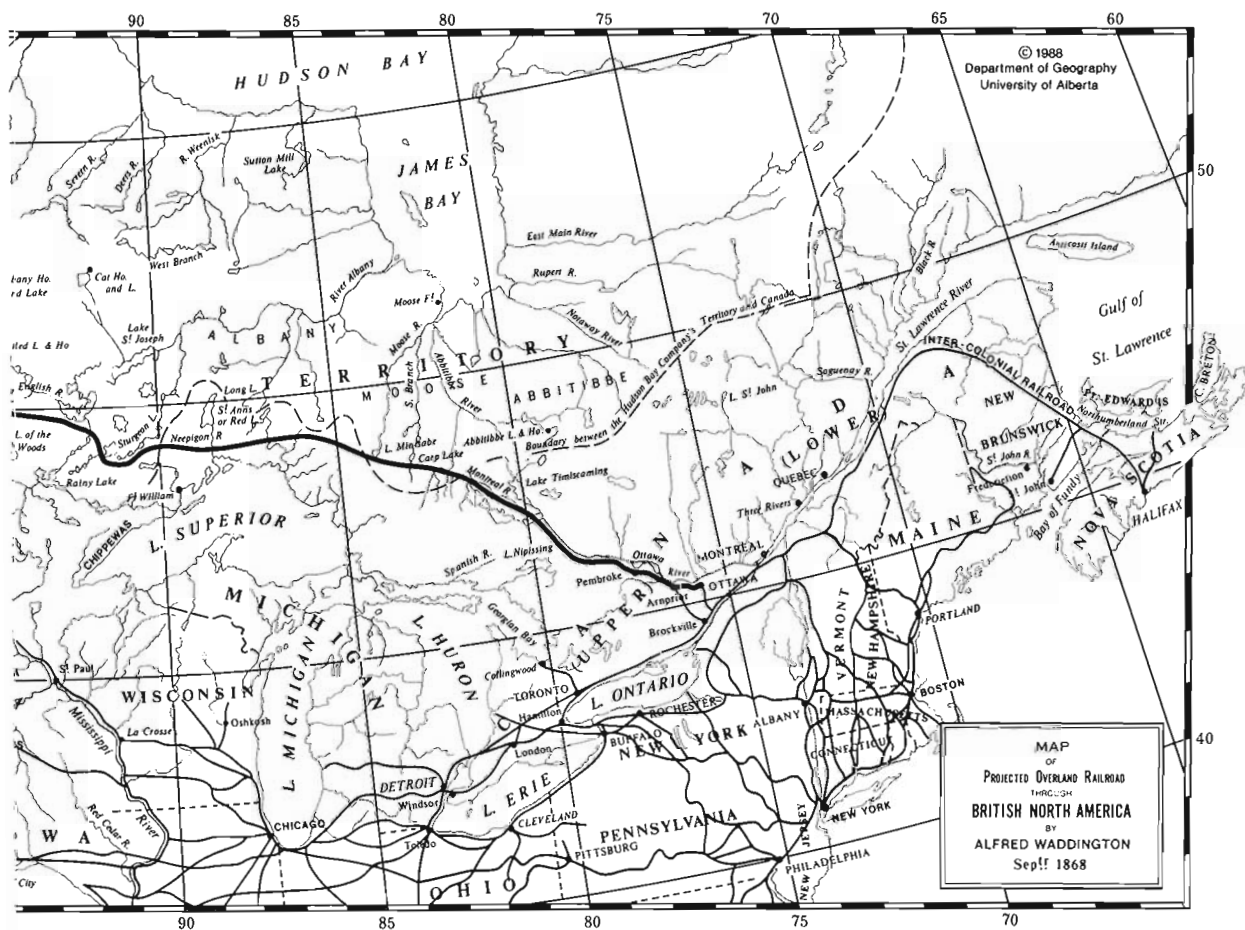


A  
 STATISTICAL MAP  
 SHOWING AREA & POPULATION OF THE  
**BRITISH NORTH AMERICAN CONFEDERACY**  
 AND THE  
**UNITED STATES**  
 INCLUDING  
**BRITISH COLUMBIA**  
 AND  
**HUDSON'S BAY TERRITORY**  
 SHOWING  
 THE TRUE AND ONLY PRACTICABLE ROUTE  
 FROM THE  
**ATLANTIC TO THE PACIFIC OCEAN**  
 PREPARED FROM THE LATEST AUTHENTIC MAPS  
 BY  
**THOMAS RAWLINGS**  
 CRESHAM HOUSE, LONDON  
 1865



A. Waddington





# Drawings of Canada's Railways in World War II

By Thurstan Topham

Fifty years ago Canada was in the midst of World War II. After three years of war there appeared to be no end in sight although, in retrospect, 1942 was the year when the tide began to turn in favour of the Allies. It would be another three years before victory was achieved and the fighting stopped.

Canada's railways played a major part in the war effort. Working far beyond their prewar capacity, they moved immense amounts of supplies, both material for the war as well as the many items needed for the "home front". In addition, troop trains carried many thousands of soldiers, sailors and airmen to ports from which they would depart for overseas. Regular passenger service was always overloaded since gasoline rationing and other shortages curtailed automobile traffic.

During the war, Canadian National Railways published a series of drawings in more than 900 newspapers in Canada and the United States. Later, these drawings were published as a book. This book is undated, but appears to have been printed in the latter half of 1942. In this and forthcoming issues of Canadian Rail we will reprint these drawings as a tribute to the part played by the railways in the greatest war in the history of the world. In this issue we reproduce the introduction to the book, together with the first two drawings. Others will follow until the entire series has been reproduced. To those old enough to remember, the drawings should bring back memories of those critical days. To others, they will give a brief glimpse of the conditions under which the railways operated half a century ago.

## A MIGHTY WAR MACHINE

The railway is a mighty war machine. The great conflict was not an hour old before the fact that Canada's railways were the life lines of the country was recognized by the appearance of armed guards at bridges and other vital points. This is a war of transport - transport on land, transport at sea, transport in the air. The railways are the arteries through which flow the natural resources of the forest and of the mines to Canada's great war plants, and which carry the products of these plants to the seaboard. They transport, swiftly and safely, hundreds of thousands of Canada's armed forces to and from naval stations, training camps, manning depots, and to embarkation ports. In addition to this great transportation service, the railways are engaged in many other activities directly related to Canada's war effort. The drawings by Thurstan Topham, reproduced in this booklet, graphically depict some phases of the big war job now being carried on by the Canadian National Railways. The series was published by 520 Canadian newspapers and by over 400 papers in the United States.

## THE ARTIST

Thurstan Topham, a native of Spondon, Derbyshire, England, came to Canada in 1912 after studying architecture and painting in London and in Continental Europe. He served in France with the 1st Canadian Siege Battery from 1916 to the close of the last war and returned to Canada with a large number of war sketches, many of which were published in leading U.S. and Canadian magazines. A set of these sketches was purchased by the National Gallery of Canada in 1918.

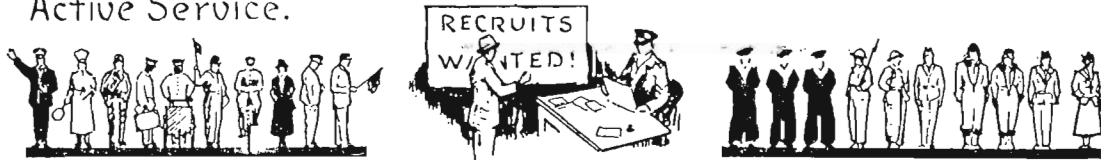
Mr. Topham is a regular exhibitor at the Royal Canadian Academy exhibitions. He has won the coveted Jessie Dow award (Montreal Art Association) for both water colours and oils. One of Mr. Topham's pictures was selected to hang in the Royal Suite during the visit to Montreal of Their Majesties, King George VI and Queen Elizabeth. This picture was later purchased for the permanent collection of the Montreal Art Gallery.

## THE FIRST DRAWING

The enlistment of Canadian National Railways employees recorded in the drawing on the top of the opposite page includes only those who have joined Canada's fighting services - the Navy, the Army and the Air Force - up to July 31, 1942. In addition some two thousand C.N.R. men are on war duty in the merchant marine ships operated by Canadian National Steamships under Admiralty direction, and in other auxiliary war service. Thousands more are in the Reserve Army and other part-time war services.



Canadian Railwaymen were quick to respond to the Call to Arms. 6562 Employees of the Canadian National System Have Enlisted for Active Service.

