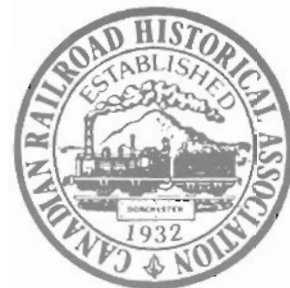


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Canadian Rail is continually in need of news, stories, historical data, photos, maps and other material. Please send all contributions to the editor: Fred F. Angus, 3021 Trafalgar Ave. Montreal, P.Q. H3Y 1H3. No payment can be made for contributions, 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: A westbound CPR passenger train travelling down the main street of Kamloops B.C. in 1902. At the time, the local wags used to say that they had the longest interurban railway in the world! The tall building on the extreme right still stands in good condition, and is a hostel for transients.

Kamloops Museum and Archives.

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 Railway History of Kamloops B.C.

A Century Old Story

By David L. Davies

A resident of Kamloops

Kamloops, a city of 70,000 in south central British Columbia, celebrated its 100th birthday as a municipality in July 1993. The following month the City was host to the Canada Summer Games, the nation's own Olympics, which ran for the two mid weeks, from August 8th to 21st. So it is no coincidence that this article appears in "Canadian Rail" during the course of this year.

For a moment in its history, Kamloops was sharply focused both provincially and nationally and it is quite likely that those who read these pages will also have seen glimpses of the city on television, for the CBC showed the Games for one hour per day over 14 days.

Being in the limelight, gives as good an excuse as any to examine the railway history of Kamloops. In some parts of Canada, the railway sadly languishes but not so in this city for it is as dynamic in 1993 as it was in 1893. It is home to both CP Rail and CN Rail.

The railway is very much an alive and intimate part of the cityscape. Alive, because the passage of freight trains is constant and, intimate, because CP Rail's main line parallels the city's main street - either alongside or up to two blocks away. Most citizens, travelling to or from their work daily, will likely drive alongside or across a railway line and will have an even chance of seeing a train. And the train whistle has also been a part of Kamloops' life for over a century. All this makes the railway an obvious and important piece in the mosaic that is Kamloops. The city also shares the distinction, with Portage la Prairie in Manitoba, of being the place where the routes of the two transcontinental railways converge/diverge.

To understand how the railways evolved in and around Kamloops, it is necessary to appreciate the geography of the area. Think of open grasslands dotted here and there with stands of trees at 3000 to 4000 feet elevation, being suddenly arrested by a narrow and deep valley running east to west, whose bottom is 2000 feet and more below. Observe that immediately beyond and to the north of this valley, the character of the terrain changes. There is a tumble of tall mountains and everything is clad in conifers, or so it seems. From these northerly mountains a river flows southwards, also contained in a narrow deep valley. Kamloops is where these two valleys meet in an inverted 'T'. The name Kamloops is the anglicization of an Indian word meaning possibly 'meeting of the waters/of people'.

NOTES:

(a) In Canada rail distances are still recorded in miles, but road & air miles are in kilometres. For sake of conformity all distances have been quoted in miles.

(b) The word 'station' has been used to describe the place where passengers entrain, and 'depot' the area containing station, yards and other related facilities.

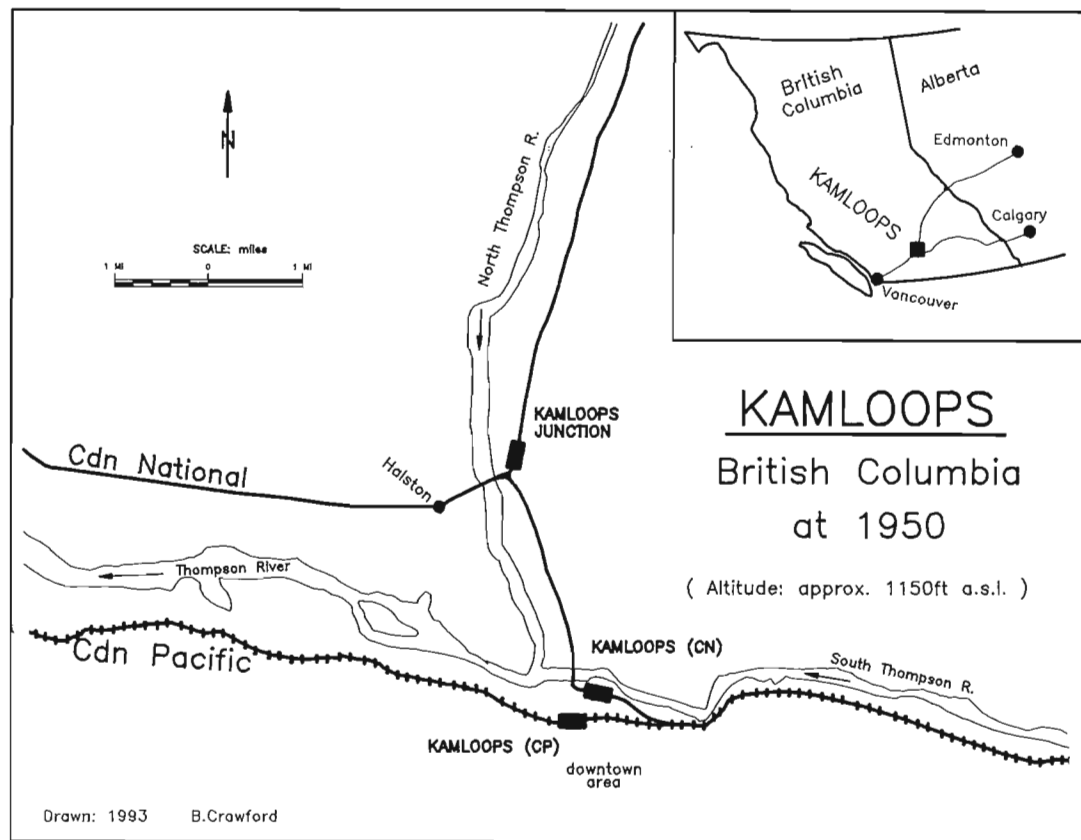
(c) Kamloops Junction (CN Rail & VIA) has now reverted to its original name of 'Kamloops', but has continued to be called 'Junction' in the text to avoid confusion.

Before the coming of the railways, Cumcloups or Kamloops was a Hudson Bay post on the pack train route that connected the fur trade of the northern wilderness of the Province with the Company's most westerly headquarters and depot, located 30 miles from the sea on the river Fraser. The axis of communication was roughly north-south and a trip to the coast from Fort Kamloops took many arduous days on narrow horse trails which in the canyons were dangerous. The coming of the railway to Kamloops dramatically altered the time scale of travel. Journey time between Kamloops and the coast shrank to just over 12 hours without toil or brunt of the elements.

By contrast with many places in western Canada, where the railway construction crews appeared out of the east like the rising sun, Kamloops saw its first railway come from the west. In 1881 construction of the Canadian Pacific Railway within British Columbia commenced at the village of Yale, at head of navigation on the lower Fraser. Because of the very formidable barriers of the Fraser and Thompson river canyons, the railway did not reach Kamloops until 1885. The few inhabitants of the area saw the first construction train arrive, headed by locomotive 'Lytton', some time between July 11th and 17th, 1885. The date varies depending on who did the seeing and where.

The American contractor, Andrew Onderdonk, continued to work eastwards and on November 7, 1885 came the famous link-up of track from eastern Canada at Craigellachie, exactly 100 miles east of Kamloops. In the well known photo recording this event there is a tenuous link with Kamloops. In the sea of about 40 male faces, there is one 22 year old worker called Donald Fraser. After pursuing a variety of occupations in the Interior of the Province, he died in Kamloops in 1969 at the venerable age of 106.

Unlike many instances in the rest of Canada, the CPR appears to have had no hassles with land speculators at Kamloops. In 1885 the tiny village was located on a narrow ledge by the Thompson River conveniently above the steamboat landing at the junction of the two rivers. The CPR decided to locate about a half mile east of this point on suitable flat land and here it created a Divisional point with all the needed supporting services. This amicable arrangement was due to the foresight of an enterprising trio of B.C. business men who bought up land where they concluded a depot would likely be established and then donated 30% of that land to the CPR on the condition that a Divisional point would be built on it. Smart thinking!



The first transcontinental revenue passenger train, the 'Pacific Express', passed through Kamloops just before midnight on 3 July 1886. A Mr W.F. Salisbury, a CPR employee records the event in a letter to his wife; "At 11 o'clock [lock] at night we reached Kamloops where we met Mr Harry Abbott (Gen Supt. of Pacific Division) who took charge of the train personally." After a change of locomotives, the train moved off again reaching salt water at Port Moody, the terminus, and 238 miles from Kamloops, at noon next day. This historic train covered 2891 miles in 5 days and 19 hours and the young Canada could now truthfully claim its motto 'A mari usque ad mare'. This was a moment of consequence for Canada and for Kamloops but for the latter place, which was then so small and insignificant, it could perhaps not be perceived.

The name of one of the outer suburbs of Kamloops is associated with this first transcontinental train. Peter Barnhart was a conductor on the train and in the 1890s he left the CPR to run a hotel in Kamloops; later still he homesteaded about 10 miles to the east and opened a post office to which he attached his own name. The vicinity is now called Barnhartvale.

In the summer of 1887 William Van Horne (then, and until 1894, still plain 'Mr'), Vice President and General Manager of the CPR, made a formal inspection of the entire system. On September 6th he reported to the Directors:- "In company with the President and Donald Smith, I have, since the 12th August, made a careful inspection of the railway from Montreal to Vancouver and I am gratified at being able to report that the entire main line is in good working order and that nearly all is in excellent condition."

With regard to the Kamloops area, Van Horne wrote "From Sicamous Narrows to Savona's Ferry, 110 miles, the line is fully completed in every respect, with the exception of 6 to 8 miles of ballasting and some widening and rock facing of embankments for a short distance on Kamloops Lake, all of which will soon be done." All facilities at Kamloops depot must have been built and to Van Horne's satisfaction, otherwise there would have been comment as was the case with Revelstoke.

It is worth remarking that for the whole history of passenger traffic, many of the principal CPR trains and later those of the CNR stopped at Kamloops in the hours of darkness so that few passenger accounts and photographs exist to record the activity. This aspect is commented upon in the chapter 'When the Travellers Came to Town' of the centennial book 'Kamloops', published 1993.

A CPR passenger timetable of 100 years ago that carried what it called trackside 'annotations', mentioned the following about Kamloops. "2655 miles from Montreal and 251 miles to Vancouver; westbound and eastbound trains depart at 2300 hours and 0418 hours, respectively; population 2000; principal industry around Kamloops is grazing, since the hills are covered with most nutritious bunch-grass."

Kamloops has had three CPR stations. The first, dating from 1887, was a modest 2-storey rectangular 'house' with a long single storey building attached to one end, which could have been a freight and parcel shed and perhaps a CPR consumable stores room. It was located almost on the site of the present CP Rail administrative building (station). An identical building stood at



A circa 1890 view of Kamloops' first station with eastbound cpr train headed by 4-4-0 locomotive 376. Note velocipede below lower windows, window boxes in agent's quarters, disc type signal, lunch room to right and antlers fixed above loco headlight. At least one example of the disc signal survived elsewhere in Canada to 1957 or later.

Kamloops Museum and Archives, photo No. 9676.

Donald in the same era and since Donald and Kamloops were divisional points, it would appear this was an early standard design for such a depot. On part of the ground floor of the 'house' was a restaurant/dining room; this was a small facility and was not one of the Company's official meal stops for passengers.

Being a divisional point, the Company erected a 10 stall roundhouse and turntable and a photo of 1890 clearly shows the scene with piles of cordwood in the foreground awaiting loading into locomotive tenders. Five sidings were also provided, each capable of holding a train of the period. Water tanks, ice houses and store sheds completed the facilities.

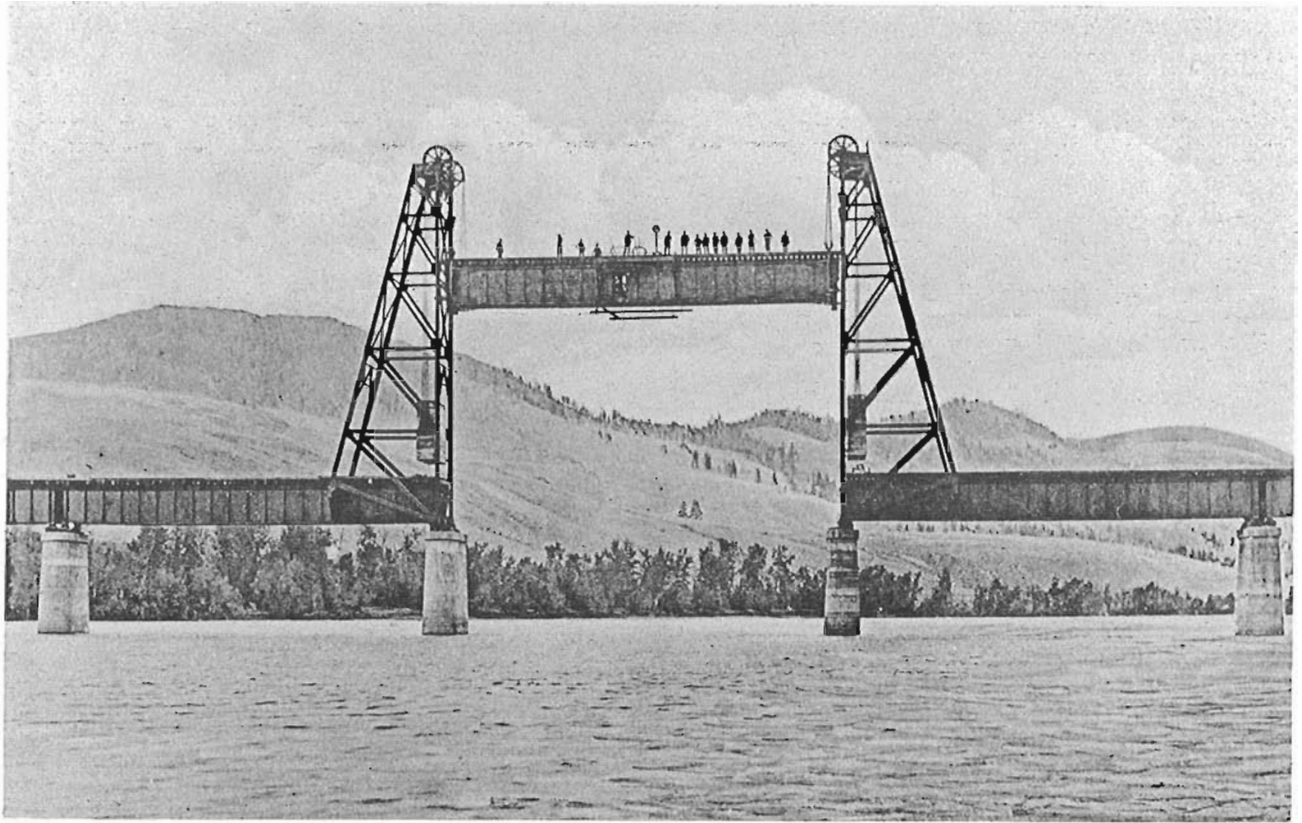
After twenty years of service, it became very obvious that the modest station house was much too small for the traffic passing through and originating in Kamloops. In 1907 it was supplanted by a structure worthy of a Divisional point: two storied, of brick, commodious, and pleasing to the eye. This station was built about a block to the east, at the foot of 4th Avenue, and was in use for 60 busy years until 1968 when it was demolished.

This station was 'modernised' in 1949 by removing its roof lines so that it became a rectangular box with another smaller box on top, and the walls were stuccoed. It was not a very happy upgrading from an aesthetic viewpoint.

Around this second station in 1907-10, the CPR laid out generous sized lawns and gardens which became famous locally

and were always featured in photos and postcards. Kamloops lies at the northern edge of a semi-arid zone that extends northwards from Washington State and receives only about 12" of precipitation per annum, most of it in the form of snow. In some summers there is virtually no rain for two months or more and as a result the immediate countryside takes on parched grey tones. On some particular day or days in most years Kamloops can claim to be the hottest spot in Canada, so it can easily be imagined how welcome this small oasis of greenery was to local residents; the memory of it still survives with older Kamloopsians. In the same period the capacity of the yards was increased by adding sidings.