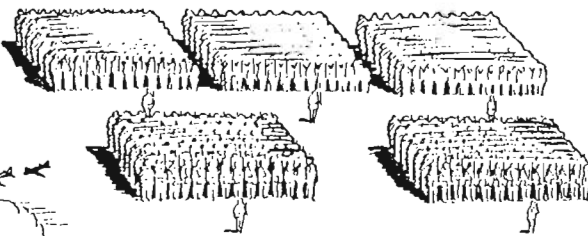


IN THE NAVY — 906  
IN THE ARMY — 3975  
IN THE AIR FORCE 1681

CNR EMPLOYEES who have Joined the Navy are sufficient to man SIX DESTROYERS —



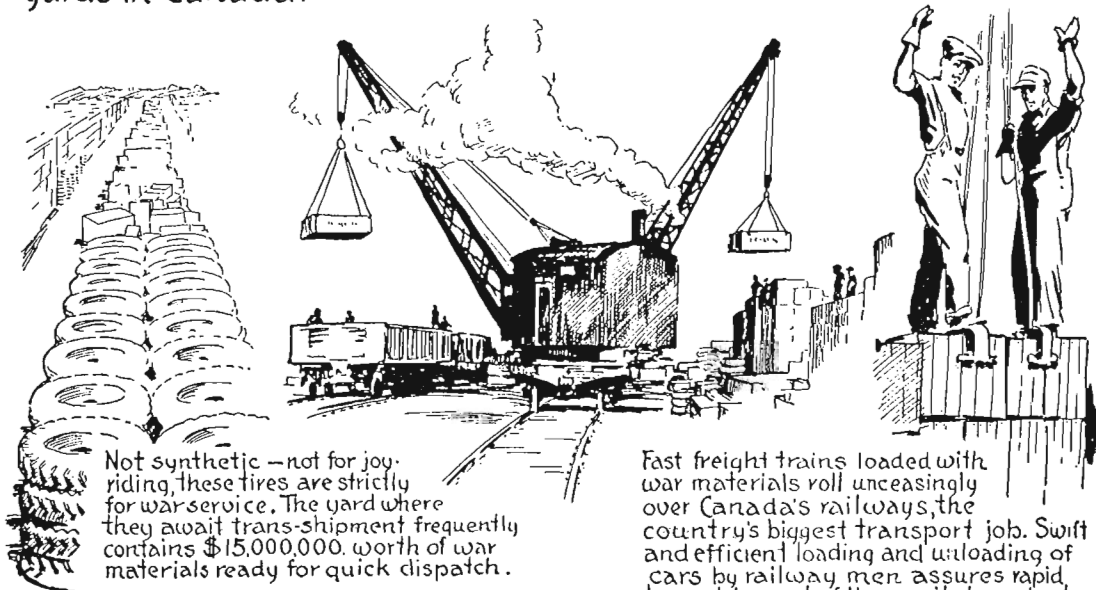
Those who have enlisted in the ARMY could form FIVE INFANTRY BATTALIONS.



AIR-FORCE Enlistments would establish Ten Squadrons.



"V" for Victory is the symbol these cranes form in one of three large marshalling yards for war materials that are located on the Canadian National System. They are the largest railway war yards in Canada.



Not synthetic —not for joy-riding, these tires are strictly for war service. The yard where they await trans-shipment frequently contains \$15,000,000. worth of war materials ready for quick dispatch.

Fast freight trains loaded with war materials roll unceasingly over Canada's railways, the country's biggest transport job. Swift and efficient loading and unloading of cars by railway men assures rapid trans-shipment of these vital products.

# The Connaught Tunnel 1916 - 1991

Submitted by Ruby Nobbs

Last year marked the 75th anniversary of the Connaught tunnel on the main line of the CPR through the Selkirk mountains of British Columbia. Though now somewhat overshadowed by the new tunnel through these mountains, the Connaught tunnel is still an important link and was, for almost three quarters of a century, the only way the CP used to make this vital mountain crossing. To commemorate this anniversary, Ruby Nobbs of Revelstoke B.C. has sent these two articles dealing with the Connaught tunnel.

## THE CONNAUGHT TUNNEL AND ROGERS PASS

Told by Andy Stewart. September 4, 1962.

A snow slide which came down Rogers Pass early in the century took out the original station. At that time the railway hugged the toe of Mount McDonald and then crossed the valley and hit the side hill below [Mount] Cheops; but after this slide that part of the line was abandoned and a new line thrown out into the middle of the flat to continue into what was the final yard location in Rogers Pass. Indications of the old snow sheds can be seen yet under Cheops.

Sometime prior to 1910 the CPR had come to a decision to double track all the way from Calgary to Vancouver. In the fall and winter of 1909 - 1910 I was on a survey party at Ruby Creek working on this project between Ruby Creek and Spence's Bridge. When the great slide came down on March 5th, 1910, killing 58 men just west of Rogers Pass, the party I was on was moved to the Windermere. The first slide came off Avalanche Mountain, which is to the left side of the track going west. During the time they were clearing it, another slide came down off Cheops on the other side and caught the work train, crew, and extra gang, in that portion of the track which was being cleared of the first slide.

We ran a line up Toby Creek and down Hammill Creek to the head of Kootenay Lake, with the intention of coming into Revelstoke through Trout Lake and Arrowhead. Due to snow conditions we had to abandon line in October 1910. This route, because of insurmountable difficulties, proved impractical and was abandoned altogether. The idea had been to by-pass Rogers Pass completely. When this alternative route did not prove feasible a group of consulting engineers was brought in from New York to decide what could be done to reduce gradients through the Selkirks, and also the feasibility of driving a tunnel under Rogers Pass. It was on their recommendation that Connaught Tunnel was built, and their recommendation was also that the tunnel be part of the double track scheme from Calgary to Vancouver.

The original [proposed] location of the east portal of the tunnel was a half mile up the Beaver River from its present location, and it would have come out at approximately Ross Peak, making it 5.5

miles long. By relocating the tunnel to its present site the length was reduced to 5 miles. The tunnel was commenced in August of 1913 and completed in December, 1916. After the outbreak of war in 1914 it was decided no more work, outside of the tunnel, would be done on the Calgary to Vancouver double track scheme. The east approach to the tunnel, as contemplated, was supposed to have been on a one percent grade which would have taken it down below Stoney Creek bridge. It would have gone up Mountain Creek, swung around and crossed the Beaver river at a very high crossing in the vicinity of Rogers. However, because of the war, a temporary line was built from the east portal to the west end of Stoney Creek bridge and it was never changed. The question of double tracking was abandoned.

In constructing the tunnel, two pioneer tunnels were driven - one at the west and one at the east. These pioneer tunnels paralleled the main tunnel by 45 feet and were 5 by 6 feet in size. At approximately 1200 foot intervals drifts were driven over to the centre of the proposed tunnel, and a centre heading 9 by 11 feet was driven, from which the main bore was shot. When the two pioneer tunnels were approximately 10,000 feet apart they angled over to the centre of the proposed main bore and the centre heading continued until they met. The tunnel was partially lined with concrete at the time of construction, but due to frequent rock falls it was decided, in 1920, to line the entire structure. This work was given to S.E. Junkins of New York who did it on a cost plus basis. The job was finished in the fall of 1923.

During construction the ventilating system was handled through the pioneer tunnels, with huge fans to drive the air in. When shooting [blasting] in the pioneer tunnels they had suction fans which were operated while shooting was in progress to draw out gases.

## CONNAUGHT TUNNEL

From CPR records. Winnipeg, July 15th, 1943

A double track tunnel 5 miles long under Mount MacDonal in the main range of the Selkirks. It was named for the Duke of Connaught, youngest son of Queen Victoria, and Governor General of Canada from 1911 to 1916,

The diversion of which the tunnel is a part, is 10.4 miles long and replaces the former route across Rogers Pass. The tunnel shortens the main line by 4.5 miles, reduces summit elevation by 552 feet, and eliminates 2600 degrees of curvature.

There were 4.5 miles of snowsheds on the abandoned line. Work on the tunnel was started in August, 1913. The new line, including tunnel, was turned over for operation on December 9, 1916.

The first train through Connaught tunnel, other than work trains,



*The scenery on the old line over Rogers Pass, before the Connaught Tunnel was built, was highly spectacular, although an operational nightmare. On this and the next three pages we present some photos of that scenery, now inaccessible by rail. These photos were from a collection formed about 1887 by Richard B. Angus, one of the pioneers of the CPR. Above we see the main line in the shadow of the Snow Range in Rogers Pass.*

was on December 6th - Extra 3869, westbound, Engineer Rutherford, Conductor Cormier, with fourteen loads, 20 empties, and private car "Champlain"; total load 918 tons, exclusive of the "Champlain". Mr. D.C. Coleman, who was at that time Assistant General Manager, occupied the "Champlain". The train passed the east portal at 21:01k and the west portal at 21:49k.

This train could not make the complete passage west by the new main line because the old main line was still in place just west of Glacier station, blocking passage on the new line. West of the tunnel a temporary line was used from the tunnel to old Cambie. The portion of the old line that blocked the new was removed on the morning of the 9th.

The first train to make the continuous passage by using the Connaught Tunnel, and the new main line, was train No. 1, December 9th with 12 cars, Engine 567, Engineer Louis Patrick, Engine 3846, Engineer Dan MacLeod assisting, Conductor Chester Armstrong. The train passed the east portal at 14:19k and the west portal at 14:35k.

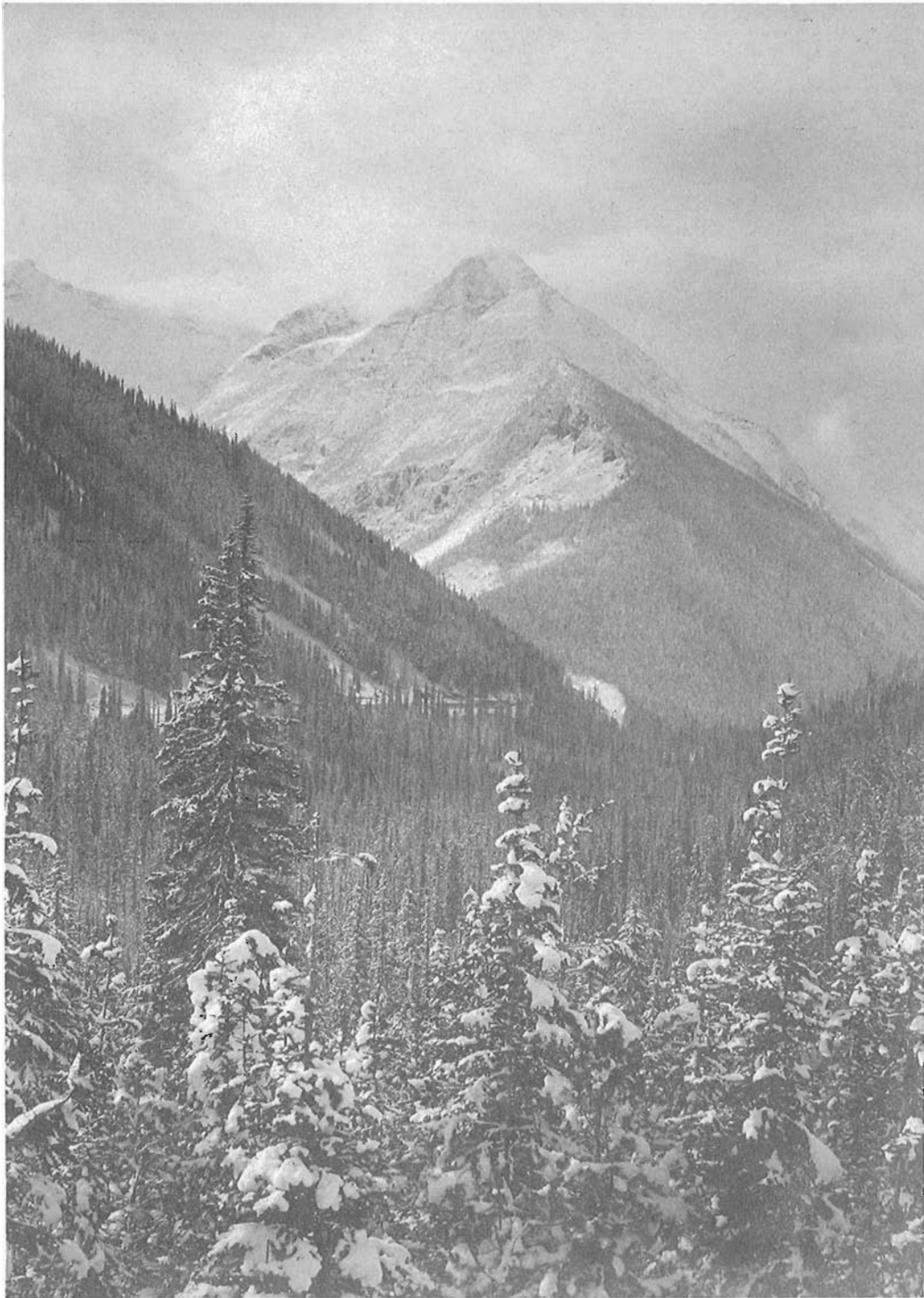
The officials Present at the opening of the Connaught Tunnel on December 9th, 1916 were: Grant Hall, J.M. Cameron, W. Miller, D.C. Coleman, W.A. Mather, J.H. Sheahan, Wm. Pearce, F.W.

Alexander, Y.Z. Choats, Wm. Cross, C.J. Turquand, W.A. James, P.L. Nainsmith, F.E. Trautman, G. Wady, J.G. Sullivan, T.H. Crump, C.L. Leighty, Frank Lee, R. Sinclair, C.B. Horne (sec.), C.H. Temple, A. Sturrock, J.M. McKay, F.W. Peters, A. Brown. [It is interesting that this distinguished group included two future Presidents of the CPR (D.C. Coleman and W.A. Mather) as well as the father of another President (N.R. Crump)].

The cost of the tunnel when turned over, including 7917 feet of lining, was \$4,527,000. This figure was taken from figures supplied by W.A. James who was in charge of work. After the tunnel was turned over, Carter Halls Aldinger lined 786.3 feet. The railway furnished most of the material for the work done by them, so their voucher of \$65,015.31 does not represent the value of 786.3 feet of lining. The difference is buried in charges to the Appropriation which cannot now be segregated. The value of the 786.3 feet of lining is estimated at \$110,000.

Later S.E. Junkins finished lining, amounting to 17,818.5 feet. This company was paid (net) \$2,559,756.00. The total cost of the 10.4 miles of the line revision, including the complete concrete lining in the tunnel, was \$8,451,639.45. The total cost for the tunnel alone, estimating the value for the 786.3 feet lined by C.H.A., is \$7,196,756.00.





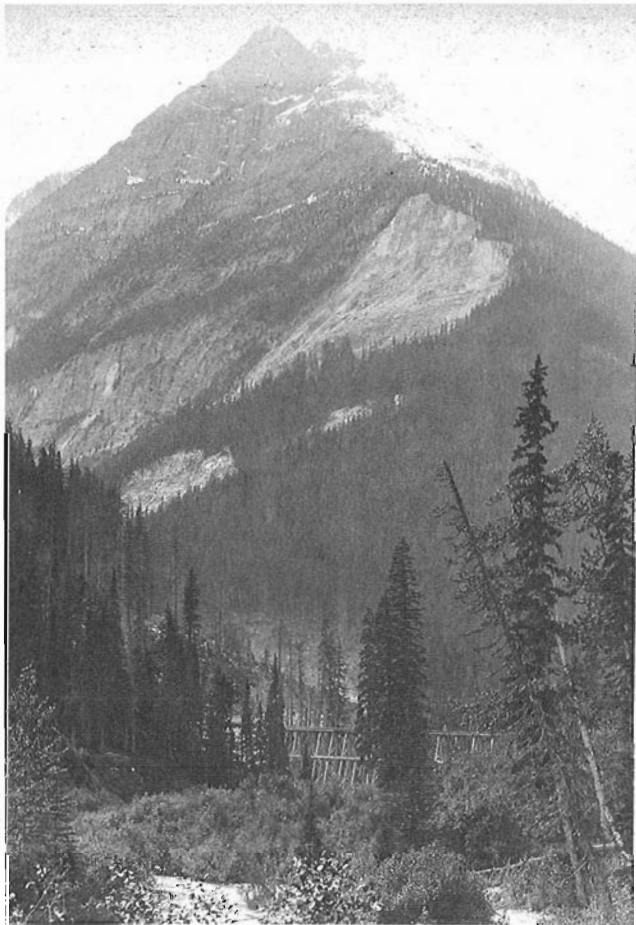
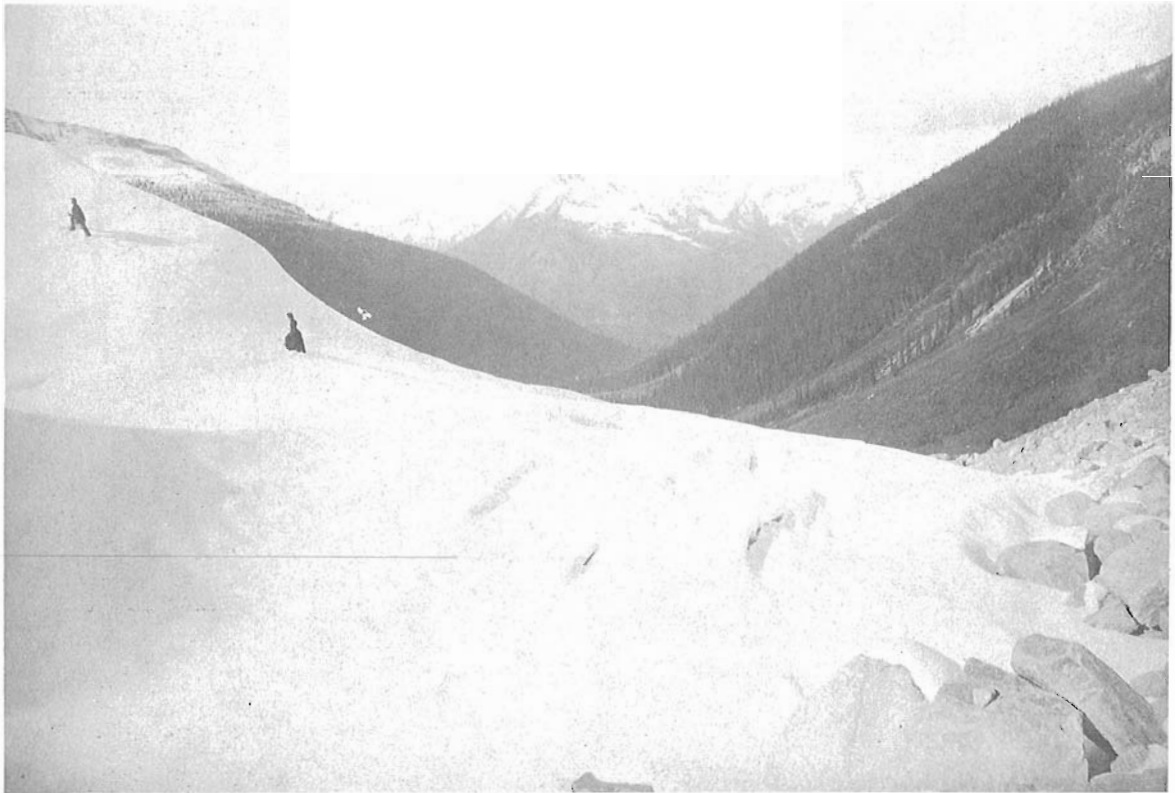
*ABOVE: Ross Peak showing the loop on the main line over Rogers Pass.*