When the CPR was built through Kamloops, it was forced to go down the centre of the main street of the village because no other right-of-way was available. Immediately on one side was a steep hill and on the other the river Thompson, the proverbial rock and a hard place. This situation, annoying to residents and CPR alike, was remedied in 1912 when all land and buildings between the road and the water front for nearly half a mile were purchased by the railway company. By this time the core of the developing town had moved half-a-mile eastwards to take advantage of available flat lands, and to be close to the CPR depot. The buildings - most of them makeshift and dilapidated - were demolished, the bank in-filled. At the same time, the company double tracked its main line in the Kamloops area to ease traffic bottlenecks. This extended from a point 25 miles east to a point 9 miles west of the city. These improvements came into use in 1914.



Postcard view of first vertical lift railway bridge in Canada taken prior to 1916 and possibly in the spring of 1914. Shows crossing of North Thompson River by the Canadian Northern Pacific Railway, looking upstream. Fifteen men are to be counted on the span. The presence of staging about the motor housing suggests the mechanism is still being tested or final painting is under way. Present Kamloops Junction Station (CN & VIA) lies one-half mile to right and former Halston way-station three-quarters of a mile to left.

Kamloops Museum and Archives, photo No. 8598.

CPR's monopoly of traffic in and around Kamloops was challenged in the first decade of this century when the Canadian Northern Railway (CNoR) said it would build a transcontinental line, which in western Canada would run from Edmonton to Vancouver via Kamloops. Business interests within Kamloops wanted the line to run through the downtown area, proceed south to Merritt and then west to Spence's Bridge in the Thompson Canyon. This was impractical from an operating point of view as it meant climbing another summit to no purpose. The chosen route came down the North Thompson valley and on reaching the outskirts of Kamloops then turned west and thereafter paralleled the CPR line but on the opposing side of lake or canyon.

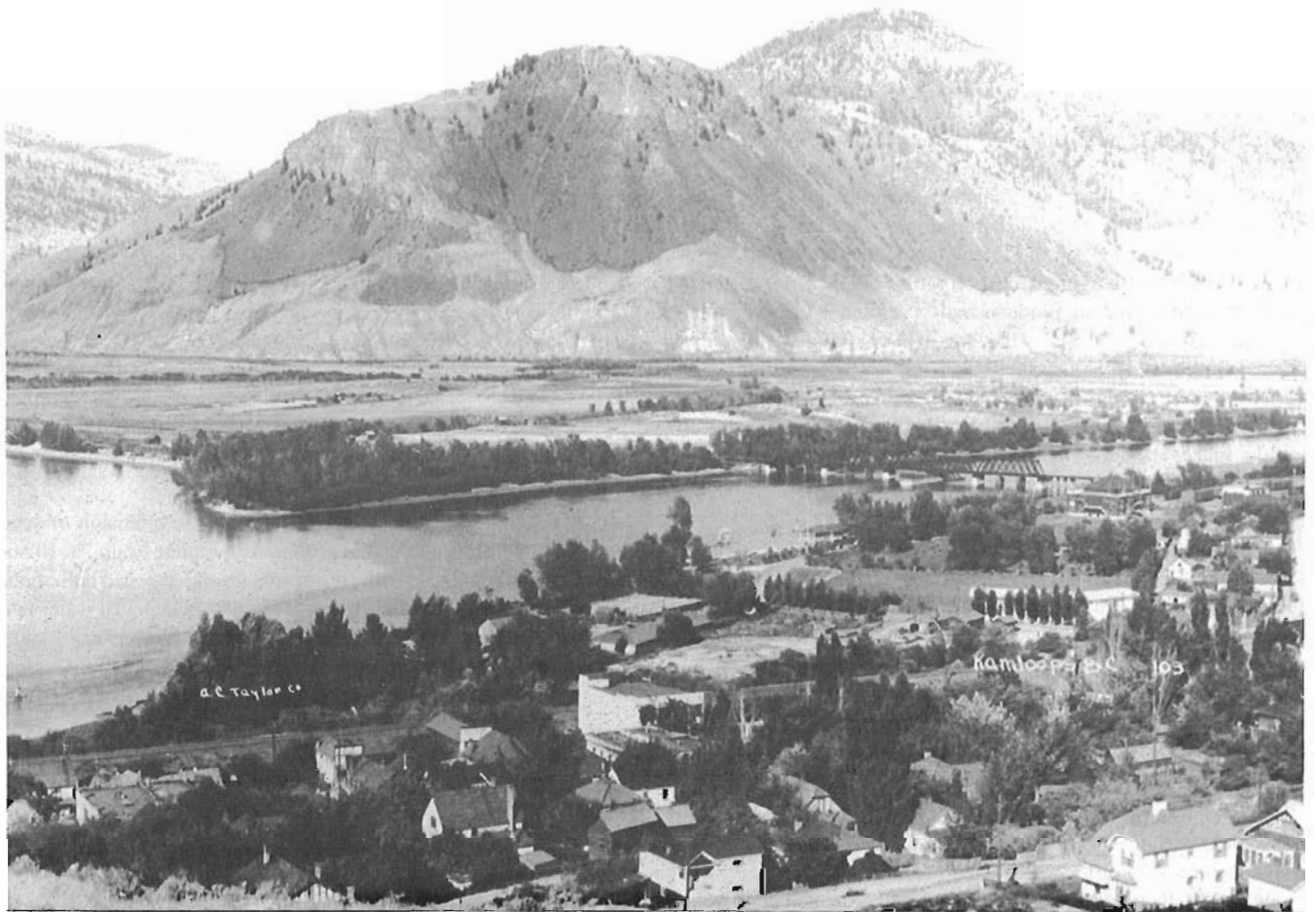
This was an eminently logical decision but the result was that downtown Kamloops has ever since been reached by a CNR spur, which was an operational irritant to the Company when passenger traffic ruled supreme. It could be argued that the 90 degree turn to the west could have been made close to the downtown area in the angle formed by the junction of the North and South Thompson rivers. It is believed this proposed siting was unacceptable because it lay in the flood plain of both rivers. The site chosen for the depot, which lies 3 miles north of the river junction, is 20 feet higher and above any potential floodline.

The Canadian Northern followed the example of the CPR by using Savona, a village at the western outlet of Kamloops Lake, as its local construction depot. And like the CPR before, it used

OPPOSITE TOP: General view, looking northeast, of downtown Kamloops and the South Thompson river and its junction with sister North Thompson at left. The photo is undated but the CNR wooden truss bridge in middle distance places it as being between 1919 and 1927. Seventy years later the view is essentially the same.

OPPOSITE BOTTOM: An early undated view of the 10 stall roundhouse built in 1915 by Canadian Northern at Kamloops Junction. The black smoke is coming from the boilerhouse at rear, where the pump for the loco water tank was situated. Note the rotary snowplough in the foreground which was more likely used north, rather than south, of Kamloops.

Both photos, Kamloops Museum and Archives, photos 6782 and 6061.



sternwheelers to ferry workmen and supplies along the edge of the 17 mile long finger lake. In places the sides of this lake have sheer rock faces and both railways had to resort to some tunnel work.

Students of B.C. railway history are familiar with the Quintette tunnels near Hope on the now defunct Kettle Valley Railway (CPR) but Kamloops district also has its own quintette of tunnels, though a little less dramatic. When building the trans-continental line in 1884-5, the contractor was forced to build five short tunnels in a row on the southern side of Kamloops Lake at Cherry Creek bluffs, aggregating 646 yards. CNoR was confronted with the same kind of problem and was forced to build three tunnels on its side of the lake; the longest at a half mile (944 yards), called Battle Bluff, is also the longest on CN's trans-continental line. All these tunnels lie 10 to 15 miles west of Kamloops. It was at Battle Bluff that the construction workers were plagued with rattle snakes because the snakes' habitat had been disturbed. When one man was bitten on the hand, he promptly cut off the poisoned finger with a meat cleaver.

Canadian Northern's construction work became evident locally in 1912. In April of that year a contractor launched in Kamloops an elegant sternwheeler called the 'Distributor', which was the last steam vessel to be built in the city. Her boiler, engines, and fittings came from another sternwheeler of the same name that had worked on the Skeena River in B.C., supplying work gangs building the Grand Trunk Pacific Railway east of the then non-existent Prince Rupert. The *Distributor* was 143 feet long, could carry 200 tons of freight and had a crew of 26.

The sternwheeler's maiden voyage coincided closely with the *Titanic's* but with happier results. It travelled up the North Thompson for 70 miles which would be about where Clearwater now stands. It could have proceeded upstream for another 40 miles and probably did so later in the contract period. The vessel's principal job was to supply the construction gangs, as the railway followed the river in most places, but it also took European homesteaders to wilderness landings beside the river. After two seasons of freighting, the mechanical innards of *Distributor* were removed and installed in yet a third hull on the MacKenzie River.

In February 1913 CNoR built a temporary connector between the CPR in downtown Kamloops and what was to be its future Divisional point, three miles to the north. The route of this line is identical to what exists today and this is no coincidence. It was Canadian Northern's intent from the beginning to have an access line to the city. It appears the South Thompson river was bridged with a wooden fixed span, a highly unusual concession on a navigable water. Beyond and to the north of the bridge the line was built to 'permanent' standards and to this day much of the track consists of rail dated 1912.

Over this connector passed rail, track fastenings, and other supplies at the rate of eight cars and more per day, which were used to lay over 120 miles of track north of Kamloops. The temporary bridge and the track between it and the CPR were removed prior to November 1, 1913 as per an agreement.

The most formidable obstacle on the CNoR main line at Kamloops was the crossing of the North Thompson river and this was achieved with a 1209 foot single track steel bridge on 14 concrete piers. Completed in March 1914, it had a moveable span to permit the free passage of the inconsequential river traffic.

The advent of World War I in August 1914 caused immediate shortages of money, men, and materials and slowed down the work. As a result, the line from Edmonton to Vancouver was not a single ribbon of steel until January 23, 1915, when the last spike was driven in the middle of nowhere, at Basque a point 57 rail miles west of Kamloops. There was further delay in opening the line when a tunnel south of Ashcroft collapsed two weeks later.

Canadian Northern purchased land from the Kamloops Indian Band for its divisional point. In 1915 it proceeded to erect facilities, the scale of which still exists today. CNoR eventually built over 500 stations west of the Great Lakes so it is no wonder it adopted five standardized designs of stations; Class I were terminals, Class II were divisional points, Classes III to V were for lesser places. As a result of this categorization, Kamloops Junction (then simply Kamloops) received a Class II station of which there were fifteen others in western Canada, including Portage la Prairie mentioned earlier.

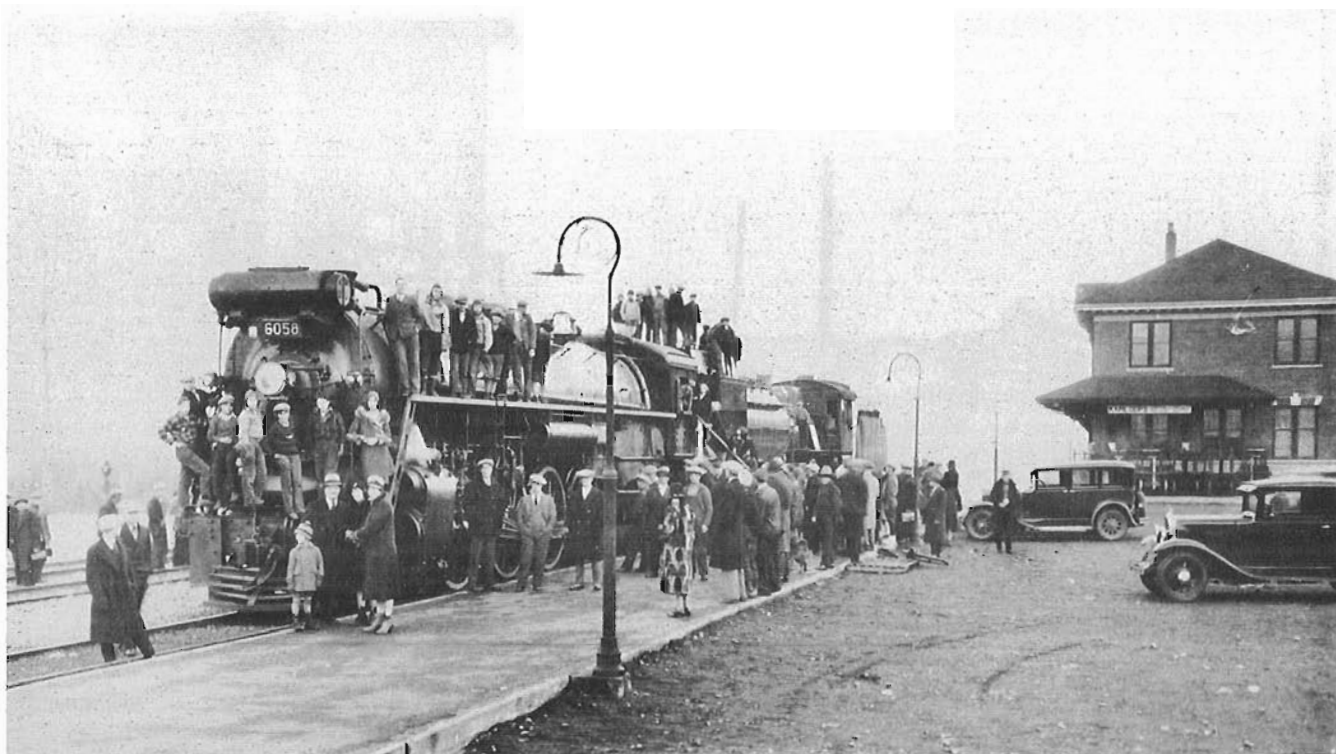
The depot was rounded out with the provision of seven sidings, each capable of holding a complete train, a 10-stall concrete roundhouse with 86 ft turntable and attached boilerhouse and machine shop. The rest of the facilities included water tank, with pump system connected to the river, oil fuel tanks, ice house, stores and stockyard.

In 1927 a large capacity metal water tank was installed and in 1929 a 6-stall addition was made to the roundhouse and the machine shop and boilerhouse were replaced. Both parts of the roundhouses had concrete side and outer walls, while all else was wood.

On November 24, 1915 a tri-weekly passenger service was inaugurated between Edmonton and Vancouver without any ceremony. The three mile spur running southwards from the Junction was given an eastwards twist when it reached the South Thompson River. It then ran in an upstream direction beside the river for a half-mile, terminating at the northern end of a wooden road bridge on the fringe of downtown Kamloops. This wooden bridge, or its successor, is still in very active road use and is called the Red Bridge because it has always been painted red. Since the arrangement was considered temporary no depot was erected and passengers simply boarded the train from trackside. This early terminal is still in use as an industrial spur and at time of writing holds a boxcar and six tankcars.

After the War in 1919 the termination of this spur extended across the river on a wooden truss bridge to the town. It was necessary to infill the low lying southern river bank with gravel to accommodate this new depot site, so as to make it free of any normal floods. The Canadian Northern Railway could now truthfully say it had a presence in downtown Kamloops.

In 1921 the newly established Canadian National Railways, which was born out of several absorbed railways including the CNoR, produced a hard cover guide book for passengers of 156 pages called "Across Canada - Atlantic to Pacific". Useful as it was to a passenger, it was probably an exercise by the new Company to establish its identity and show off its acquired territory to prospective customers. All routes were described as if travelling in a westward moving train with all CNR places that carried a name board being listed in heavy type. Towns and cities of significance were given individual descriptions, whilst places in



TWO CNR LOCOS ON MOBILE DISPLAY: This intriguing photo lies in the Kamloops Archives without a caption. It shows two CNR locos on public display at CNR downtown Kamloops station. The locos are 4-8-2, #6058, built in July 1930 (and withdrawn in 1961) and #384, a 4-4-0 built for Grand Trunk Pacific Railway in 1909 and withdrawn in December 1934. Being a winter scene, the date gap is narrowed to the period between November 1930 and December 1934. More specific information on this scene will be gratefully received.

Kamloops Museum and Archives, photo No. 7451.