*OPPOSITE, TOP. The mountains in the vicinity of Ross Peak.*

*OPPOSITE, BOTTOM. Mount Hermit in Rogers Pass.*

*All photos from collection of R.B. Angus.*





*ABOVE: One of the prime tourist attractions along the CPR main line in the early days was the great glacier in the Selkirk mountains. Here we see it in all its glory, about 1887, as two adventurers take a lieisurely walk! After the Connaught Tunnel was built the main line bypassed the glacier, and the gradual warming of the climate over the last 100 years has caused the glacier itself to recede out of sight of the former hotel that used to be a favourite stopping place for tourists.*

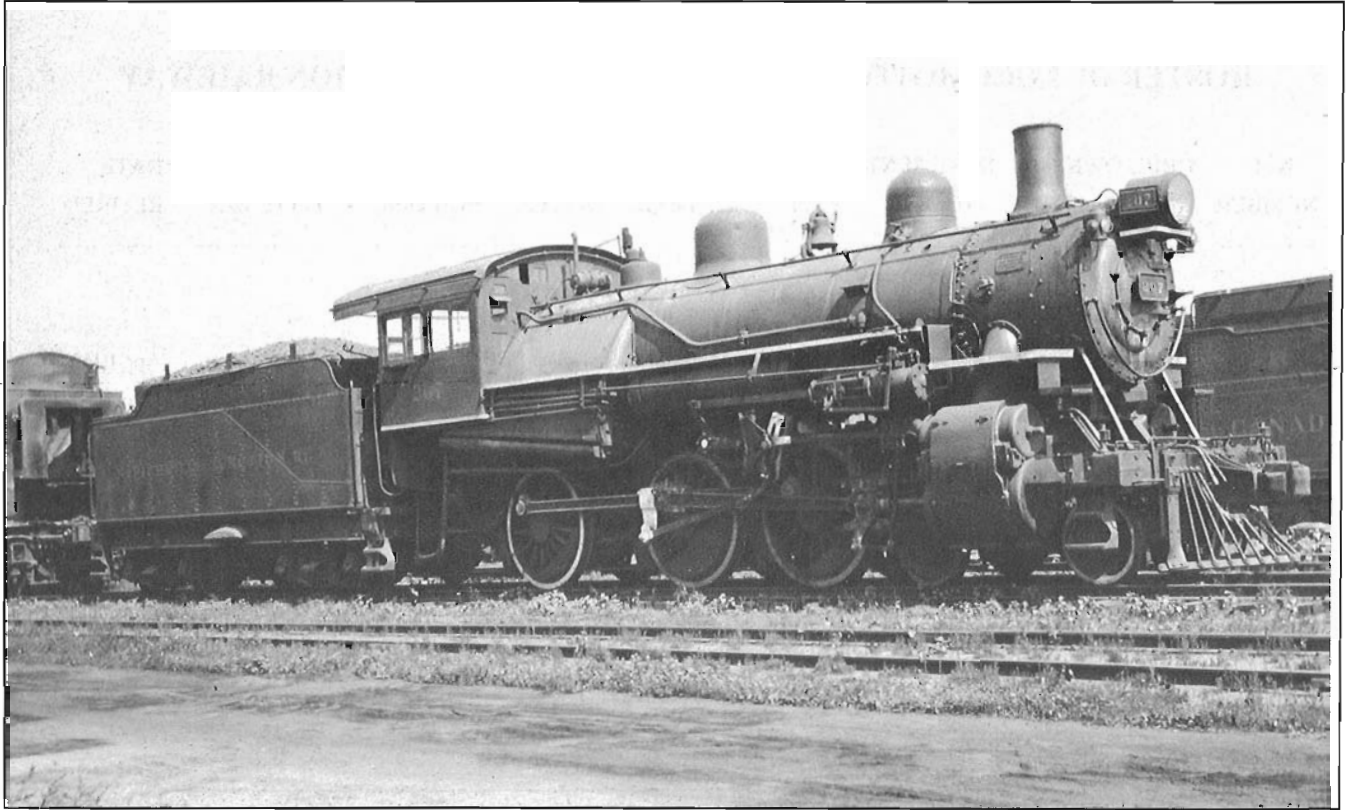
*LEFT: One of the trestles on the old main line near Ross Peak, as seen from the tote road which was used to haul supplies to the railway workers during construction days.*

*Collection of R.B. Angus.*



# Rail Canada Decisions

By Douglas N.W. Smith



*Napierville Junction Railway 4-6-0 No. 207 as it appeared at CPR's Angus Shops on August 29, 1937. This locomotive was built by the Montreal Locomotive Works in 1910. Photo by Fred J. Sankoff. Collection of Douglas N.W. Smith.*

## QUEBEC RAILWAY DISAPPEARS

In 1990, CP was the successful bidder for the Delaware & Hudson Railway (D&H). The D&H, which was the oldest operating railway company in North America, had been placed under receivership in 1988 due to insolvency. The acquisition of the D&H has provided CP with access to Washington, Philadelphia, and New York.

Included in the D&H holdings was the Napierville Junction Railway (NJ), which runs from the Quebec-New York State border near Rouses Point, New York to Delson, Quebec, a distance of 27.1 miles. The NJ was chartered by the Quebec legislature in 1888 to build a line from Saint Remi to Saint Cyprien with powers to extend the line to Saint John's. In 1900, the legislature amended the NJ charter to permit the building of a line from St Constant to Lacolle or to Rouses Point, New York. The project languished until 1906 when the Dominion government accorded the project a subsidy of \$3,200 per mile.

On August 1, 1907, the Department of Railways and Canals Inspecting Engineer reported that the line was completed from Rouses Point, New York to Delson. Backed by the well-heeled Delaware & Hudson Railway (D&H), the new trackage was built to main line standards. Heavy 80 pound rail laid on tie plates supported by an 11 inch depth of gravel ballast made this the equal of the best main lines in Canada. Up to this time, the D&H had relied upon a connection with the Grand Trunk at Rouses Point for its Canadian traffic. The desire to gain alternate connections led to construction of the NJ which permitted a link to the Canadian Pacific at Delson.

For the next ten-years, the D&H continued to forward its New York-Montreal passenger trains over the Grand Trunk to Montreal's Bonaventure Station. In October 1917, it forsook the GT. Its Montreal-New York passenger trains were moved from GT's Bonaventure Station to CP's Windsor Station. The NJ, which in its entire lifetime owned three steam locomotives and two

diesels, began to haul freight direct from Rouses Point to CP's Montreal freight yards.

The collapse of the coal business in the 1950's started the D&H on a downward spiral. Its deteriorating financial condition was mirrored in the deferred maintenance along both its and the NJ's trackage.

Following CP's takeover of the D&H, it was decided to simplify corporate relationships by leasing the NJ to the Atlantic & Northwestern Railway (A&NW) for 944 years. The A&NW is a company completely controlled by CP through another long term lease. The National Transportation Agency (the Agency) approved the arrangement on January 31, 1992.

### ROSTER OF LOCOMOTIVES OF THE NAPIERVILLE JUNCTION RAILWAY

N J NUMBER	ORIG. OWNER AND NUMBER	DATE SENT TO NJ	TYPE	CYLINDERS	DRIVERS	BUILDER	DATE BLT.	DATE RETIRED
<b>STEAM LOCOMOTIVES</b>								
207	QM&S 207	Dec 1910	4-6-0	21 X 36	63	MLW	Jun 1907	Apr 1942
914	D&H 914	Jan 1930	2-8-0	23 X 30	57	ALCO	1903	Nov 1951
1089	D&H 1089	Sep 1942	2-8-0	25 X 30	57	ALCO	Sep 1942	Nov 1951
<b>DIESEL LOCOMOTIVES</b>								
4050		Mar 1950	RS-3			MLW	Mar 1950	
4051		Mar 1950	RS-3			MLW	Mar 1950	

SOUTHBOUND		MONTREAL AND ROUSES POINT		NORTHBOUND	
Read Down—Lire de haut en bas.				Read Up—Lire de bas en haut.	
10	34			35	9
Daily	Daily			Daily	Daily
Tous les jours	Tous les jours			Tous les jours	Tous les jours
P.M.	A.M.	STATIONS		P.M.	A.M.
9.30	8.45	(N. J. Ry.)		6.00	8.30
9.37	8.51	Lv. ● MONTREAL . . . . . Ar.		5.53	8.22
9.45	8.57	. . . ● Westmount . . . . .		5.46	8.15
f10.21	f9.36	. . . ● Montreal West . . . . .		f4.59	f7.33
10.32	9.46	. . . . . Napierville . . . . .		4.46	7.22
10.44	9.58	. . . . . Lacolle . . . . .		4.35	7.12
P.M.	A.M.	Ar. . ROUSES POINT . Lv.		P.M.	A.M.
		(D. & H. R.R.)			

Light face figures denote A.M. and dark face figures P.M. Time.  
f — Stops on signal.

● Passengers not carried locally between these stations.

Chiffres légers indiquent A.M. Chiffres noirs l'heure P.M.  
f — Arrêt sur signal.

● Les passagers entre stations rurales ne seront pas admis.

NAPIERVILLE JUNCTION RAILWAY timetable No. 128, dated April 26, 1970.

Collection of Douglas N.W. Smith.

<p>No. 128 Cancels No. 127</p> <p><b>NAPIERVILLE JUNCTION RY. CO.</b></p> <p><b>LOCAL TIME TABLE</b> <b>HORAIRE LOCAL</b></p> <p>Effective Sunday April 26th, 1970 En vigueur dimanche 26 avril 1970</p> <p><i>Time shown hereon is Daylight Saving. Standard Time is one hour earlier.</i></p> <p><i>L'heure d'été avancée est en usage dans cet horaire. L'heure solaire est une heure plus tôt.</i></p> <p><b>Train Times are not guaranteed.</b> <i>Les heures des trains ne sont pas garanties.</i></p> <p><b>G. CLAYTON SEAMAN,</b> <i>Vice-President</i> <b>MONTREAL, Que.</b></p> <p>File 115—1 M.</p>
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*The front of NJ timetable No. 128. The timetable was in the form of a small card. Only 1000 were printed.*

*Collection of Douglas N.W. Smith.*

#### SHIPPERS PAY TO KEEP LINES OPEN

In order to continue rail service to its facility on CP's St-Gabriel Subdivision, the company Bell Gas Ltee has agreed to recompense CP for its losses to keep the 10.7 mile branch line open between Joliette and its plant at St-Felix-de-Valois. Pursuant to this agreement, on December 23, 1991 the Agency has varied the abandonment date from January 25, 1991 to August 31, 1992.

BASF Fibres Inc and CN reached an agreement in December 1991 whereby the firm has agreed to pay CN a surcharge of \$2061 per carload delivered by CN to their Arnprior, Ontario plant. This amount is sufficient to pay the costs of serving the plant by rail. On an application by BASF Fibres, the Agency has altered the date for the abandonment of the Renfrew Subdivision between Nepean and Arnprior to July 31, 1992. As BASF is now seeking a provincial charter for a railway line between Nepean and Arnprior, it is expected that the line will eventually be sold to the company.

#### PORT MCNICOLL VANISHES

Canadian Pacific has won the right to remove its trackage in the Georgian Bay area. On May 4, 1992, the Agency ruled that three separate portions of the Port McNicoll Subdivision did not fall under the definition of a branch line within the meaning of the Railway Act. This gives CP the authority to abandon these segments without a public hearing.

The portions under review were the segments from Mile 14.1 to 15.9 in Coldwater, from Mile 28.3 to 29 in Port McNicoll, and from Mile 31.2 to 31.4 in Midland. In order to access the latter two segments, CP operated over the CN Midland Subdivision from Coldwater.

Under the charter of the Georgian Bay & Seaboard Railway, CP built a line from Port McNicoll to Bethany, the junction with its Toronto-Peterborough-Montreal main line. The GB&S was completed in 1912. That year, CP moved the eastern terminus for its vessels on the Great Lakes from Owen Sound to Port McNicoll. The reason for the construction of the GB&S was to reduce the costs of moving western grain to export markets. The GB&S offered a shorter, low-grade line from the Georgian Bay area to Montreal.

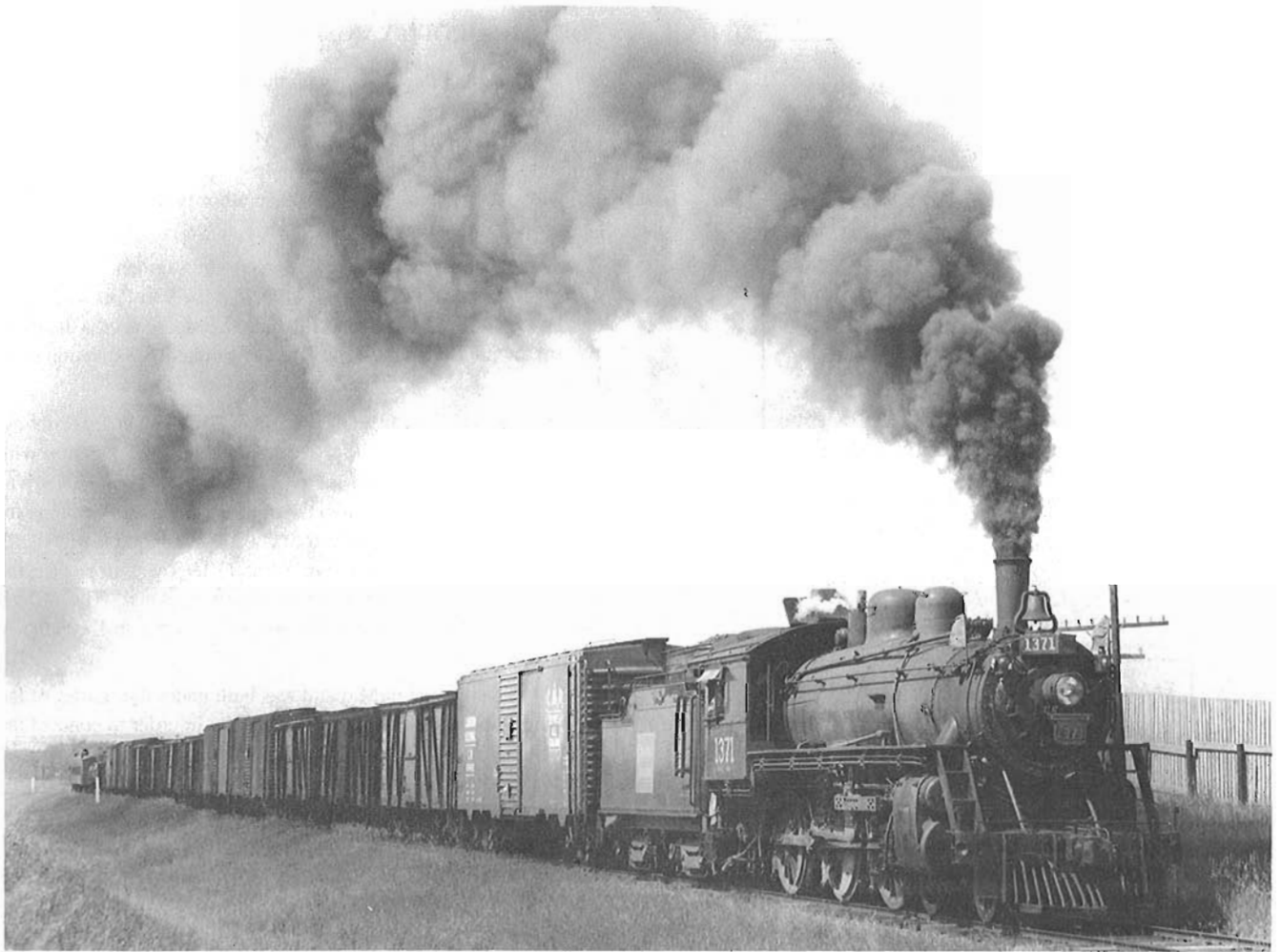
The trackage in Midland was built under the charter of the Midland Simcoe Railway (MSR) in 1928. In order to connect the MSR trackage to CP lines at Port McNicoll, running rights over the CN Midland Subdivision were acquired in 1928. CP leased the MSR in 1930.