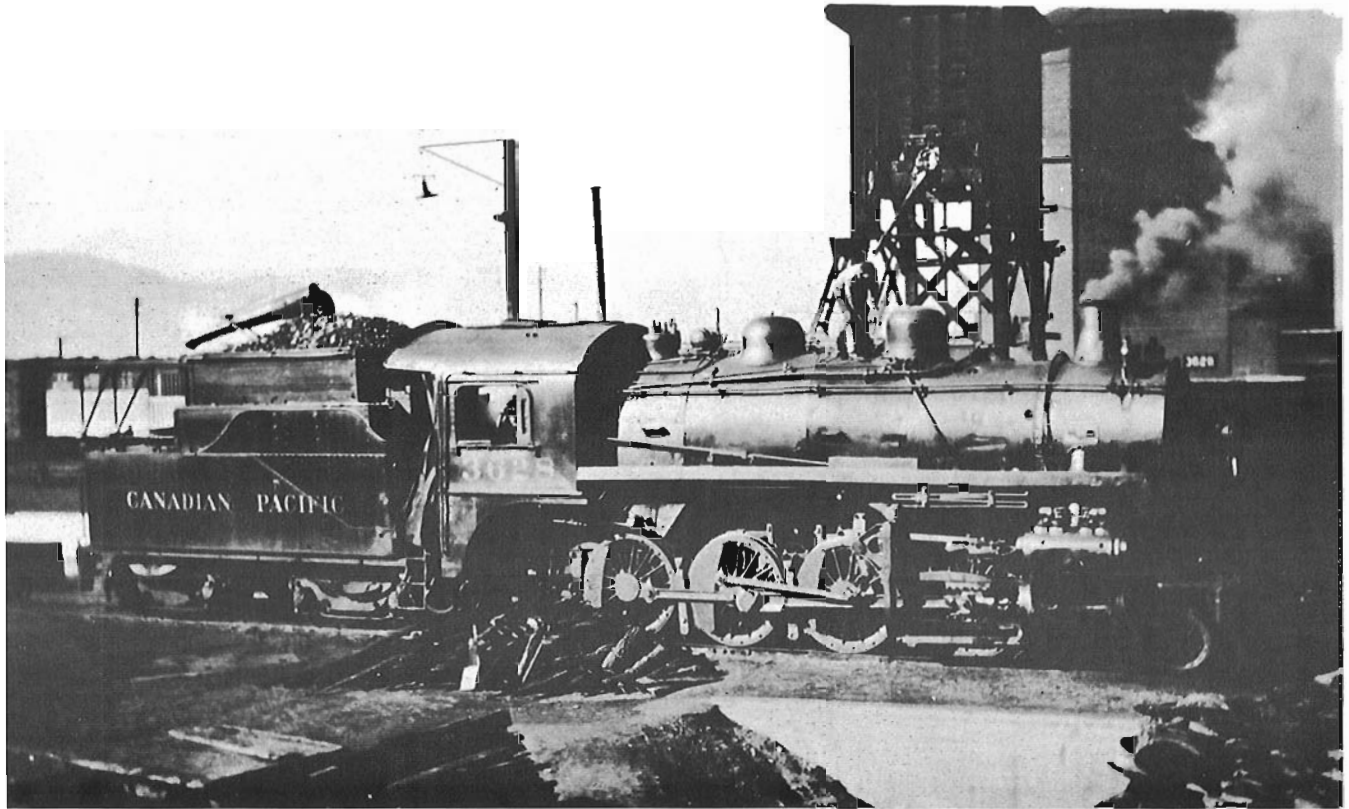
between were covered by generalisations of the area. The first and last places listed were Halifax, Nova Scotia, and Victoria, B.C. Kamloops received a four inch long description and it is worth quoting parts of it to show how the City was viewed 70 years ago.

"KAMLOOPS" (alt: 1154 feet) This is the principal town in the valley, is situated at the junction of the north and south branches of the Thompson River and has a population of 5,500. It has several industries and is centre of supply for a large mining and grazing district in the famous dry belt. The town owns its own electric light and water systems. Kamloops has a fine climate and in the vicinity good fishing and shooting are to be had. The climate of the district is healthy, invigorating and suitable for people suffering from pulmonary trouble. The Provincial Government maintains a well equipped sanatorium at Kamloops, and afflicted people come here from all parts of the continent, many being restored to health.

A CNR branch line is now under construction to Kelowna, (Current author's note: as explained subsequently this declaration was slightly premature) which will develop an important fruit district and will afford additional transportation facilities for the famous Okanagan Valley. The Thompson valley at Kamloops is very beautiful. Fruit growing by irrigation is carried on most successfully and many cattle and horses are raised in the district." A flattering review indeed!

The Canadian Northern Railway had been authorised in 1912 to penetrate south-eastwards to the Okanagan to take a share of the lucrative fruit traffic, but the War and the Company's insolvency afterwards prevented this. The newly formed Canadian National Railways saw the merits of the plan. In 1925 it completed a branch line from Kamloops to Armstrong, acquired running rights on CPR trackage from there to Vernon, and completed a new line from Vernon to Kelowna. This 116 mile branch line was known as the Okanagan Sub-Division. It started at (downtown) Kamloops, ran east for one mile and then joined the CPR trans-continental line, using running rights eastwards for 11 miles. Then it diverged onto its own trackage for 556 miles to Armstrong.

The last spike of this new branch was driven at Kelowna on September 10, 1925 and freight service commenced soon afterwards. After the CNR built stations at Falkland and Kelowna, a once-daily passenger train was instituted on February 15, 1926. At the same time the divisional depot called 'Kamloops' was renamed 'Kamloops Junction' and the downtown depot became simply 'Kamloops'. Beside this latter station, the CNR built three spurs and a warehouse to handle small freight shipments. This was most conveniently sited at the foot of 3rd Avenue, close to retail merchants and the general public; this freight site is now occupied by the Riverside Coliseum sports arena.



CPR LOCOMOTIVE AT SANDHOUSE: This 2-8-0, CPR loco 3628 is standing in Kamloops yard close to the roundhouse and turntable, the edge of the latter being just visible at the left. It is March 24, 1935 and this loco has hauled an eastbound freight from North Bend and is facing east. The engine has been coated and the wiper has just filled the sand dome. His next job is to replenish the 5000 gallon water tender which will better balance the locomotive when he turns her on the table. She will then be facing west for her next trip. Note the saw mill slabs in the foreground used to light fires in cold locomotives.

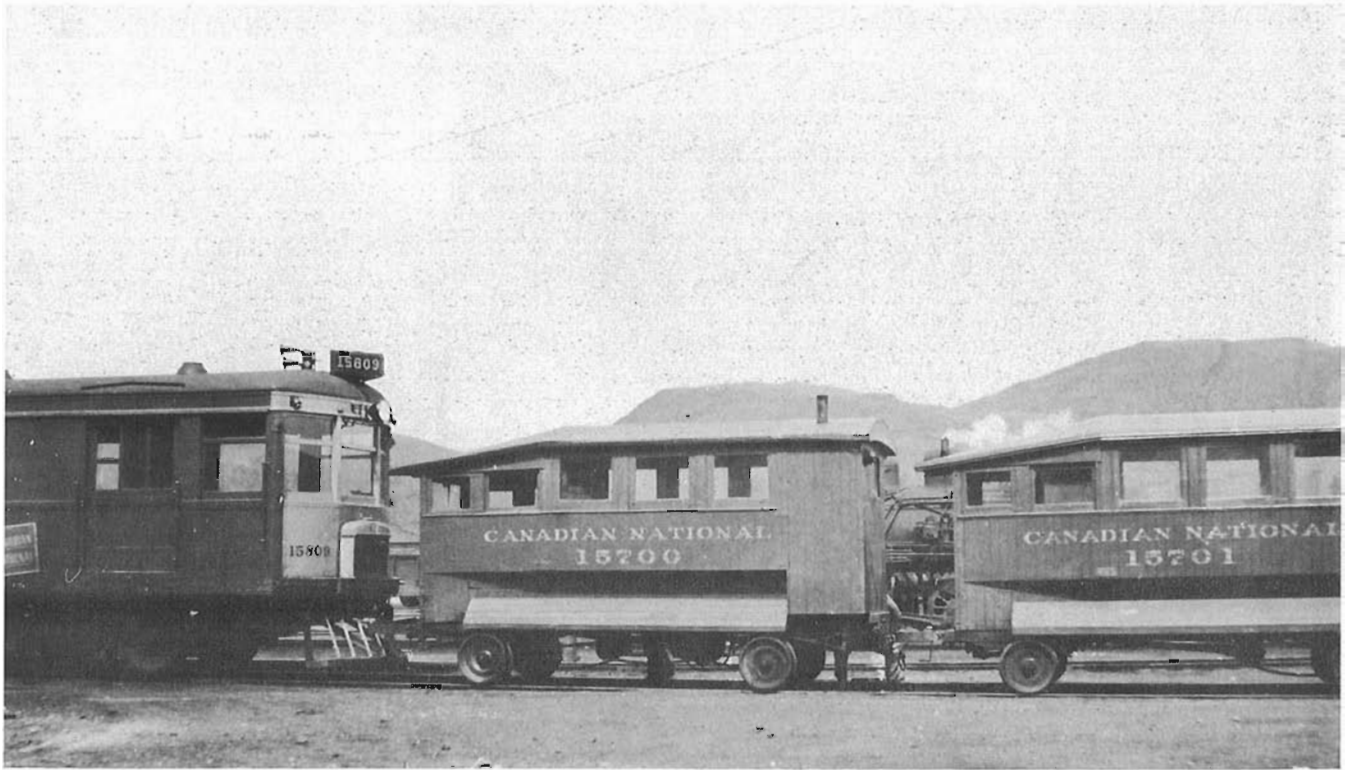
Lloyd Snowden.

Two years after the opening of this branch two major improvements were made to it by CNR in the downtown area of Kamloops. Both were within a quarter mile of each other. In May 1927 a large elegant station took the place of the temporary structure and the wooden truss bridge was replaced with a 728 foot long steel structure incorporating a central swing span. This made it the third and final bridge to be built at this site by CNOR or its successor.

The new station carried the status of a Divisional point. Architecturally, it was a "one of a kind" design not repeated on the whole CNR system. This was likely due to its late building age in the history of railway architecture. It is reported to be modelled on prevailing USA fashions for Divisional points. Its dimensions are 118 feet by 34 feet and is a brick two-storied building placed on stone foundations, with an awning on three sides. The ground floor contained ticket office, waiting rooms, express and baggage areas, and above were the Divisional offices. It carried on its sides mileage boards that read "Montreal-2679: Vancouver-260". If CNR intended to demonstrate that Kamloops custom was important, then it had ably succeeded.

As a result of pressure over the years by the citizenry, CNR diverted all its major passenger trains down the branch from Kamloops Junction to downtown Kamloops immediately after these improvements had been made. This movement involved pushing the train backwards in one direction and pulling it in the other. This was a remarkable concession as it added half an hour to the trans-continental schedule which put the Company at a disadvantage with the CPR. This practice continued from 1927 to 1949 but only partially from 1935 onwards. From 1935 eastbound trains ceased to go into downtown Kamloops, whilst most but not all westbound trains continued to do so. The latter's movements was as follows: - Station stop at Junction, run down branch to downtown Kamloops, stop at downtown station, return backwards to Junction station, stop momentarily to pick up train orders, and continue westward on the main line. It is unclear how passengers made their way to the Junction prior to 1944, but in that year free taxi or bus service was advertised and so continued until its elimination in 1962.

In employee timetables this 2.8 mile spur was listed as the Kamloops Terminal Subdivision and showed a one way journey



JITNEY: The motor jitney and trailer were built in CN shops at Winnipeg in 1919 and were used between downtown CNR station and Kamloops Junction. The motor jitney was powered by a Model T Ford engine and carried ten workers, whilst the trailer accommodated 16 seated. The trailer was numbered 15750. A second identical set, shown here, carried numbers 15700 and 15701. The motor jitneys had an overall length of 16 feet, wheelbase of 9 feet, and weighed 2 tons.

Kamloops Museum and Archives, photo No. 5143.

time of 10 minutes, with a speed restriction of 10 mph for trains being backed. A heavy-weight gasoline self-propelled car and small light-weight 'homemade' rail buses were used on the spur to carry CNR workers between their homes in Kamloops and their work at the Junction, without charge. These vehicles soon came to be called jitneys and were so recognized officially. Rules included such wording as "all other trains, engines and jitneys, moving in either direction must communicate with Kamloops Junction operator....".

The word 'jitney' is seldom seen nowadays but was very much in vogue in the 1920s. Jitneys were large automobiles or small mini-buses that pirated passengers away from streetcars by offering faster service. They had regular routes but flexible schedules and were a thorn in the side of streetcar companies and municipal authorities. Small wonder that the 'on demand' shuttle service for the CNR workers soon earned the nickname 'jitney'.

Reverting to the more general aspects of railroading, it should be mentioned that the speed with which trains were and are run in the Kamloops area is quite definitely affected by the terrain. Passenger trains have always been permitted to run faster than freights and in recent years braking and track improvements have allowed higher speeds. As a generality both Companies can operate trains to the east or north for at least 30 miles out of Kamloops at 40 to 60 mph. This is because their rights-of-way lie

in the flat bottom lands of the North and South (actually runs east) Thompson valleys and are reasonably flat and straight. To the west for both CP and CN it is a very different matter for both lines commence their final descent to the sea and curvature and grades restrict speeds to the 25-45 mph range.

Three depots have been mentioned so far - Kamloops (CPR), Kamloops (CNR), Kamloops Junction (CNoR & CNR) - but a fourth one should be added to the list. It is 'Halston' which was sited exactly one mile west of Kamloops Junction. It was built in 1916 by CNoR and should have been of Class III grade but for some reason received an individual design with all amenities on only one floor. It had an agent's office, waiting room and freight room and behind these, living quarters for the agent and his family. It was a somewhat untypical small way-station but its local importance lay in the fact that it was situated on the isolated west bank of the North Thompson River. If this depot had not existed, anyone living in North Kamloops and wishing to travel by CNR would have had to make a tedious U shaped journey through downtown to reach the Junction. To this day Kamloops Junction lies in isolation in open country and is currently accessible only by private vehicle or taxi. Halston served the needs of the thinly populated fruit growing community of North Kamloops and also the ranchers of the area who brought in or sent out livestock. This depot had its name altered to 'North Kamloops' in 1963 and was



CPR STATION - REAR VIEW WITH GARDEN: Rear view of CPR Kamloops station as it looked from 1907 to 1949 when it was radically modified. Again the date is unknown but understood to be in late 1930s. In the foreground are the fabled gardens though in this view they look somewhat mundane. The two hills in the background are called Mounts Peter and Paul.

Kamloops Museum and Archives, photo No. 6781.

closed in about 1967 and demolished ten years later. It was located a block west of the present Halston road overpass on the south side of the track.

Four other small stations existed in what is now within City limits of Kamloops but which at the time of their construction and use were in the country. They were Campbell Creek and McCracken on CPR and Rayleigh and Tranquille (sanitorium) on CNR, now 12, 6, 7 and 8 miles out from their respective Divisional points. None of the express trains stopped at these way-stations except for the sanitorium at Tranquille, which was a public spirited act on the part of CNR to assist relatives to visit long term patients.

These buildings functioned as part of train traffic control in earlier days. Each of these way-stations had two semaphore signals mounted on one post attached to the building, with each signal controlling one direction of traffic. A station agent could halt a train and hand its conductor written instructions which would have come by telegraph from the Company's dispatcher at Kamloops.

In the railway history of many places in Canada, a particular year or decade which marks the commencement of the shrinkage of rail lines because of road and air competition. In Kamloops we

can boast that this has not happened. The year 1925 saw the completion of track building in the Kamloops area and that trackage remains to this day, plus one or two minor embellishments.

Having made this point, it must be emphatically stated that everything else except the right-of-way has changed significantly in the ensuing years; this is not peculiar to Kamloops but mirrors the continuous changes seen right across Canada. Steam traction gave way to diesel, passenger traffic virtually vanished, the 'carry anything' policy switched to specialised haulage of a handful of commodities, the track itself improved to carry heavier weights, the tonnage carried by one freight train dramatically increased, and finally, the labour force shrank with every enrichment of technology. As a result, the productivity of the railways has perhaps increased tenfold in the last 40 years.

Until the early 1960s Kamloops was an island of people set in a sea of mountains within the interior of British Columbia, isolated from other communities except for a railway umbilical cord. If Alice was getting married in Kamloops, or Uncle Hank died in Edmonton, or young Tom was searching for a lumber job on Vancouver Island, it was the train that carried them, or relatives, friends and strangers from, or to, Kamloops. Every manufactured item or raw material needed in Kamloops came by rail, whether it was needle and thread, groceries, coal, well pump or horse tack,

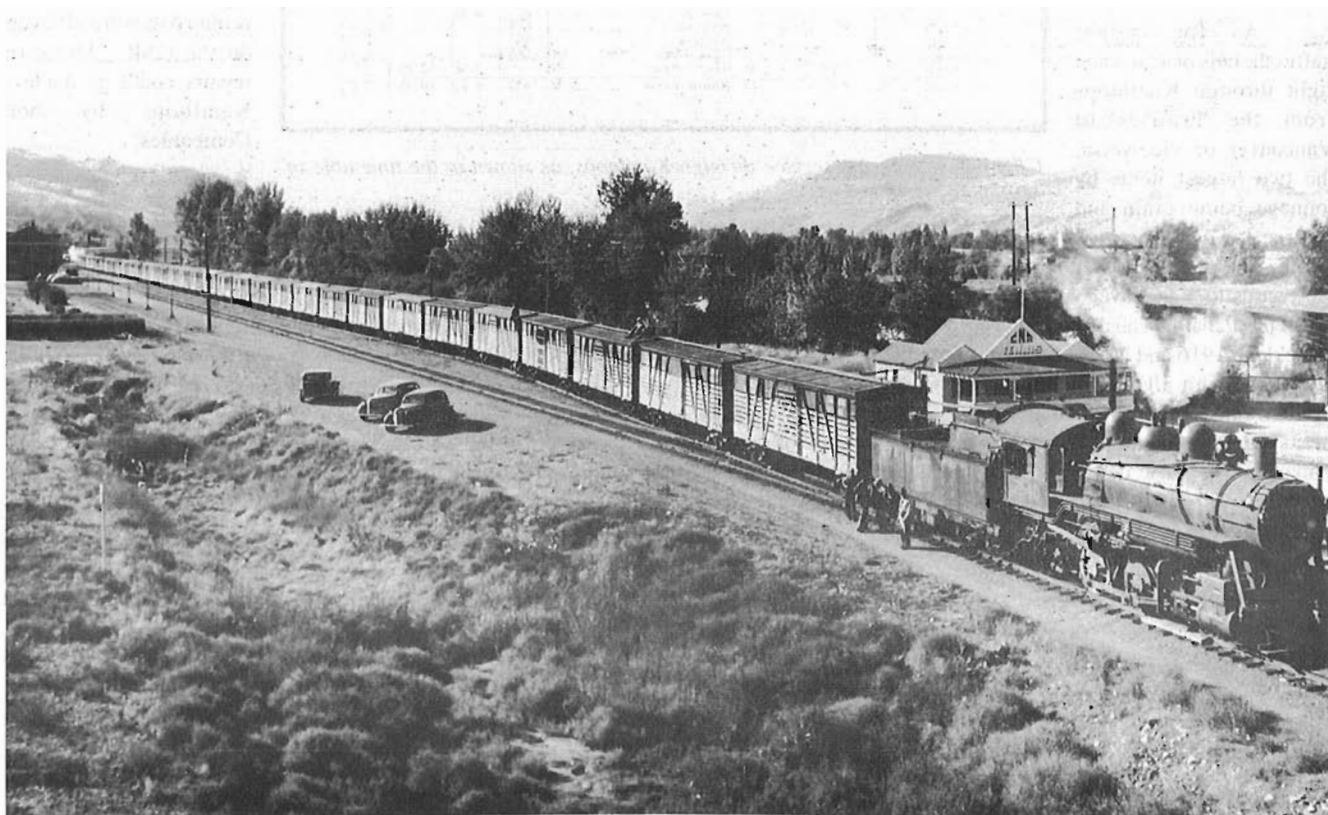
not to mention mail or magazines. Even telegrams, the then universal fast message, came over the wires of the railway companies.

For the past thirty years, the ownership of at least one private auto by almost every family and the excellent network of all-weather highways in British Columbia and the rest of Canada has been a fact of life. We are forgetting already how communities were utterly dependent upon the railway prior to about 1960. In 1930 and 1940 and 1950 Vancouver was a two day drive by automobile along a tortuous and not well surfaced road, frequently hazardous in the canyons and not to be undertaken in winter. By contrast the journey could be made by rail in comfort and without mishap or danger within 9 hours. As for sending merchandise from Vancouver to Kamloops by truck, the idea was laughable.

Looking eastwards from Kamloops, until the late 1960s it was just about impossible to drive to Calgary or Edmonton without taking a detour into the States and then only in fair weather months. There was a road of sorts through the mountains to Calgary but there was no road at all to Edmonton. Again, by contrast, a passenger train would only take 12 to 13 hours to Calgary (390 miles) and 15 to 16 hours to Edmonton (540 miles). In those earlier days the superiority of train travel was so obvious and its use so universal that there was no need to even discuss its merits.

For the first half of this century, Kamloops saw two to four CPR passenger transcontinental trains in either direction daily, which increased by one after the CNoR was built. After World War II Canadian National added another daily transcontinental so making a total of six passenger trains daily on the two railways in any one direction. In addition there were twice weekly local trains on the CNR calling at all stations between Kamloops and the next divisional point both north and west. These were mixed trains, meaning the train consisted of freight cars and a passenger car at the rear.

The service to and from Kelowna via Kamloops is now of historic interest because of unusual operating practices. In the 1930s there was a mixed train daily in either direction and on its tail end there was always a sleeping car from/to Vancouver, and every other day there was a second sleeper which shuttled between Kelowna and Blue River. This was a rare instance of sleeping car being part of a mixed train. A Kelowna passenger bound for Edmonton would leave Kelowna in the late afternoon and would arrive at downtown Kamloops in the late evening. Here the sleeping car would be detached and stand till the wee hours when it would be moved to Kamloops Junction and be attached to an eastbound transcontinental train departing at about 0530 hours. On arriving at Blue River at about 0930 hours, the sleeper was



STOCK CAR TRAIN: This CNR stock train, loaded with cattle and headed by loco #7540, is waiting to go east in the summer of 1942. Photo is taken from the Red Bridge looking west with the CNR downtown Kamloops station at L. rear. Note the handsome CNR tennis facilities with game in progress behind the locomotive.

Kamloops Museum and Archives, photo No. 7453.

detached and the passenger transferred to a day coach; next day the service was reversed. Commencing in 1935, this sleeper service survived till 1957 for Blue River and 1961 for Vancouver.

For these 'express' trains, stops either side of Kamloops were Sicamous and North Bend on the CPR and Blue River and Boston Bar on the CNR, plus Tranquille (sanatorium) already mentioned. All these places were division points excepting Sicamous which was a junction for CPR's Okanagan branch line. Boston Bar and North Bend are small communities opposite each other but separated by the Fraser River.

As for freight traffic, the bulk of it travelled right through Kamloops from the Prairies to Vancouver or vice-versa, the two largest items by tonnage being grain and furnace and domestic coal.

Unlike the railways of mid Canada, the movement of grain westwards to Vancouver was a late starter and only commenced when the Panama Canal was opened; this flow of grain started as a trickle in 1916 and is now a torrent. These freights also supplied Kamloops with all its material needs and shipped out its rather limited exports which were timber, livestock and, for a short period mainly between the two wars, boxed apples and canned tomatoes. In those days cars would be attached or detached at Kamloops on every freight as it came through, in contrast to today's practice. Nowadays every freight stops at Kamloops but only the minority of them may have cars added or removed.

Prior to the 1960s the typical freight train consisted principally of boxcars because seven out of 10 freight cars owned by both railways were of that type. The eighth car would be a flat, the ninth an open gondola usually carrying coal, and the tenth would be none of these; in Kamloops' case the eighth car could well have carried logs or dressed lumber, the ninth car fresh cut ties being sent off to be creosoted, and the tenth a stockcar carrying slaughter cattle to the coast. The reason that the boxcar was so popular was that it carried anything that might be spoiled by the weather or could be pilfered en-route. Its principal use was as a grain carrier but anything needed by the merchants of Kamloops or the ranchers of the hinterland would come inside one. Any photo scene of freight trains around Kamloops in earlier days will

REVELSTOKE, KAMLOOPS, NORTH BEND.									
WEST—READ DOWN				TABLE 8		EAST—READ UP			
1	3	13	Miles		Altitude	4	14	2	
8.15	6.10	5.15	2506.3	Ar REVELSTOKE	1496	5.20	7.50	12.45	
For service Revelstoke and Robson West via Arrow Lakes—see Table 161—Folder A or C.									
8.30	6.25	5.30	2520.9	Lv REVELSTOKE	1496	5.05	7.35	12.30	
	7.04		2520.9	Three Valley	1636			11.53	
	7.30	June 30	2530.5	Taft	1279		July 3	11.25	
	7.40	to	2534.7	Craigellachie	1225		to	11.16	
	7.50		2539.0	Malakwa	1215			11.07	
	8.02	Aug. 29	2544.2	Cambie	1178		Sep. 1	10.56	
	8.20		2547.4	Solinas	1160		3.15	6.00	10.40
10.03	8.20	7.05	2551.1	Ar SICAMOUS	157				
For service Sicamous and Panticon via Okanagan Valley—see Table 157—Folder A or C.									
10.10	8.30	7.10	2563.5	Lv SICAMOUS	1153	3.10	5.55	10.30	
10.37	8.55		2569.9	Canoe	1157		2.31	9.50	
10.51	9.10		2571.0	Salmon Arm	1158			9.30	
11.21	a		2591.5	Tappen	1422			9.24	
11.38	10.00		2586.2	Carlin	1691			9.13	
11.43	a		2590.3	Notch Hill	1691			8.53	
11.56	a		2594.2	Squillax	1288			8.41	
12.09	10.31		2600.1	Chase	1183	1.13		8.24	
12.13	a		2602.0	Shuswap	1153			8.19	
12.32	a		2611.1	Pritchard	1151			8.01	
12.47	a		2618.0	Monte Creek	1154			7.48	
1.20	11.40	10.20	2635.2	Ar KAMLOOPS	493	12.10	2.55	7.20	
1.30	11.55	10.30	2643.9	Lv KAMLOOPS	493	12.00	2.40	7.05	
1.47			2649.8	Tranquille	1142			6.47	
2.02			2649.8	Cherry Creek	1141			6.32	
2.24	12.40		2654.9	Munro	1143			6.08	
2.45			2660.5	Savona	1163	11.00		5.51	
2.57			2667.3	Walhachin	1259			5.39	
3.06			2673.7	Siemlin	1148			5.19	
3.23	1.31		2682.4	Ashcroft	1034	10.14		5.00	
3.32			2689.0	Basque	892			4.51	
3.44			2696.0	Spatsum	860			4.39	
3.58	2.22		2702.4	Toketic	804			4.28	
4.13			2707.8	Spence's Bridge 154	774	9.24		4.12	
4.26			2714.3	Drynoch	755			4.12	
4.36			2720.5	Thompson	673			3.59	
4.49			2724.9	Cladwin	758			3.49	
5.11	3.10		2730.0	Lytton	693	8.35		3.39	
5.28			2738.0	Kanaka	613			3.15	
5.42			2745.9	Keefers	561			2.50	
5.55	4.25	3.05	2751.7	Chaumox	568			2.44	
6.05	4.35	3.15	2756.6	Lv NORTH BEND	493	7.30	10.25	2.30	
				Ar NORTH BEND	493	7.20	10.15	2.20	

CPR passenger train service through Kamloops, as shown in the timetable of March 10, 1935.

invariably show boxcars. Rail cars are becoming so specialised nowadays that by the turn of the century the humble boxcar may well find itself in the ranks of the endangered species.

The Achilles heel of a moving train has always been the part where the vehicle frame sits on the axles causing friction. Before the advent of roller bearings and lineside heat sensors, all freights were stopped every 30 to 35 miles, were visually examined, and their axle boxes touched for excessive heat. The places closest to Kamloops where these inspections were made were: Chase and Ashcroft (westbound) or Savona (eastbound) on the CPR; and Louis Creek & ditto Ashcroft and Savona on the CNR. Minor car repairs could be made at Kamloops by both Companies.

Because railways are inanimate, mechanical and technically complex, there

is the natural tendency to forget they are operated by people and it would be remiss not to emphasize that Kamloops has always been a railway-oriented settlement. The community owes its growth and prosperity to being at the hub of a transport system and the railway has taken a major role in this system. Whilst steam was king, the railways were the prime employers in the city. Only when diesel replaced the steam locomotive in the late 1950s and a pulp mill was built in the city in 1965 did the railways lose their dominance as the number one employer.

Going back more than 80 years, an examination of the City Directory for 1912 shows the variety of jobs held by CPR employees. In the listing below, '*' indicates many, and '@' some.

- AGENT @
- BAGGEMAN *
- BLACKSMITH
- BOILERMAKER
- BRAKEMAN *
- CAR INSPECTOR
- CAR REPAIRER *
- CARPENTER @
- CASHIER
- CHECKER
- CLERK @
- CONDUCTOR *

* Stops on signal.

ENGINEER *
 EXPRESSMAN
 FIREMAN *
 FITTER @
 HELPER @
 HOSTLER
 LABOURER @
 LINEMAN
 MACHINIST *
 MESSENGER @
 PORTER
 ROADMASTER
 SWITCHMAN @
 TELEGRAPH OP. @
 TICKET COLLECTOR
 TRACKMAN
 WIPER *
 YARD FOREMAN

Most of the men were settled residents but a few lived at the CPR Rooming House at 506 Lansdowne Street, right beside the depot.

An analysis of a 1927 Kamloops Directory shows 310 employees working for CNR and 205 for CPR, making a total of 515 employees. With a town population of 6000 this represents a quarter of the male population aged between 20 and 65 years. Employees were essentially divided into two categories. Operating staff were employed on call or shift work and ran the trains or manned the depots. The second category worked steady shifts, mostly days, and were responsible for maintenance whether of locomotives, cars, track or structures.

The CPR roundhouse, located at the foot of 6th Avenue, had a steam whistle that sounded until the early 1960s. It not only regulated the lives of railwaymen but others who lived within its hearing. The whistle blew cautionary notes at 0745 and 1245 hours, and start/finish times at 0800, noon, 1300 and 1700 hours. This was a valuable service when few people carried watches, alerting families of impending meal times.

When Canadian Northern established its depot at the Junction, its labour force lived three miles away in Kamloops, so from the start the Company established a free shuttle ride for its employees. This jitney service, already mentioned, comprised two big gas cars, numbers 15809 and 15810 and two small buses which were capable of pulling two trailers each. The gas cars could carry 39 seated and almost twice as many standing, whilst the little jitneys seated 10 in the bus and 126 in a trailer. The large gas cars arrived in 1931 when CNR's passenger service on Vancouver Island between Victoria and Youbou was phased out. These were turned on conventional turntables but the small jitneys were provided with 12 foot diameter tables at the downtown yard and the Junction roundhouse. All the jitneys, big and small, were withdrawn

TRANSCONTINENTAL SERVICE									
Read Down			Miles from Mtl.	TABLE No. 23		Time	Alli-tude	Read Up	
189		1						2	190
A.M.	7:30		5.40	2527.0	Ar	Blue River.....	▲	22:37	
	7:35		5:50	2531.4	Lv	Angushorn.....		6:05	P.M.
	7:40			2535.2		Wolenden.....		21:69	4:50
	7:45			2539.0		Mossier.....		19:27	4:20
	7:50			2542.8		Cottonwood Falls.....		17:57	4:00
	7:55			2546.6		Avon.....		16:27	3:45
	8:00		6.48	2551.4		Wiro Cache.....		14:57	3:25
	8:05			2555.2		McMurphy.....		13:27	3:05
	8:10			2559.0		Wabron.....		11:57	2:40
	8:15			2562.8		Irvine.....		10:27	2:25
	8:20			2566.6		Vavenby.....		9:07	2:05
	8:25			2570.4		Birch Island.....		7:37	1:40
	8:30		8.10	2588.6		Clearwater.....		6:07	1:10
	8:35			2592.4		Black Pool.....		4:37	12:20
	8:40			2596.2		Boulder.....		3:07	11:30
	8:45			2600.0		Mount Olive.....		1:37	11:15
	8:50			2603.8		Chu Chua.....		12:07	11:00
	8:55		9.04	2612.0		Chinook Cove.....		10:37	10:35
	9:00			2615.8		Barriere.....		9:07	10:10
	9:05			2619.6		Louis Creek.....		7:37	9:50
	9:10			2623.4		Elton.....		6:07	9:45
	9:15			2627.2		McLure.....		4:37	9:15
	9:20			2631.0		Ramage.....		3:07	9:01
	9:25			2634.8		Vinsulla.....		1:37	8:45
	9:30			2638.6		Helfley.....		12:07	8:30
	9:35			2642.4		Rayleigh.....		10:37	8:20
	9:40			2646.2		Kamloops Jct. ▲306.....	Lv	9:07	8:00
	9:45			2650.0		Kamloops.....	Lv	7:37	7:45
	9:50		10.35	2658.2		Kelowna 306.....	Lv	6:07	6:30
	9:55		11.10	2666.4		Kamloops 306.....	Lv	4:37	5:30
	10:00			2670.2		Fernie.....	Lv	3:07	4:30
	10:05			2674.0		Kamloops Jct. ▲306.....	Ar	1:37	4:10
	10:10			2677.8		Halston.....		12:07	4:05
	10:15			2681.6		Tranquille.....		10:37	3:40
	10:20			2685.4		Frederick.....		9:07	3:20
	10:25			2689.2		Cooper Creek.....		7:37	3:00
	10:30			2693.0		Savona.....		6:07	2:45
	10:35			2696.8		Walhachin.....		4:37	2:25
	10:40			2700.6		Anglesay.....		3:07	2:10
	10:45			2704.4		McAfee.....		1:37	1:55
	10:50			2708.2		Ashcroft (Cariboo Rd.).....		12:07	1:30
	10:55		1.21	2712.0		Basque.....		10:37	1:15
	11:00			2715.8		Martel.....		9:07	1:00
	11:05			2719.6		Spence's Bridge.....		7:37	12:00
	11:10		2.18	2723.4		Skoonka.....		6:07	11:50
	11:15			2727.2		Seddell.....		4:37	11:30
	11:20			2731.0		Gossell.....		3:07	11:15
	11:25			2734.8		Lytton.....		1:37	11:00
	11:30		3.06	2738.6		Cisco.....		12:07	10:50
	11:35			2742.4		Falls Creek.....		10:37	10:30
	11:40			2746.2		Inkitsaph.....		9:07	10:15
	11:45			2750.0		Soothroyd.....		7:37	10:00
	11:50			2753.8		Boston Bar, B.C. ▲Lv		6:07	9:10
	11:55			2757.6				4:37	8:45
	12:00			2761.4				3:07	8:25
	12:05			2765.2				1:37	8:00
	12:10			2769.0				12:07	A.M.