Effective September 1, 1968, CP acquired running rights over the CN Midland Subdivision between Coldwater and Port McNicoll. This led to the abandonment of the CP trackage between Coldwater and Port McNicoll.

CP has handled no traffic west of Coldwater since late 1991. The loss of traffic was due to the federal government decision to terminate the At and East freight subsidies which led to the termination of grain shipments through the elevators at Port McNicoll and Midland. In November 1991, CP cancelled its running rights agreement with CN for the trackage between Port McNicoll and Midland. CP stated that its trackage agreement with CN for running rights between Port McNicoll and Coldwater had been left in force pending the abandonment of the trackage in the Port McNicoll area. Currently, CN has an application before the Agency seeking to abandon the Midland Subdivision.

#### SOUTHWESTERN ONTARIO SHUFFLE

The redrawing of the railway map in southwestern Ontario arising from the sale of the Canada Southern Railway (CSR) to CN and CP in 1985 continues. On May 1, 1985, CN took over the CSR trackage between Windsor and Welland and CP the trackage between Welland and Niagara Falls and between Welland and Fort Erie. The two companies share the ownership of the Windsor-Detroit tunnel.



*These two classic images of branch line railroading in the 1950's are from the collection of Al Paterson and Dick George.*

**ABOVE:**

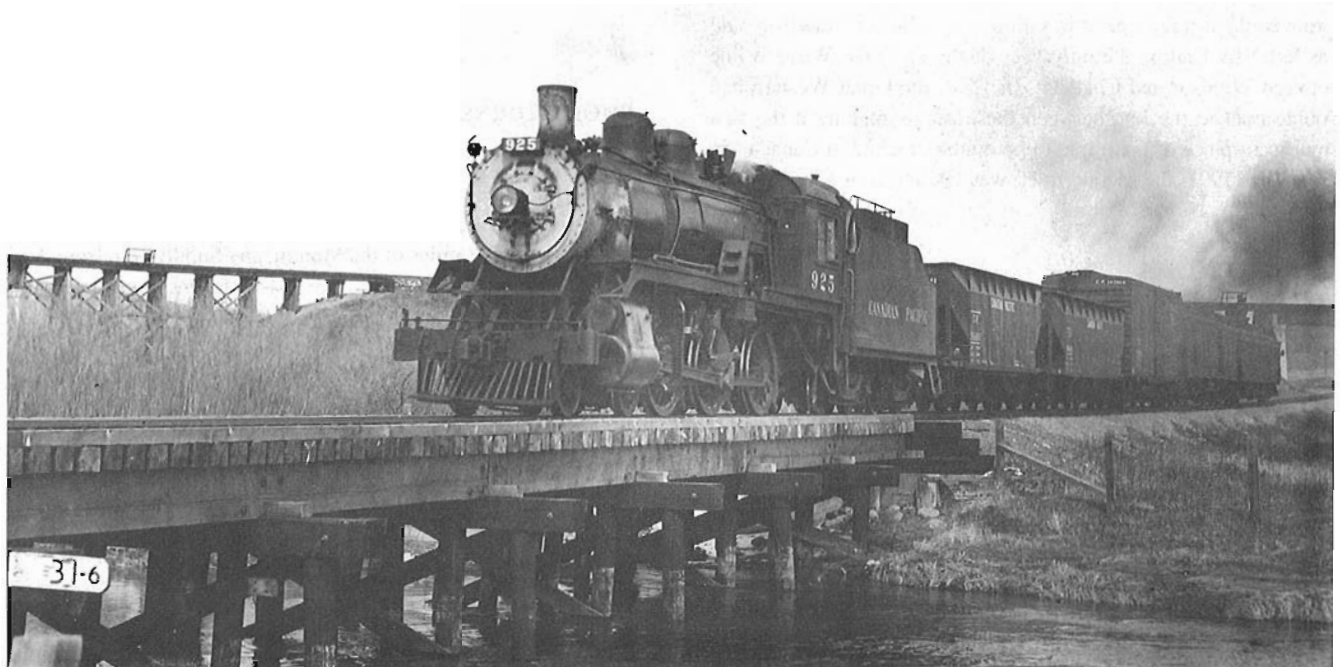
*CN 4-6-0 No. 1371 has thirteen cars, including a combination car, trailing her tender. The 1371 was built by the Montreal Locomotive Works for the Canadian Northern Railway in 1912. This view was taken in the vicinity of Hallboro, Manitoba on July 28, 1956.*

**OPPOSITE PAGE:**

*A 1913 graduate of the Angus Shops in Montreal, 4-6-0 No. 925, heads up the ubiquitous mixed train. On April 21, 1954, photographer L. A. Stuckey captured Train 222 passing under the CN's branch line between Muir and Beulah at Rapid City, Manitoba. Train 222, which operated between Minnedosa and Brandon on Mondays and Thursdays, was due at Rapid City at 1515. Two and a half hours were scheduled for the 51 mile trip to permit the switching of freight cars, the handling of mail and express and loading of the occasional passenger into the wooden passenger car on the rear of the train.*

*In the intervening forty years since these photographs were taken, both the branch lines shown have been abandoned as the truck and car replaced the train.*





CN's former-CSR trackage between Windsor and Welland parallels another CN line between these points which was completed by the Great Western Railway in 1873. The ex-Great Western route was handicapped by lack of direct access to the Windsor-Detroit tunnel. In order to reach Detroit, CN operated a fleet of railway car ferries. The City of Windsor has been actively seeking to have CN remove its trackage from the waterfront. CN, however, needed the trackage to access its car ferry slips.

The acquisition of the CSR provided the means to resolve the dispute over the waterfront lands if CN could hammer out a deal to use the portion of the Chessie System (now called CSX) trackage between Fargo and its main line in Chatham.

The Chessie System was no stranger to the CSR as it has longstanding trackage rights over the CSR between St Thomas and Niagara Falls. In 1903, the Pere Marquette Railway leased the Lake Erie & Detroit River Railway (LE&DR) which owned lines from Windsor to St Thomas and from Sarnia to Erieau via Chatham. The same year, the Pere Marquette completed an 99 year agreement with the Michigan Central Railroad, which had leased the CSR, for running rights over the CSR between St Thomas and Niagara Falls.

By the mid 1980's, CSX desired to abandon substantial portions of the former LE&D main line between Windsor and St Thomas. When CN sought trackage rights from Fargo to Chatham, the CSX was ready to accord them in return for an agreement providing CSX with trackage rights over the CSR between Windsor and St Thomas. On June 1, 1985, CSX transferred its Detroit-Niagara Falls trains from its line between Windsor and St Thomas to the CSR. Since then the CSX has abandoned portions of its former St Thomas-Windsor line.

During the summer and fall of 1985, CN built a connection between the CSR and CSX lines at Fargo to permit freight trains from Windsor to travel up the CSX Fargo-Sarnia rail line as far as Chatham where its trains would regain the ex-Great Western line. In December 1985, CN re-routed its Windsor-Niagara Falls and Windsor-Toronto freight trains off the ex-Great Western line between Windsor and Chatham.

This left the Norfolk & Western (now Norfolk Southern) trains as the only freight trains using the former-Great Western line. The Wabash Railway had acquired trackage rights from the Grand Trunk between Windsor and Niagara Falls in January 1898.

When the Norfolk & Western leased the Wabash in the 1960's, it continued to exercise these trackage rights.

On September 20, 1990, CSX and Norfolk Southern (NS) completed an agreement permitting the NS to use CSX trackage between Fargo and Chatham, Ontario. On August 12, 1991, the Agency approved the agreement which required the approval of the Governor General in Council. This sanction was given on September 5, 1991.

NS abandoned its Windsor-Detroit car ferries and re-routed its trains through the Windsor-Detroit tunnel. This step removed the last rail operations along the Windsor waterfront and has left VIA Rail as the only user of the ex-Great Western line between Windsor and Chatham. In 1874, the Great Western had double tracked the line between these points making it the first significant piece of main line to be double tracked in Canada. In December 1991, the second track was taken out of service.

#### WELCOME TO CANADA'S NEWEST RAILWAY

On August 19, 1991, the Agency approved an agreement between CN and the Goderich-Exeter Railway Company (GER) by which the GER would take over 70 miles of CN trackage comprising its Goderich Subdivision between Stratford and Goderich, Ontario and its Exeter Subdivision between Centralia and Clinton Junction. The GER is owned by Rail Tex of San Antonio, Texas which operates a number of short lines across the United States.

Seeking approval by the provincial government through the Ontario Municipal Board delayed the transfer until April of this year. At 23:59 on April 3rd, GER assumed ownership of the line. Initial motive power for the line consists of three GP9 diesels which formerly operated on the Cartier Railway.