CNR passenger train service through Kamloops, as shown by the timetable of April 28, 1935.

in 1950. Thereafter CN Junction employees used their own transport or a mini-bus supplied free by the Company and such an amenity continued into the early 1980s due to a Union agreement.

For most railway employees, work was physically demanding and often of long hours, but then that was the lot of almost any worker in Kamloops. Other people in the city envied the railroader because he had a virtual lifetime job, good pay by comparison with others and many fringe benefits, not least of which was a modest pension. There was play as well as work. Each company had sponsored clubs involving sports, socials and dramatics; specific activities of baseball, glee club singing, rifle shooting, tug-of-war, bridge, tennis, and curling, have been noted.

There were also free but limited travel passes which covered the whole family,

thereby allowing visits to the coast and places further afield. Judged by the standards of the time, railway work was interesting and self rewarding, had status within the community and was secure and reasonably well paid. Scratch any middle aged or retired person in Kamloops and you will find in at least a third of the cases that there is a connection with the railway, be it a father, uncle or grandfather; the roots go deep.

In the pre-1950s period when the only external entertainment in Kamloops was movies and radio, there was far more social gatherings than nowadays. Amongst these was the hiring of a train for an outing, organised by a group within the community or by a railroad employees association. Three examples have come to the author's attention. One was the annual Elks picnic which on more than one occasion went 35 miles east by CPR to Little Shuswap Lake at Chase; another was Kamloops hockey team - and all its supporters - going to play the Kelowna team using a CNR train of five cars which returned the same night; the third example was an eight-car CNR picnic train which went 92 miles east to Kalamalka Lake near Vernon. It used the Lumby branch to reach the site; this latter branch has never carried passengers since its opening.

The railways still continue to have a sizeable work force in Kamloops, for it is the largest rail centre between Vancouver and Revelstoke on CP and between Vancouver and Edmonton on CN. However, with the growth of Kamloops (directly attributable to the

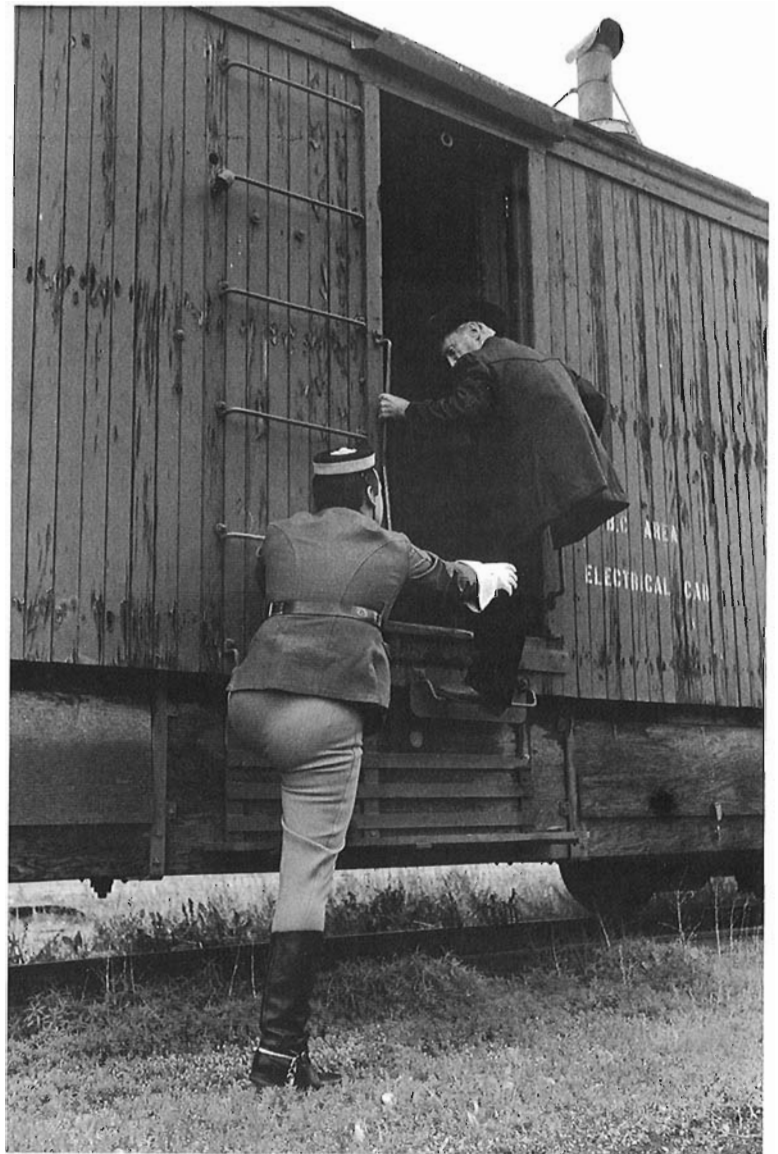
building of a newsprint pulp mill in 1965 on the outskirts of the City), the relative importance of the railways as an employer has declined. Currently CN and CP have 550 and 200 workers stationed at Kamloops which equals 4% of adult working males in the city. This is not to say women are not employed but they still form a small part of the railway labour force.

It was not so clear at the time, but the 10 year period between 1955 and 1965 was a momentous one for the railways. In that time diesel became the prime mover and ousted steam, and passenger traffic went into a severe decline. Dieselization brought radical changes in railway organization. Steam locomotives needed to be constantly watered and fuelled and attended to in the roundhouse on periodic routines varying in cycle from a few days to half yearly. In contrast, the diesel can run for long periods with minimal attention. The result was that the roundhouse and all its workers became redundant. And this is what happened in Kamloops both to CP and CN.

The changeover from steam to diesel traction was dramatic and obvious but, curiously, it has not been easy to establish when the last steam locomotive was phased out locally. It may have occurred at CN Junction in the first week of April 1958 and involved CN loco 4308, a giant 2-10-2, Santa Fe type, the most powerful of all CN locos and of which 33 were built in 1929/30. These locomotives were principally employed on heavy freights around Jasper for much of their working lives. In the five year conversion period from steam to diesel they suffered downgrading for main line service and at least three of them had the humiliation of having to work the Kamloops-Kelowna Branch. The last CPR steamer to work in Kamloops was freight locomotive 5342 which was abruptly withdrawn sometime in 1956.

CP Rail through its real estate arm Marathon Realty, realised it had valuable downtown property in Kamloops which was not producing the revenue it should. The decision was taken to demolish the station at the foot of 4th Avenue, the roundhouse and 90 foot turntable at the end of 6th Avenue, and related trackage and small buildings. Demolition took place in 1968. In their place a shopping mall to be known as 'Thompson Park' opened the following year. Within the mall, the current tenant 'London Drugs' is located where the passenger station stood and the parking area to the east of the mall is the site of the roundhouse.

In 1959 CPR built a modern brick two-storied office with flat roof about one block west of the station and close to 3rd Avenue. Its ground floor was a sleeping and rest centre. This was for the convenience of train crews at the furthest leg of their trip waiting to take a train back to their 'home' depot. These facilities, still in use, consist of a lounge, kitchenette, and 49 single bedrooms. When the CPR passenger station was demolished, this building also took over the function of handling the dwindling passenger traffic; its present role has reverted to what it was designed for in the late 1950s and remains the signing on point for all train crews who take trains west to North Bend or east to Revelstoke.



BILL MINER & MOUNTIE: A 1993 Kamloops reconstruction of the arrest of Bill Miner, train robber; it is meant to be entertaining and is not intended to be historically correct. In real life Bill Miner is Neil McLean, professional forester, and the "Northwest" Mountie is Constable Daryl Schimpf of the RCMP Kamloops Detachment. The scene was taken at CN Kamloops Junction, using Service boxcar #67008 as the 'prop'. This car is sited at the end of a spur and has not moved for at least 20 years and is rumoured to have been sold privately. It may have been built in 1936.

Wilf Schmidt.

In terms of track facilities, CP Rail has had to pay the price of being the pioneer system in Kamloops. Its yard trackage is essentially the same as that of 1910, then generous but now constricted. It is not able to enlarge because urban Kamloops hems it in at all points along its original boundary. The depot is capable of holding three 110 car freights, two on the through lines and one on a siding. There is also a halfmoon of ten switching tracks with decreasing capacities of from 35 to 10 cars.

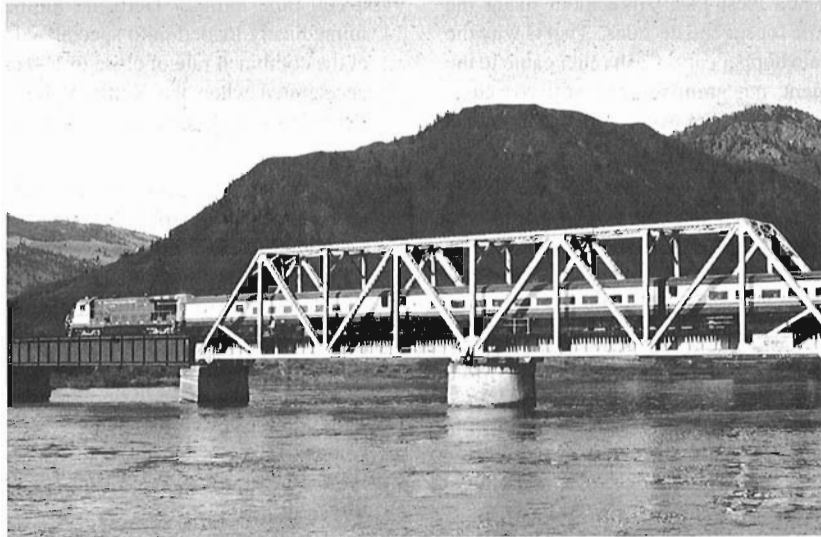
The universality of passenger trains was so ingrained in the minds of the public and in travel habits and the railway companies, that the notion that passenger traffic might shrivel to nothing was unthinkable in the 1940s. In the 1950s people began to use their automobiles for intercity trips. By the 1960s, the usage of the trains had fallen dramatically and the decline of the industry was an inescapable conclusion.

The first local warning of this trend occurred on CNR's Kelowna branch. In 1958 the mixed train that had run for 30 years was converted to a passenger train, perhaps in response to an all-weather highway that had been opened between Vancouver and the Okanagan the previous year. It still took just over five hours for the rail trip. In 1961 the service was upgraded by replacing the steam train with a cleaner, faster, self-propelled Budd car which took only 3 hours to reach Kelowna. But the circuitous route, cost and time involved could not compete with the flexible 'door to door' automobile owned by a Vancouverite visiting the Okanagan. As a result, passenger service on the branch was withdrawn in late 1962. This meant that the downtown CNR Kamloops station had lost its prime purpose.

In 1968 the federal government started subsidizing rail passenger costs and, a decade later, the two major railways in Canada said they wished to be out of the money losing business. This resulted in the creation of VIA Rail Canada, a federal government corporation, in January 1977 for the purpose of running passenger trains. At first VIA maintained the two transcontinental daily services on both CP and CN trackage. In 1981 the CN service between Winnipeg and Vancouver was terminated as an economy measure. For the first time since 1915, there were no passenger trains running through Kamloops Junction to Vancouver or Edmonton; however, this service was reinstated in 1985.

At the beginning of 1990, the federal government chopped the VIA subsidy in half. The effect on Kamloops was the immediate disappearance of passenger trains on CP Rail trackage. These trains had been a daily sight for 103 years and their loss was marked by nostalgic sighs. The last passenger train to pass through Kamloops on CP trackage was the 'Canadian' on January 17, 1990. As a result Kamloops CP depot ceased to cater to the public.

Since then the only VIA train now passing through Kamloops is the thrice-weekly transcontinental service which uses the CN



TOURIST TRAIN CROSSING RIVER: Great Canadian Railtour Company's train backing across CN's swing bridge over South Thompson river in the late afternoon of 13 June 1993, propelled by GCRC loco No.7488. This portion has returned from Jasper and will soon join up with the returning section from Calgary; both parts leaving for Vancouver as a united train the next morning. The former CN downtown Kamloops station lies 300 yards to the right of the bridge.

David Davies.

line between Winnipeg and Vancouver. This train stops at the Junction. Since 1977 this station has carried a dual and changing identification. To CN employees it is simply "Kamloops" and to VIA and the public it was first known as "Kamloops (CN)" and since 1985 it is "Kamloops North" - an accurate description. The passenger train is virtually unseen by Kamloopsians as it stops on the uninhabited side of the City during nocturnal hours. Current arrival times are 2230 westbound and 0426 eastbound. These trains make a half-hour servicing stop.

The original Canadian Northern station at the Junction was demolished in 1985 and was replaced by a pleasing one room VIA structure. If one wishes to see what the CN station looked like, an identical building is still standing at Boston Bar, but hurry, for it is disused and is for sale by removal.

In this vein, VIA is to be congratulated for introducing an innovative tourist service in 1988. It ran a weekly train in the four summer months from Vancouver to the Rockies in daylight hours only. The first day saw the train running on CN tracks from Vancouver to Kamloops, where the passengers disembarked and overnights in hotels/motels. Next morning the double headed train was split in two with one portion going to Banff on CP tracks and other to Jasper, continuing on CN tracks. On reaching the two terminal points the passengers had three days to themselves. If they wished, they could transfer between Banff and Jasper by special bus to complete a scenic loop. On the sixth day the two halves of the train returned to Kamloops, followed by an overnight stay and on the seventh a reunited train returned to Vancouver. This venture was an immediate success and also profitable. It is ironic that when VIA was slashed in half in 1990 this particular service was sold off to private enterprise. It now runs as the 'Rocky Mountaineer' with the same operational format but with slightly increase frequency of service and an added third option to visitors. The train on the Banff leg now operates to Calgary. The total experience is very popular with foreign tourists.

In the same period that passenger services declined, freight traffic was revolutionized. In place of being all things to all customers, both Companies decided to concentrate on the swift movement of a dozen or less commodities in purpose built cars in long trains of about 100 cars, travelling long distances. Commodities selected were powdered coal, sulphur, potash, forest products, grain, chemicals, liquids, liquified gases, merchandise containers,

and automobiles. The Crow's Nest Pass Agreement made the shipment of grain uneconomic for several decades. That is why the two railways own so few grain hopper cars. Cash relief came to the railways in a 1984 agreement, but grain revenue still compares poorly with other goods, ton for ton. For every grain car that rolls through Kamloops, and they amount to 300 to 500 a day, the taxpayer is assisting with a subsidy as grain farmers do not pay their total transport costs.