#### NORTHERNMOST RAIL LINE TO GO

On April 3, 1992, the Agency approved an application by CN to abandon the Pine Point Subdivision from Pine Junction to Pine Point Mines, a distance of 42.3 miles.

#### NEW RAILWAY LINES TO BE BUILT

On March 3, 1992, the Agency granted a CN application to build a new four mile line to serve the Deschambault Industrial Park. The line will commence at Mile 38.65 of the La Tuque Subdivision near Saint-Marc des Carrieres. The first mile will be built on a new alignment while the remaining three miles will be on an abandoned right of way. CN expects to complete construction of the \$4 million line by July 1992 which will serve a new aluminum plant.

Earlier in the year, on February 19, 1992, the Agency had approved another CN application to build a 22.4 mile long branch

from Mile 71.1 of the Lac La Biche Subdivision near Boyle, Alberta. The line will serve a new Alberta-Pacific Forest Industries pulp mill near Grassland, Alberta.

#### CP'S AMERICAN RAIL HOLDINGS TO EXPAND

CP and Conrail have concluded an agreement whereby CP will purchase the Conrail line between Buffalo and Binghamton, New York. The D&H has had operating rights over the line.

#### SHORT TURNS

VIA will continue to operate its Montreal-Halifax and Montreal-Gaspé trains into the Levis, Quebec station until this fall. On April 22, 1992, the Agency extended the effective date for the abandonment 7.8 miles of the Montmagny Subdivision from April 3, 1992 to October 31, 1992. The reason for the extension was to allow time for the construction of a new station on the south shore of the St Lawrence to serve these trains.

An application by CSX to abandon 1.9 miles of its former main line between Windsor and St Thomas in West Lorne, Ontario was turned down by the Agency on April 24, 1992. The Agency ruled that while the trackage currently was uneconomic, the shippers had demonstrated that it could become economic in the foreseeable future.

On April 24, 1992, the Agency gave CN approval to abandon two separate lines in Saskatchewan: the 28.2 mile long Carlton Subdivision between Dalmeny and Laird and a 13.3 mile portion of the Weyburn Subdivision between Talmage and a point near Weyburn. The Carlton Subdivision was built by the Canadian Northern and opened for service in February 1910. The abandoned portion of the Weyburn Subdivision was the only rail line built under the charter of the Grand Trunk Pacific Saskatchewan Railway Company. The line was opened to traffic in December 1914.

The Agency approved a CN application to abandon the Sheerness Subdivision from Batter Junction to Sheerness, Alberta, a distance of 13 miles, on January 10, 1992. This trackage once formed part of a 59 mile line between Batter Junction and Stevensville which was built under the charter of the Canadian Northern Western Railway between 1919 and 1921.

On March 4, 1992, the Central Western Railway (CWR) acquired the 59.5 mile portion of CP's Lacombe Subdivision between Stettler and Coronation and the 73.4 mile portion of the Coronation Subdivisions between Coronation and Compeer, Alberta. Comprising 133 miles of trackage, the acquisition more than doubles the length of the CWR.

## The Business Car

### BRITISH RAILWAYS - MAY 1992

On the 6th May, at the State opening of Parliament, the Queen outlined the new Government's plans for further privatisation. Whilst the coal mines are to be sold off, the railways will be only partly privatised.

An immediate bill, in Parliament, will break British Railways' monopoly and provide public money to be spent on privatisation studies. This will be followed by legislation, to take effect next year, allowing BR to be split into two sections (Operating and Tracks), franchise individual services, permit private operators to use BR tracks, and sell off BR freight and parcels services and individual stations. A regulatory body will control the franchises and ensure fair competition between BR and the private operators. A subsidy will be guaranteed to ensure the survival of loss-making passenger services, including commuter lines such as Network South East. Within the legislation there will be Citizens Charter content.

As a first measure, on 11th May, Stagecoach, the Scottish bus group, started an Aberdeen to London rail service by attaching two rail coaches to the overnight BR sleeper service. Staffed by their own people, separate ticketing, light refreshments etc. are offered. Bus connections from Inverness and Perth are available through an Edinburgh stop.

Submitted by Alan Wilkinson.

### THAILAND CANCELS TRANSIT DEAL WITH SNC - BOMBARDIER

Thailand's rapid-transit authority cancelled, on July 3, a master agreement with SNC-Lavalin International and Bombardier Inc. to build and operate a \$3-billion transit system in Bangkok, a city with an official population of 6 million, with unofficial estimates as high as 10 million. However the project is not dead, for the two Montreal-based firms will continue to negotiate with the Thai authority, known as the Expressway and Rapid Transit Authority of Thailand, or ETA.

The project has been interrupted repeatedly since it was first proposed in the mid-1980's. While the agreement is renegotiated, the two Montreal companies will still need a good deal of time to finance their part of the deal.

Source: The Montreal Gazette, July 4, 1992.

### ASSISTANCE WANTED

Mr. Tony Van Klink, of 21 Byron Street, Georgetown, Ontario L7G 3W6 is interested in any data on the former CPR line between Norton and Chipman New Brunswick during the 1950's. He is especially interested in photos of engine houses, engines and servicing facilities, stations, bridges, scenery shots, locomotives in consists etc.

Mr. William E. Robertson, of 4421 Haggart Street, Vancouver B.C. V6L 2H4 is trying to research the history of the DRESSEL RAILWAY LAMP WORKS. An example of a product of this company is shown in the photo. The secondary name plate reads



THE COMMERCIAL ACETYLENE Co. 80 BROADWAY NEW YORK. CHICAGO ILL. TORONTO CAN. ATLANTA GA. Any help that our members can supply will be greatly appreciated by Mr. Robertson.

### NEW BOOK

Mr. Clayton D. Cook, of P.O. Box 88, Lethbridge, Newfoundland A0C 1V0, has some copies of his recent book "TALES OF THE RAILS" in hard cover for sale. The price is \$25.00 (reduced from \$30.00) plus \$3.00 postage. He is also offering original "31" train orders from the Newfoundland Railway. These date from the 1940's, are in fairly good condition and will be sold at prices which will be supplied on request.

Mr. Cook's latest book, a pictorial history covering both trains and ships of the Newfoundland Railway, should be ready this fall or early in 1993.

### WAKEFIELD STEAM TRAIN IN SERVICE

After many delays, and the fear that it might never begin, steam service on the former CP line between Hull and Wakefield Que. began on June 27, 1992. Motive power is a steam locomotive from Sweden, one of many which had been held by the Swedish government for possible emergency use. The engine was originally built in 1914, but has been upgraded and modernized over the years. This locomotive, plus two additional ones, as well as a total of fifteen coaches, all from Sweden, will comprise the fleet. During the summer, two round trips a day, seven days a week, are being offered.

## THE CRHA CONVENTION, MONTREAL 1992

The annual convention of the Canadian Railroad Historical Association was held May 14 to 17 in Montreal to celebrate the 60th anniversary of the founding of the association. The convention was hosted and organized by the St. Lawrence Valley Division. The organizing committee was made up of Fred Angus, John Godfrey, Gerard Frechette and James Bouchard and was assisted by Warren Mayhew, Mary Finlay, Diana Bouchard and Marthe Frechette. Preparations started last fall and culminated in a three-day event that was blessed by good weather for the outdoor activities. There were 41 attendees from four provinces plus another seven who joined us for the banquet only and four more who presented papers on Saturday.

We started off with a wine and cheese get-together on the Thursday evening that was attended by almost everyone, allowing people to get to know each other at the start. Friday morning we visited the VIA repair shops in Pointe St. Charles, in the afternoon the Metro and then the electric line under the mountain. The banquet was held at the Mount Stephen Club, the former home of one of the founders of the CPR. The dinner was actually held in the original dining room with portraits of Lord and Lady Mount Stephen watching over us. Dr. Nicholls gave a brief account of the first years of the association. This was followed by slides of the building of the Canadian Railway Museum and the arrival of many of the pieces in the collection presented by John Godfrey and Fred Angus.

On Saturday we heard six presentations on railway themes. Doug Smith started off with an exposition of how a Canadian railroad managed to obtain so much of the grain trade from the US for the port of Montreal. Judith Nefsky of Canadian Pacific Archives provided a look at what the archives are and how they can be used. Phil Jago described the history of the rail lines in Brockville, a complicated and interesting story. Ken Goslett surveyed the Quebec stations of the CNR and how they came to be so varied. Ken Heard gave an analysis of museum funding for art museums versus technical and scientific ones. Our final speaker was Duncan Dufresne whose accounts of the trials and tribulations of operating a steam engine were very well received by all. After lunch at Ben's we visited the newly re-opened McCord Museum to see in particular the exhibit on the building of the Victoria Bridge.