The infrastructure needed to implement this new freight policy was put in place. Weight of rail was increased to about 130 lbs per yard and its length increased from 39 feet to quarter mile; length of passing sidings were extended to 1 miles, locomotive horsepower steadily increased from 1000 HP to 3000 HP per unit, freight car capacities were increased from about 40 tons to the 75-100 ton range, and each freight train became capable of hauling 10,000 tons of cargo. Put all this together, then double or triple the average number of daily freights on a given piece of trackage, and it will be seen that this was an extra-ordinary change.

Kamloops was witness to all this. Today, approximately 70 to 80 through freights pass through Kamloops each day, about equally divided between CP and CN. Naturally half of them are loaded and the other half are the returning empties. All the bulk mineral and grain freight is westbound. Fortunately this direction is downgrade to the sea where this traffic is loaded into ships, principally bound for the Orient. All these bulk freights originate on the Prairies, except for coal hauled by CP which comes from south-eastern B.C. via Golden Junction. This coal is shipped in unit trains of bathtub cars that run in an endless loop from mine to ship loading berth to mine, taking about four days to complete the cycle. They were introduced in 1970. These trains are loaded and unloaded at a walking pace, so theoretically such a train never stops moving. The fastest trains are container freights and are run from Vancouver to Toronto as if they were crack passenger expresses of old.

All of the above relates to through traffic, so what about local freight. The outgoing traffic is almost exclusively three products - dressed lumber, plywood and newspaper pulp. These are all derived from fir trees harvested within a 200-300 mile radius.

A pulp mill was built in Kamloops in 1965 to convert wood chips into newspaper pulp. It was so located to take advantage of the then wasted byproducts of sawmilling or of timber too small to be economically sawn. Most of the chips are brought to the mill by road but a small percentage is delivered by rail as are all the needed chemicals. The end product, doughnuts of newspaper pulp, is shipped exclusively by rail to Vancouver where it is loaded on ships and taken to mills around the world for conversion into newsprint. The pulp mill is located beside the CP main line and is switched twice daily resulting in about 20 loaded pulp cars being moved every 24 hours.

Kamloops has always shipped lumber by rail from its earliest days but the amount has been relatively small and sometimes intermittent. In the last ten years, loadings have substantially increased due to both railways' policy of concentrating the loading of lumber cars at one point in an area or region. Both CN in 1982 and CP in 1987 have built 'Reload' facilities within city limits, where dressed lumber is trucked in by road from sawmills within

a 200 mile radius. Here the lumber is temporarily stacked or immediately loaded onto specialised lumber cars and shipped out at the combined rate of close to 100 cars per week. This trend was accelerated when the Kettle Valley Railway (CP Rail) west of Penticton was closed in May 1989, forcing mills on the line to seek new transport outlets.

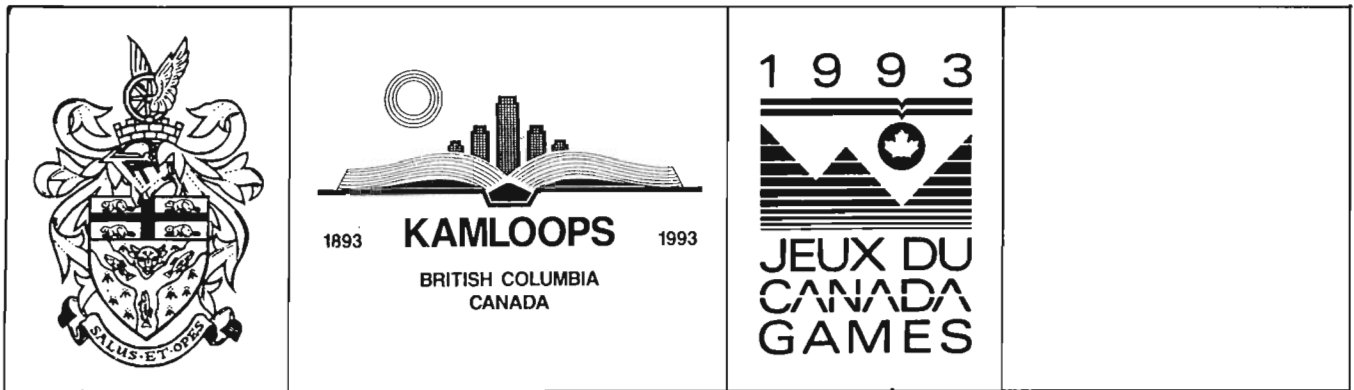
Both railway Companies actively discourage the use of private spurs with irregular, small and infrequent movement of cars, with the result that only about half a dozen industrial spurs exist within city limits. Compared to the number of cars transiting Kamloops, these local deliveries are on a trivial scale and comprise gasoline, raw materials for making plywood glues, liquid propane, liquid asphalt for making blacktop, steel rod and beams, and the dispatch of cement; of these gasoline is perhaps the leader with CN delivering a few tank cars each week to a Petrocan road tanker terminal which is located on the site of a dismantled small refinery. A new CN spur for the loading of cattle was built as recently as 1977 on the outskirts of the city but the last stockcar was hauled away in 1985.

CP Rail runs a daily weekday way-freight, complete with caboose, westwards from Kamloops to Ashcroft, averaging about half a dozen full or empty cars per trip. It has something of a vested interest in this run in that it delivers untreated ties to a plant at Ashcroft and then subsequently picks up treated ones for dispatch to all parts of the Province.

CN Rail also has a weekday way-freight running north to Vavenby which deals exclusively with finished lumber and wood chips. It also has an unusual and innovative system for handling freight on its Kelowna branch. In April 1992 CN created a subsidiary which is at arm's length from the parent. It is run by a joint management-union team which is responsible for running the line and making it pay. This subsidiary, which operates out of Vernon, has 21 employees and its own locomotives. It runs a weekday freight, averaging about 40 cars; a considerable amount of the inbound Kamloops traffic comprises wood chips for the pulpmill. These freights operated with a caboose.

The depot facilities at CN Junction have also seen much change in the last quarter century. Passenger station changes have already been noted. The original 10 stall roundhouse was demolished in the early 1960's, leaving the six stall addition intact. The latter was subsequently used for a variety of purposes including non-scheduled pit inspections of diesels and the repair of CN road vehicles. It currently has three tracks leading to it, is little used, and is slated for imminent demolition. If the building were in downtown Kamloops it is possible it could be used as an indoor market or display area, but its present inaccessibility dooms it.

In marked contrast to CP, Canadian National's yard still lies in open country and full advantage was taken of this in the 1980s. As part of the double tracking programme between Edmonton and Vancouver, the line on both sides of Kamloops Junction was doubled between 1982 and 1984 using concrete ties. In contrast, CP continues to use wooden ties. CN began negotiations in 1981 to buy land from the Kamloops Indian band to enlarge its yard. In January 1985 a new surge yard was opened and called Mary Leonard, after the name of the Indian negotiator and Band Chief of the time. The new yard can accommodate five 100 car freights, two on the through lines and three on storage tracks. In



CONTRASTS IN SYMBOLISM.

LEFT: The Kamloops coat of arms is surmounted by winged wheel, indicating the city's role as a transport hub.

CENTRE: An open book indicates the past and future, and also the two rivers meeting.

RIGHT: The games are taking place amidst mountains and a valley.

KAMLOOPS TERMINAL SUBDIVISION						EFFECT AUGUST 28, 1938								
NORTHWARD TRAINS Inferior Direction			Miles from Kamloops Junction.	Bulletin, Coal Standard Cards Train, Flagmen, Water, Wyes	KAMLOOPS TERMINAL SUBDIVISION				Train Order or Phone Offices	Telegraph Calls	SOUTHWARD TRAINS Superior Direction			
THIRD CLASS	SECOND CLASS	FIRST CLASS			STATIONS		Car Capacity 42-ft. Aver.	FIRST CLASS			SECOND CLASS	THIRD CLASS		
399 Mixed Mon, Tues. Wed. Fri.	193 Mixed Daily Ex. Sun.	89 Pegr. Daily			KAMLOOPS	T	KS	24	50	90 Pegr. Daily	194 Mixed Daily Ex. Sun.	400 Mixed Wed. Sat.	402 Mixed Tues. Thurs. Sat.	
L 7.45	L 23.10	L 23.00	2.8	K KAMLOOPS	T	KS	24	50	A 22.50	A 4.55	A 16.25	A 15.00	
A 7.55	A 23.20	A 23.10	.0	C K W Y KAMLOOPS JCT. Jct. with Ashcroft and Clearwater Subdivisions	T	KA	36	1032	L 22.35	L 4.40	L 16.10	L 14.50	

SPEED RESTRICTIONS:
Trains must not exceed ten (10) miles per hour when backing into Kamloops Yard.

YARD LIMIT BOARDS:
Kamloops, 3450 ft. South of Kamloops and extending north to Kamloops Jct.

DRAWBRIDGE
Over South Thompson River at Kamloops.

SPURS:
Industrial..... Mileage 2.1 Capacity 129 Cars

<u>KAMLOOPS As a Divisional point (1993)</u>				
Company	SubDiv. Name	From	To	Miles
<u>CP Rail</u>	SHUSWAP	Revelstoke	Kamloops	128.5
	THOMPSON	Kamloops	North Bend	121.5
<u>CN Rail</u>	CLEARWATER	Blue River	Kamloops	139.4
	ASHCROFT	Kamloops	Boston Bar	125.5

addition there are another 16 switching tracks, each capable of holding 50 to 70 cars. These switching tracks take the form of two yards, one behind the other, and have eight tracks abreast. Full grain trains are frequently switched in this yard to make the cars into lots for each grain terminal in Vancouver; should the yards in Vancouver be overloaded. The term 'surge' means that if train congestion arises at either Edmonton or Vancouver, freights enroute can be held at Kamloops until matters return to normal.

For the rail buff, the slightly more unusual rolling stock to be seen at Kamloops is as follows. Both Companies maintain switchers and cabooses (for way freights and work trains) the first examples to be seen east of Vancouver. CN holds a modern superintendent's inspection car, 61200, built in 1976. CN also maintains wrecking crane 50397 at the Junction which is one of six on the whole system that has a 250 ton capacity. Its nearest sister is stationed at Edmonton. This crane, which itself weighs 195 tons, was involved in a mishap this spring. The crane was replacing part of a creek bridge in the Rockies when a boulder the size of a pick-up truck came tumbling down the creek and crashed into the crane and turned it onto its side. Fortunately none of the work gang was hurt; the crane is now undergoing repairs at Kamloops. CN's wreck removal train contains six old passenger and baggage cars, of which two have the old type clerestory roofs. CP used to have a wreck train at Kamloops but now relies on the 250 tonner at Revelstoke. No snowploughs are stationed at Kamloops as the constant movement of trains is sufficient to keep the track clear of snowfalls normally encountered.

Both Companies in the last year have enlarged their tunnels west of Kamloops to accommodate double stacked container cars. CP did this by blasting out the tunnel roofs and CN by cutting out notches in the roof curvature. Both Companies were running double-stack trains of the larger size before the end of 1992.

In December 1989 CN Rail created the 'B.C. South District Office' in downtown Kamloops which centralises the control of all CN trackage between Edson in Alberta and Vancouver. It houses about 40 employees and is responsible for this area, but excludes the line from Tete Jaune Cache to Prince Rupert. CN also operated a residential school for 12 pupils at the Junction between 1978 and 1991 which taught track maintenance; nowadays it is a day school for teaching operating rules and can take classes of up to 25 'running' trades employees.

Finally, a word about signalling, traffic control and accidents. Both Companies introduced the Absolute Block System (ABS), with its colour light signals in place of semaphores, in the late 1940s, and the more sophisticated and current system of Centralized Traffic Control (CTC) in the years about 1970. CP train movements between Vancouver (Coquitlam) and Kamloops are controlled from Vancouver, and those between Kamloops and Revelstoke at Revelstoke. With CN Rail, the Dispatcher is at Kamloops Junction and is responsible for the segment between Vancouver (Thornton) and Jasper.

The most dramatic accident in the immediate area occurred in January 1934 when an eastbound CNR freight of 51 cars ran into a rockslide just before a tunnel near Tranquille. Locomotive 2727 fell into Kamloops Lake, sadly carrying her engineer with her. In about 1970 scuba divers located that engine and some five boxcars on the lake bottom, retrieving the number plate and a few other

pieces which are now on display in Kamloops Museum. In 1917 two CPR freights collided head-on just outside Tranquille Tunnel, nine miles west of Kamloops. Fortunately, there was no loss of life. Confusingly both Companies have tunnels named Tranquille and opposite each other.

Within the last 10 years both Companies have had one accident each within city limits. CP's involved a unit coal train where the axle of a slave locomotive seized and derailed at a switch, whilst CN's was a hopper car train of fertilizer with a broken wheel. In both cases some 25 to 30 loaded cars were derailed with at least half of them wrecked beyond repair. In CP's case, the two slave units received damage to their trucks but were otherwise little affected. Local dealers bought the granular cargoes at minimal prices and were responsible for removing them by suction from the site by a certain deadline.

This concludes the history of the railways in Kamloops from inception to present day, but there are several areas of interest worth describing for the city and its people have had many associations with the railway over the years.

Since this is Centennial year in Kamloops, perhaps it would be appropriate to recall the collective railway experience contained within the first elected council. Prior to July 1, 1893 the village of 800 to 1000 people was remotely governed from the Provincial capital of Victoria. Thereafter it was incorporated as a city of some 600 acres and control passed to a municipal council of a mayor and five aldermen, elected by 215 male voters. Three of these aldermen had been employed in railway building which is not surprising given the times. Alderman George Munro had supervised CPR pile driving in the Kamloops district in the 1880's, and at the time of his election was the CPR Kamloops roadmaster. Aldermen Robert Smith and Robert Lee had also worked on construction, the former with the CPR and the latter on USA survey parties; by 1893 Lee had become the local civil engineer and provincial land surveyor.

In contrast to these upstanding public spirited aldermen, there appeared, 15 years later, Bill Miner, the gentle train robber. The United States had 60 train robberies between 1870 and 1933 and it is said that Canada had only four. Two of them were the responsibility of one man, Bill Miner, an American, who robbed stage coaches and then trains and spent much of his life in prison. He first robbed a Canadian train at Mission, B.C., in 1904 and then repeated the act at Ducks, now called Monte Creek, 14 miles east of Kamloops. On the night of May 8, 1908, Bill Miner and two accomplices stopped the westbound CPR "Imperial Limited" and came away with almost nothing. The trio were tracked down by the Royal North West Mounted Police (RNWMP) and were arrested two days later. They were tried and convicted in Kamloops and were sent to the B.C. Penitentiary to serve long sentences.

In 1982 an excellent movie called "Grey Fox" was released, starring Richard Farnsworth as Miner. It is a fictional story told in a low key as suits the character of the robber. Much of the movie centres on Kamloops but in fact none of the shots are very atmospheric and were filmed on the BC Railway or on the Esquimalt and Nanaimo Railway on Vancouver Island. This movie, which can be rented on video, is highly recommended viewing, whether you are a rail fan or not, for quality of acting, story depth and the scenery of British Columbia.



PEDESTRIAN SUSPENSION BRIDGE: No one can quarrel with the statement that this footbridge has no equal along the length of CP Rail's trans-continental line between Montreal and Vancouver. The graceful suspension bridge straddles 3rd Avenue in downtown Kamloops and is adjacent to CP's operations centres (formerly its passenger station); it was opened in February 1993. It connects the downtown core with Riverside Park and the sports arena. A CP westbound container freight passes underneath, with some of the cars carrying double-stacked containers fitted into the wells.

David Davies.

In this year's Centennial celebrations in Kamloops, two "characters" are taking part in formal and impromptu events throughout the summer, so it should come as no surprise to learn that they are Bill Miner and a RNWMP constable. Kamloops has slowly adopted Bill Miner as some kind of local folk hero for he was a gentle man, even if he was a robber; it seems the world is always attracted to a likeable rogue. The city's Museum contains a display of Miner memorabilia and a model of Monte Creek railway station. A visit to this Museum is recommended as it features an exhibit of a station interior as well as other local railway artifacts.

Kamloops is unusual as it lies on an inland navigation route which is about 1150 feet above sea level. Extending from Enderby to Savona, this Federal Government waterway carries navigational aids along its entire length. It was plied commercially by steam boats between 1866 and about 1914, with a swan song by one sternwheeler between 1933 and about 1948. Nowadays it is used only by pleasure craft.

As a result of being a navigation and waterway, both CPR and CNoR were forced to build drawbridges when crossing the Thompson River system between Enderby and Savona. There are three types of drawbridges: swing (by far the most common), vertical lifting, and bascule (like a castle drawbridge). Kamloops has examples of the swing and lift types, though the latter no longer functions.

As already described earlier in the text, the CNoR was forced to build two moving bridges over the North and South Thompson Rivers. This must have upset the Company which knew

the days of navigation on the North Thompson were coming to an end, hastened by the very arrival of its own railway. For the cash-poor CNoR, the requirement to install a moveable span in a bridge complicated the design and added to its cost.

The North Thompson lift bridge, which was built in 1914, had a moveable span of 93 ft. and a vertical lift of 55 feet above high water mark. The span was held between two towers and connected to two 59 ton concrete counter weights by cables running over pulleys on the tower heads. A gasoline engine, located under the track at span centre, was used to turn the sheaves that moved the holding cables. This was the third railway lifting bridge to be built in North America and the first erected in Canada. The designer and consulting engineering firm came from Kansas City, Missouri. Its erection was supervised by the CNoR Divisional engineer. As anticipated by CNoR, the lift span was little used. In 1937 the CNR was given permission by the federal government to remove the suspended counterweights and bolt the lifting span into a fixed position. CN currently owns and operates the largest lifting bridge in Canada; it crosses the Second Narrows in Vancouver Harbour and by comparison has a span of 503 ft and a lift of 153 feet.

On the branch to downtown Kamloops, three bridges have been built over the South Thompson River at the same location. The first structure was the temporary wooden trestle erected in 1913 to move construction supplies between the CPR and CNoR yards. The last two bridges were more durable. A swing span was involved in each of these bridges. The first permanent structure went into use in 1919 and was a wooden truss bridge with a central

swing span. It was intended to be used for a short period. In 1927 it was replaced with a steel girder bridge which has a 208 foot swing span of through truss design. This span rotates on a circular pier of 25 foot diameter and provides two openings, each of 90 foot width. It was built by Coughlin Steel Ltd, a Vancouver firm that fabricates steel which built merchant ships during World War I. When the freshet occurs each year in late spring, the water level of the South Thompson River in flood usually is less than 5 feet from the bottom of the girder spans of this bridge.

It will be noticed that the present tense is partly used in the above paragraph. From the date of its construction to 1985 the 'draw' span was rarely used and was swung once a year in a ritual to show that navigation rights were being preserved and to test the machinery. In that year the tourist sternwheeler 'Wanda Sue' commenced thrice weekly runs to the head of Kamloops Lake. This necessitates opening the bridge, a practice that has continued to the present.

The bridge was designed to be swung manually, with an arrangement somewhat akin to winding a mantelpiece clock. A four sided stem or shaft rises vertically to track level and presumably a capstan bar was attached to this and two or four men rotated it. Nowadays a compressor is trundled onto the swing span and creates the turning power. Curiously, there is no signal interlocking system in place to warn of the open span. As speed is restricted and the bridge is within yard limits presumably it was felt this safeguard was unnecessary. No passenger train ran over this bridge from 1963 until 1988 when the thrice-weekly summer train, the "Rocky Mountaineer", started running.

Close to this bridge stands forlorn the CN downtown Kamloops station with its windows boarded up. Happily, in 1992 it was given an historical safeguard under the (Federal) Heritage Railway Stations Protection Act which ensures it cannot be demolished or altered. About 90 stations across Canada carry this designation. It is the intention of City Council to purchase the building from CN and refurbish it for community use. One or two rooms may be devoted to local railway history. The implementation date will be approximately the year 2000. In summer months, the station platform is used to receive the Rocky Mountaineer's passengers.

Another downtown building of rail related interest but little historical merit is a grain elevator owned by Purity Feeds Ltd on the northern edge of the CP yards. Such structures are commonplace on the Prairies but rare in British Columbia. It was built in 1912 when immigrant farmers were still trying to grow grain on the open uplands immediately south of Kamloops. Trade languished between the Wars but in 1947 the elevator was enlarged and became a receiving point, its contents being sold to local ranchers. It continues to operate in 10 grain cars per year but all supplies now come by road and the rail spur is about to be removed.

Like many rail centres in Canada, Kamloops has managed to preserve a few pieces of rolling stock. In Riverside park adjacent to the downtown area and the heritage CN station, stands CN steam locomotive 2141, which was placed there in 1961. She was built in 1912 for the Canadian Northern, saw service on the Prairies, and ended her days on Vancouver Island. She was taken out of service in July 1958. This locomotive has no connection with Kamloops and every now and then controversy swirls about her stack. One group of outsiders periodically wishes to overhaul

her and put her to work on some preservation railroad, whilst diehards resist transfer anywhere. The book "Vancouver Island Railroads" by Robert Turner carries a painting of the 2141 on its dust-jacket and frontispiece, showing it heading a CN freight of lumber cars.

Two other pieces of preserved rolling stock stand together on the Indian Reserve, not too far from the vertical lifting bridge and CN Junction. They are both CN stock and consist of a stockcar and caboose - the former the only example preserved in B.C. and the latter is fairly commonplace. The stockcar started life as a CNoR boxcar in 1912. Sometime in the 1930s, it was converted by the CNR at Winnipeg to a stockcar and given its current number 172473. It was withdrawn from service in 1962 after 50 years of service. The car was presented to the City of Kamloops in 1970 by CN as a reminder of this area's cattle and horse traffic. It now does summer service as a tourist information booth and is in an excellent state of preservation.

This article ends, perhaps appropriately, about the nourishment of the mind and body but with a railway flavour. Peter Sawatsky is an established British Columbian artist, living in Kamloops, who specializes in painting rail and period scenes throughout the Province. His paintings are then applied to individually numbered, limited issue wall plates. Within the last few years Sawatsky has produced a set of four plates detailing yesteryear CPR scenes at Nelson, Yoho, Revelstoke and Kamloops. His Kamloops plate appeared in 1991 and shows the CPR station in the early 1940's with a westbound passenger train headed by Pacific class 4-6-2 loco 2704. At that time, 18 to 20 CPR locomotives were stabled at Kamloops.

As to feeding the body, any rail minded tourist is recommended to sample food and beer at the McCracken Station Pub in the suburb of Valleyview. Both the exterior and interior of the pub are modelled after a small country station. It takes its name from McCracken way-station which used to stand five miles to the east at Mile 123.0 on the CP Shuswap Sub-division. The interior displays various railway artifacts and photos. The menu carries a distinct railway touch - but not aroma. The pièce-de-résistance on display is a beautiful 5 ft. long model of CPR locomotive 2716, a "Pacific" type 4-6-2, scaled to 3/4 inch to the foot. It is no coincidence that the prototype is of the same class as that depicted on the plate painting for they are part of the same Kamloops memory. This wheel arrangement of locomotive was very popular on the CPR and more than 15% of all its locomotives were in this category. The prototypes of the model consisted of a sub-group of 18 machines, Class G4a and b, all built in 1919-20 by CPR itself.

They were used on lighter passenger trains and a few of them were stationed in Kamloops for three decades. The model itself was built in 1936 by Lloyd Snowden, then 19 years old and of Kamloops. His father was a CPR engineer and Lloyd followed in his footsteps becoming an engineer in 1946 and retiring in a supervisory position in 1982; he and his wife continue to reside in the city. The model, which is non-working, took a year to complete. It has meticulous detail and shows painstaking craftsmanship.

As Kamloops celebrates its centenary, we - the citizens - salute the railways to whom we owe much of our heritage. Long may they continue to meet and diverge in our City!

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ACKNOWLEDGEMENTS

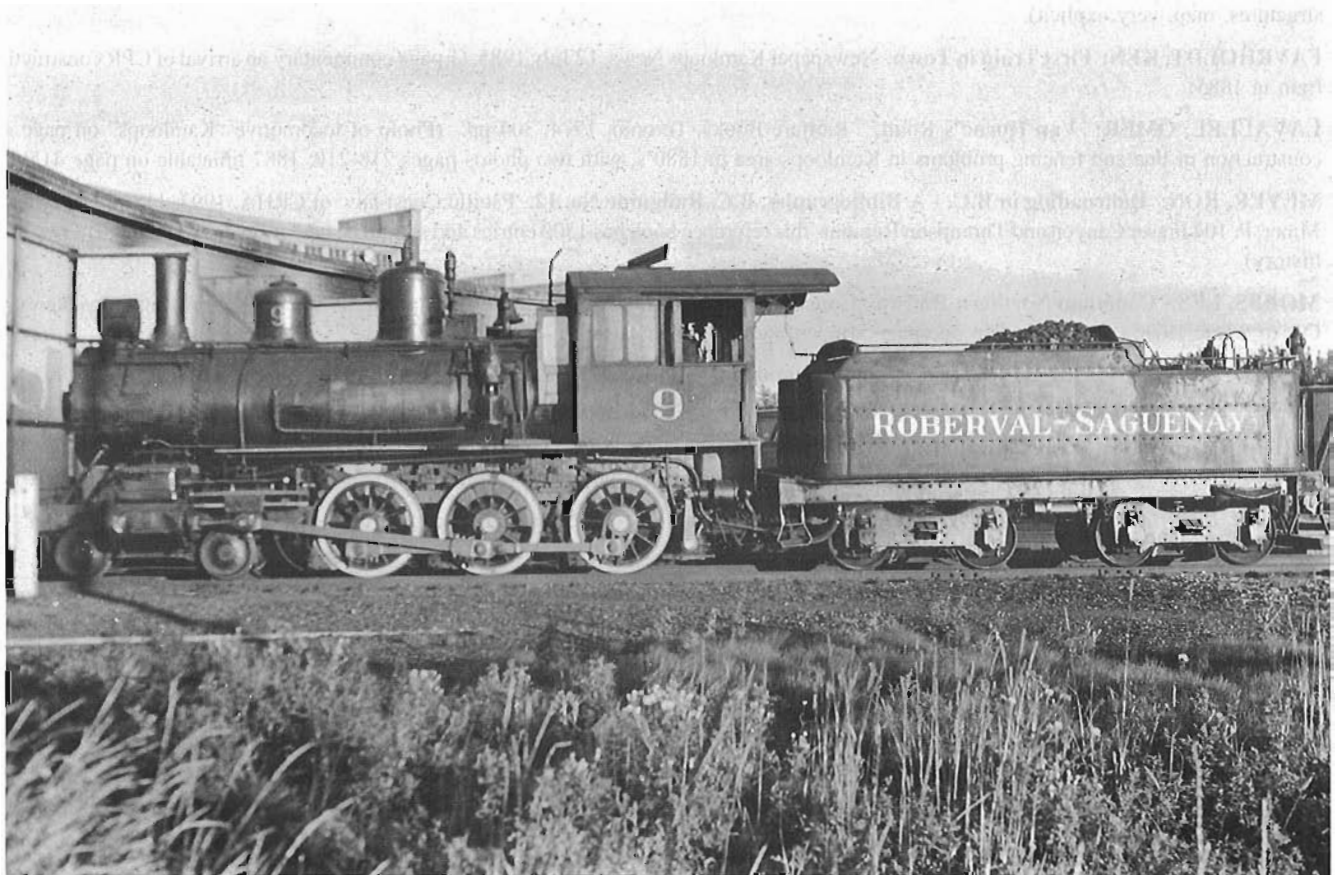
Kamloops Museum and Archives; CP Rail, Kamloops; CN Rail, Edmonton; Lloyd Snowden, Kamloops; Adrian Taylor, Kamloops; Les Kozma, Edmonton; Dave Wilkie, Victoria.

Photo Section

By Bill Thomson

The Lake St John area in northern Quebec has been the home to two durable short lines, the Roberval and Saguenay and the Alma and Jonquiere Railways. Over the years, very little has appeared in "Canadian Rail" on these two properties. We are pleased to be able to present these photos from the collection of member Bill Thomson. It appears that these views were taken during the 1930's.

The origins of the R&S date to 1911 when it received a charter from the Quebec legislature to build rail lines in the Lake St John area. While it undertook very little actual construction of its own, in 1915 it took over the Ha Ha Bay Railway. By the time these photos were taken, the company had considerable track mileage.



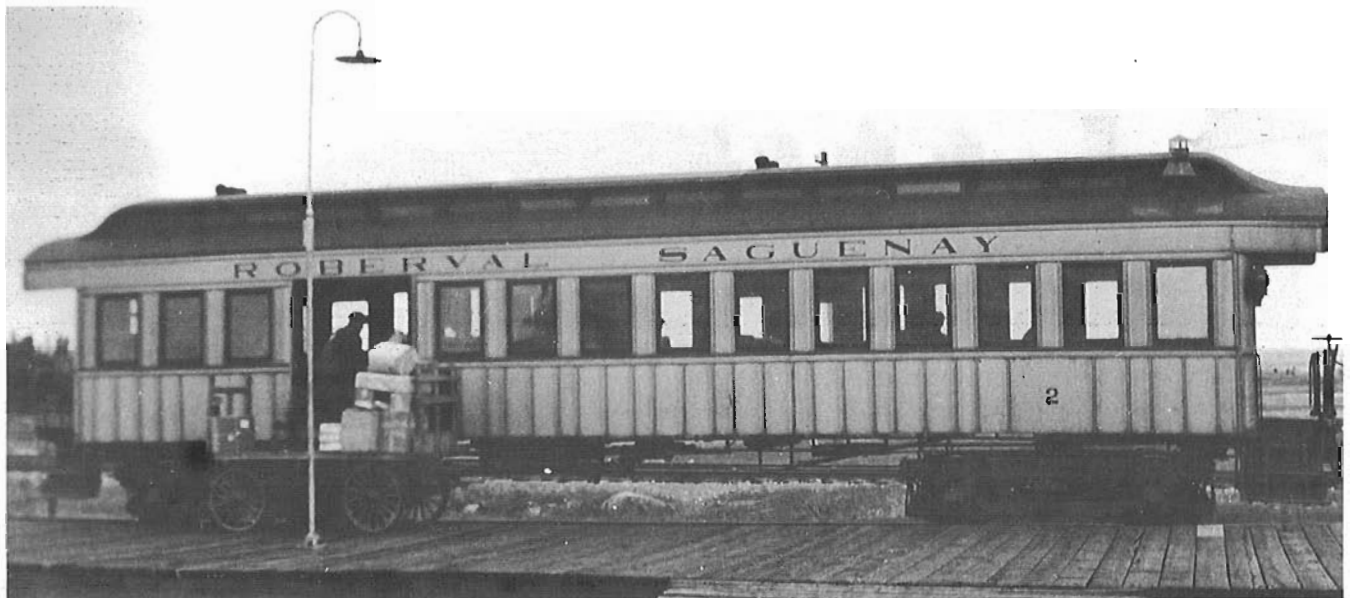
ABOVE: The R&S turned to the Canadian Equipment Company, a dealer in second hand locomotives for three of its steam locomotives. Acquired in 1919, locomotive 9 had been built for the Pittsburgh & Lake Erie Railroad in 1889. The tidy little 4-6-0 remained on the R&S roster until 1940 when it was dismantled.

OPPOSITE: The Montreal Locomotive Works turned out R&S 13 in September 1927. While receiving a higher number, sister engine 14 had been turned out for the R&S by MLW in June 1926. Engine 14 was sold to the Alma & Jonquiere Railway in 1937.