Sunday we took a bus tour around some of the remaining historic rail installations in Montreal and some that are still in service. The Bombardier shops on Dickson provided a nice opportunity for photos, as did the locks at the south end on the Victoria Bridge. The afternoon included the Annual General Assembly of the Association and a tour of the Canadian Railway Museum. A few special runpasts were arranged as well as visits to parts of the collection not normally available to the public. Our afternoon ended with a drive through Lachine and then by the former Canadian Car and Foundry works with a stop at the Turcot yards for more photos. We ended as we had started at Windsor Station with a group photo for the record.

Once again I would like to thank the members of the organizing committees and our helpers as well as the people at VIA and the Metro who received us and those who spoke on Saturday. I also want to thank our members who attended and had a good time - without you the convention would not have been the same.

James Bouchard, President, St. Lawrence Valley Division.

## CRHA ANNUAL AWARDS FOR 1991

The persons selected by the Panel of Judges to receive the Canadian Railroad Historical Association's Annual Awards for 1991 are as noted herewith. It is a privilege to honour those who have contributed so much to the recording and preservation of Canada's railway history.

As noted by one of the judges - "Again this year the task of judging the nominees in the various categories was a difficult one due to the high quality of their accomplishments. I am particularly pleased to see the breadth of subject matter, both systematic and regional, that is being dealt with by railway historians and to note the innovative search for primary sources that many of the authors have undertaken". One other judge stated that he was impressed by the quality of the articles submitted and had to read them twice to be as objective as possible.

Selected to receive the LIFETIME ACHIEVEMENT AWARD is PETER MURPHY. Peter has been involved in most phases of the CRHA over a period of more than thirty years, being involved in the publications of the Association, including being Editor of Canadian Rail, and as a member of the Board of Directors. He has also been a worker at the Canadian Railway Museum, Chairman of some of the committees, and is presently Chairman of the Collection Committee. Through his efforts, the Newfoundland railway equipment was obtained for the collection.

One other person, Colin Hatcher, was nominated for this award. Colin has been a judge on this Award program since its inception, except for this year, but will continue in next year's Award plans. He has been an active member in the CRHA and other societies for many years and has written, and continues to write, books and articles on railway subjects.

There were three nominations for the ARTICLE AWARD IN A CRHA PUBLICATION. The winning article was THE RAILWAY TELEGRAPH AND TELEPHONE by ROBERT G. BURNET. This article is an excellent piece of work - well written - professional - well researched - extensive - excellently referenced. It is an interesting topic in terms of its historical and scientific perspective. The article was published in Canadian Rail No. 425, November-December 1991.

Another nomination in this category, which also appeared in Canadian Rail was "The MSR 600-series Street Cars" by Fred Angus. A third nomination was for "B.C. Electric Railway Construction Locomotives" by Mike Green, published in "The Sandhouse" of the Pacific Coast Division.

The winner of the ARTICLE AWARD IN A PERIODICAL OR MAGAZINE is ELIZABETH A. TANCOCK. The article SECRET TRAINS ACROSS CANADA 1917 - 1918 appeared in "The Beaver", published by the Hudson's Bay Company. Based on the remembrances of a relative, and extensive research at the National Archives, this article tells of the special trains, with locked doors and armed guards, used by the CPR to move Chinese labourers and railway workers across Canada. It is a very interesting, although frightening, story which is well worth reading.

Five other nominations were received in this category. Mr. Nick Andrusiak wrote "Living Near the Rails - Our Spur" in "CN Lines"; Mr. James A. Brown "The Saga of the Station" in "Branchline"; Mr. Ken Garber "The Essex Terminal Railway" in "Canadian Railway Modeller"; Mr. Tom Grumley "Montreal's Major Rail Terminals" in "Branchline"; and several authors wrote "Wellington



County History - Railway Issue" by the Wellington County Historical Research Society.

The BOOK AWARD goes to ROBERT D. TURNER for his book LOGGING BY RAIL. This is an excellent history of logging railways and is a professional publication. It is a comprehensive text with many reference notes and bibliography, as stated by one of the judges. The book covers all aspects of the story from environmental concerns to operation.

The other four books nominated were by Messrs. Ken Coates and Bill Morrison for "The Sinking of the Princess Sophia"; Mr. Greg McDonnell for "Signatures in Steel"; Mr. Garry Anderson for "Canadian Pacific's Trans Canada Limited"; and Mr. Kenneth Cruikshank for "Close Ties - Railways, Government and the Board of Railway Commissioners - 1851-1933".

There were three nominations for the PRESERVATION AWARD, with the majority vote choosing KING TOWNSHIP HISTORICAL SOCIETY for the restoration of the 140 year old KING RAILWAY STATION. The station, reportedly the oldest station in Canada, was built in 1851 and has been moved from the CN line and placed in the King Township Museum grounds. It has been fully restored externally, complete with a wood platform. The interior has not yet been refurbished.

Mr. Ross Robinson, of the Smith's Falls Railway Museum, was nominated for this award. He is a "wizard" contractor who can fix, modify and invent anything one might think of. He not only keeps the museum's diesel locomotive in top shape, but has recently rebuilt and made operational an order board for the station. A third nomination was submitted for the Provincial Museum of Alberta, for its travelling exhibit "All Aboard the NAR".

The CRHA's Annual Awards for 1991 Committee is pleased and honoured to present these Awards to those herewith named, and thank the panel of Judges for their difficult task in selecting the winners.

#### DEMISE OF TWO DIVISIONS

It is with deep regret that the Association herewith announces the demise of the Windsor-Essex and Keystone Divisions.

Due to lack of interest of the entire membership of the Windsor-Essex Division, the executive members resigned their positions in September 1991, with the hope that this "action" would encourage some members to come forward and take over these jobs. These actions of the executive were announced as probable in previous issues of "The Semaphore", but there was no response. The result has been that an announcement in a later issue of "The Semaphore" states that all support for the Division has disappeared and, to all intents and purposes, it no longer exists. The Division existed for sixteen years and was once very active; its publication has been informative and often quoted by other railfan clubs. It will be sadly missed. The last executive has held the same offices for the past eight years and the Association congratulates them for all their work.

The Keystone Division, located in Winnipeg, had not been active in the past year.

Accordingly, the Board of directors, at a meeting held on January 6, 1992, unanimously revoked the certifications of the Windsor-Essex and the Keystone Divisions.

Walter Bedbrook, President.

#### PACIFIC COAST DIVISION PUBLICATIONS

The following publications are available from the Pacific Coast Division, P.O. Box 1006, Station "A", Vancouver B.C. V6C 2P1

A RAILROAD MAP OF THE LOWER MAINLAND AREA OF B.C. TODAY, by Lorne Nicklason. 36" X 46", full colour, laminated, 1991. \$70.00 per copy for PCD/CRHA members, \$80.00 for non-members. OR colour-line, laminated, \$40.00 for members, \$50.00 for non-members. Un-laminated copies are \$10 less. Please add \$3.50 per order for postage and handling.

AN HISTORICAL RAILROAD MAP OF THE LOWER MAINLAND AREA OF B.C. (1882-1992), by Lorne Nicklason. 36" X 46", colour line, laminated, 1992. \$50.00 per copy for members, \$60.00 for non-members (\$10.00 less for un-laminated / heavy backing). OR black and white, un-laminated, \$8.00 for members, \$12.00 for non-members. Please add \$3.50 per order for postage and handling.

Note: Damaged copies of the laminated maps are on sale at reduced prices at the monthly general meetings of the Division.

THE BRITANNIA COPPER MINE RAILWAY, by David L. Davies. Card covers with Cerlox binding, 48 pages of text, illustrated, with rosters, black and white photographs and maps, 1991. \$5.00 for members, \$8.95 for non-members. Please add \$2.50 per order for postage and handling.

INDUSTRIAL LOCOMOTIVES: A Catalogue of Industrial Locomotives and Short Lines of British Columbia and Yukon Territory (an all-time listing, including museums), by Mervyn T. "Mike" Green. Card covers with Cerlox binding, 226 pages of text and data, illustrated with maps and black and white photographs, 1992. \$29.95 for members, \$39.95 for non-members, plus \$3.50 per order for postage and handling.

#### DEATH OF NORRIS ADAMS

As we were going to press, word was received of the death, about June 27, 1992, in Vancouver B.C., of Norris Adams, our Western Liaison representative, and long time member of our Pacific Coast Division. For many years, Norris has been an enthusiastic promoter of the CRHA, and will be greatly missed by the Association and by his many friends.

A more complete tribute to him will be published in Canadian Rail at a later date.

*BACK COVER: Five different means of land transportation appear in this classic photo taken in Edmonton, Alberta about 1912. From left to right we see Grand Trunk Pacific locomotive 1114, the ubiquitous Model T Ford, a covered wagon hauled by a bull team, street car No. 32, and a gentleman on foot. The photo was taken on what is now 101 Street between 104 and 105 Avenues where the CNR overpass was built about fifteen years later (1927).*

*City of Edmonton Archives, No. NC-6-341. Photo by McDermid studios, Edmonton. Submitted by Lon Marsh.*

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