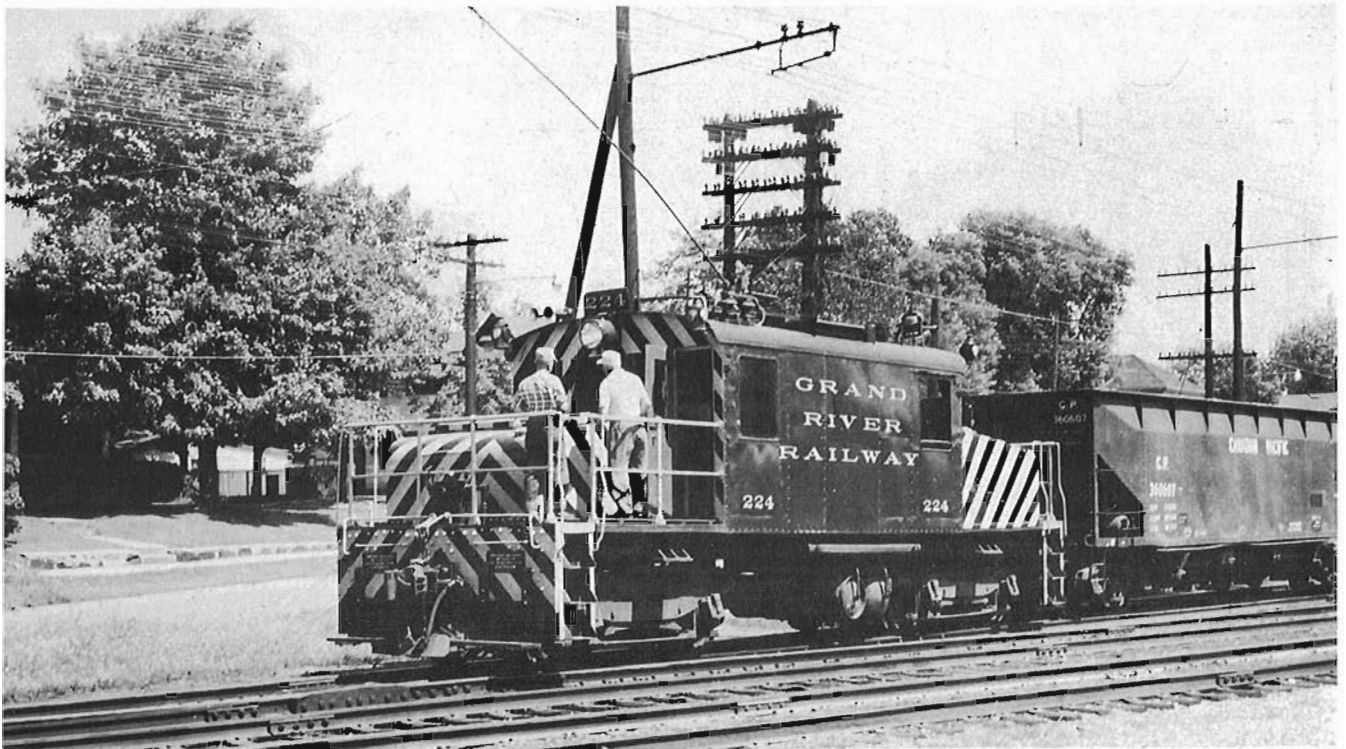




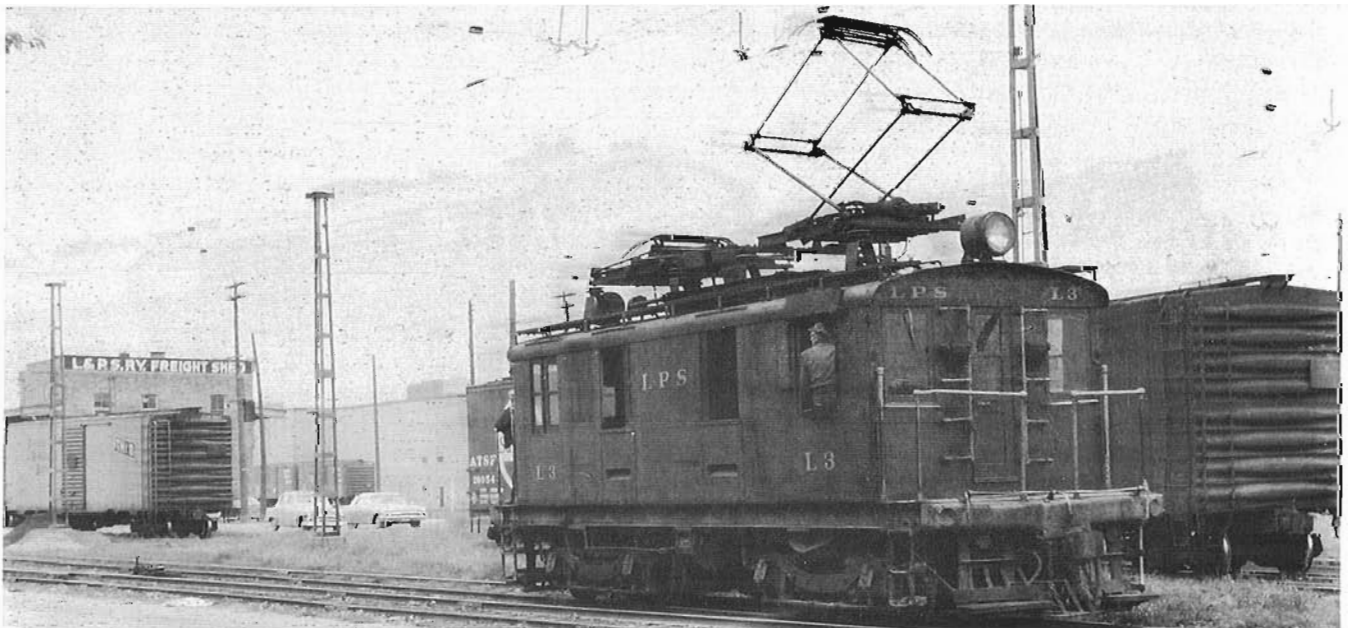
In January 1928, the R&S purchased 0-4-0 tank locomotive 15 from the Aluminum Company of Canada.



The R&S operated a very modest passenger service. At the beginning of the 1930's, it operated a daily except Sunday round trip between Bagotville, on Ha Ha Bay, to Arvida with a side trip down the branch line to Chicoutimi. By the late 1930's, the service had been reduced. The side trip up the branch to Chicoutimi was completely discontinued and the remaining service was only provided from Arivada to Bagotville. This "train which never returned" operated until the early 1960's. To meet its requirements it acquired a number of second hand open platform cars. Combine 2 appears to be have been a former Pennsylvania Railroad coach of the early 1880's.



The Grand River Railway extended from the former city of Galt (now Cambridge) to Kitchener and from Preston to Hespeler. The rail lines had been built between 1894 and 1902. CP had leased the electric railway in 1908 to tap the large manufacturing concerns in this region. To handle the large freight business which developed, the Grand River fielded a fleet of 11 freight notors. Dating to 1906, the 224 had been heavily rebuilt in as late as 1952. After the end of electric service in 1961, it was sold to the Iowa Terminal Railway in 1963. This view shows the unit switching the CP-GR interchange tracks at Galt near the end of electric operations.



The London & Port Stanley Railway was one of the oldest railways in Ontario. Completed between these two centres in 1856, it existed for more than a century before passing to the Canadian National in 1965. The railway was electrified comparatively late in 1915. It was to serve as the prototype for a system of electrified railways to span southern Ontario. Electrified operations ended in 1963. Unit L-3 was acquired from General Electric in 1915 at a cost of \$29,367. While the L3 has been scrapped, sister units L1 and L2 have been preserved. In happier times, the L3 is seen switching the L&PS freight yard in London in 1962.



New York Central locomotive 5240, by then part of the Penn Central system, hauling a transfer of freight cars, coming off the International Bridge at Fort Erie, Ontario in May, 1970.



CN No. 2503 (MLW 1973) and Norfolk & Western 3560 and 3725 (ex Wabash) at Fort Erie in January, 1974.



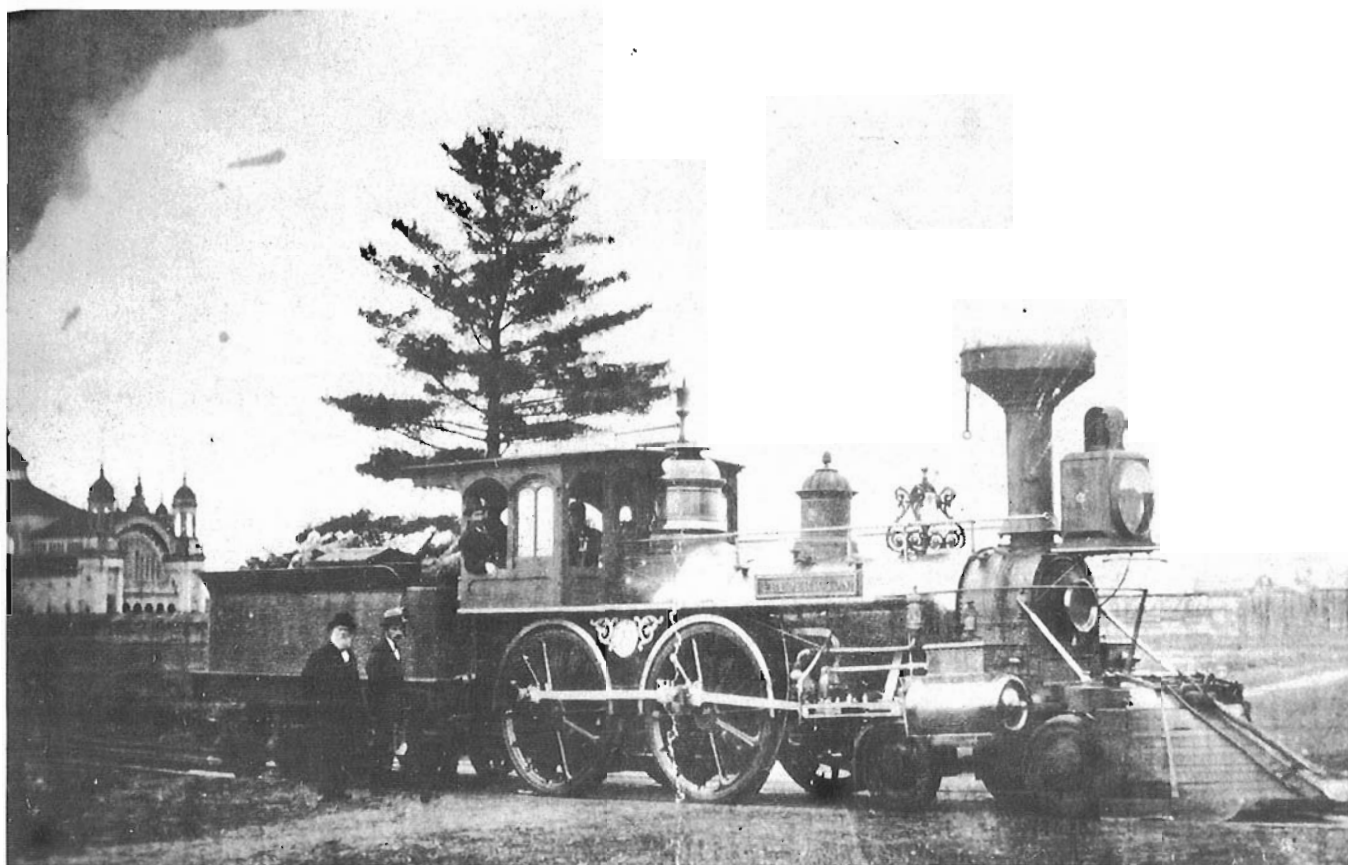
A magnificent view of CPR G1s class 4-6-2 No. 2221, built by MLW (construction number 49482) in 1911, hauling an all-wooden train, consisting of three head-end cars and two coaches, westbound through Pointe Claire, Que. in 1938.



CP 4043, 8599, 4048 hauling a train over the Credit River bridge at Port Credit, Ontario in July, 1967. Note the business car

Rail Canada Decisions

By Douglas N.W. Smith



Fredericton Railway No. 2, "FREDERICTON" seen at its namesake city in 1877, soon after it was delivered to the railway. Note the exhibition buildings in the background, also "Boss" Gibson standing beside the tender. This locomotive had no less than TEN different owners during its career, more than any other locomotive in Canada. Built by Rogers in Philadelphia in 1869 (construction number 1691) it was: Western Extension Ry. No. 1 (1869-1872), European & North American Ry. No. 1 (1872-1877), Fredericton Ry. No. 2 (1877-1887), New Brunswick Ry. No. 30 (1887-1890), CPR No. 507 (1890), Willard Kitchen Co. No. 1 (1890), Tobique Valley Ry. No. 1 (1890), Cornwallis Valley Ry. No. 1 (1890-1892), Windsor & Annapolis Ry. No. 13 (1892-1894), Dominion Atlantic Ry. No. 1 (1894-1912). It was scrapped in 1912, just before the Dominion Atlantic was leased to the CPR.

Canadian Pacific photo No. 5075.

MORE OF THE CANADIAN ATLANTIC TO GO

On March 4, 1993, the Agency granted CP permission to abandon 68.6 miles of branch lines in New Brunswick. Included in the authorization is the Fredericton Subdivision between Fredericton Junction and Fredericton, a distance of 21.2 miles; the Gibson Subdivision between South Devon and Southampton, a distance of 37 miles; the Southampton Spur, a distance of 9.5 miles; and the Minto Spur, a distance of 0.9 miles.

The oldest line is the Fredericton Subdivision which was incorporated as the Fredericton Railway (FR) in 1866 by the government of New Brunswick. Construction began at the Fredericton end of the line. In August 1868 work began on a wharf which was

constructed at the foot of Westmoreland Street. On October 16, 1868, "The Reporter" announced that the first locomotive had arrived by schooner.

This 4-4-0 was FR No. 1 and named the "Oromocto". No data as to the origin of this locomotive has come to light. It remained in service until 1877 when it was sold. On October 30th, the "Oromocto" was steamed for the first time. Excited members of the public were carried over the newly laid track from the wharf to the Exhibition Building.

By the end of November, "The Reporter" noted that the company was building workshops and blacksmith shops near the wharf. These facilities were to produce freight and passenger cars



*CPR 5239 and 2397 at Fredericton N.B. in 1954.
Collection of Douglas N.W. Smith.*

for the FR and the European & North American Railway line which was in the process of building its line from Fairville, in the western suburbs of Saint John, to the Maine frontier. To avoid confusion with the original E&NA line between Shediac and Saint John, this line was popularly referred to as the Western Extension Railway (WER). As well, by the end of November the FR had completed two miles of track from the wharf to Morrisons Mills.

The progress on the FR was mirrored on the WER. The January 1, 1869 issue of "The Reporter" noted that locomotives were running for 17 miles on the WER. It was expected that in a month the rails would be laid to Hartt's Mills (later Fredericton Junction). To speed progress on the FR, the company began to lay rails from Fredericton Junction the last week of July.

On June 21, 1869, the President and Secretary along with other gentlemen rode on the locomotive over the 11 miles of line. During the summer months progress was slowed when the navies struck for higher pay and then they ceased work after the subcontractors failed to pay them. One noteworthy event during this period was the shipment of twenty freight cars completed at the Fredericton shop to the WER in August. As the FR had yet to complete tracklaying, the cars were shipped by water.

"The Reporter" proudly noted in its issue of November 5th that the first passenger car which had passed over the line on November 2nd was a second class car which had built in Fredericton. The official opening for the line was deferred from November 17th to December 1st when both the FR and Western Extension

celebrated their completion. At that time, a special train departed Fredericton at 0930 for the Junction. At that point, it met a special train running from Saint John over the Western Extension. This train proceeded to the New Brunswick - Maine border and then returned to the terminus at Fairville, near Saint John. That evening the guests were treated to the usual banquet to mark the completion of the enterprises.

Initially passenger service was confined to one round trip per day. However, in February 1870 the number of trains running over the line was doubled.

The completion of the FR spurred plans to build a line up the Saint John River Valley and on to the St Lawrence River. In 1870, the provincial government issued a charter to the New Brunswick Railway (NBR) authorizing it to build from a point opposite Fredericton on the Saint John River to Woodstock and on to Edmundston. The line was popularly known as the Riviere du Loup Railway as this was viewed as its ultimate destination.

The communities in the southern portion of the province had vigorously opposed the decision to build the Intercolonial Railway (ICR) through Campbellton. While a route which followed the more populous Saint John River valley had been surveyed, it was rejected since it was too close to the American border. The Imperial government favoured a route well-removed from the border region. Memories of the invasion of Canada during the War of 1812 were still fresh in politicians' minds. The border skirmishes with the Fenians following the American Civil War renewed fears for the defense of the country.


While the ICR was far from the Americans, it also ran through very thinly populated region of New Brunswick. The manufacturing centres of Saint John, Fredericton, Woodstock, and St Stephen were handicapped by the circuitous rail haul to send their products to the Central Canadian market.

In 1878, the conservative government of John A. MacDonald launched its National Policy. Under this policy, the government raised tariffs on manufactured goods in order to foster industrial development within the Dominion. While immensely popular in Central Canada, the scheme was very unpopular in southern New Brunswick. Largely shut out of the Central Canadian markets by the circuitous rail haul, these firms depended upon sales into the markets of New England and the northern United States.

Once more the cry arose for a rail line to be built up the Saint John River Valley. As early as 1836, the business class of southern New Brunswick had received a charter for the St Andrews & Quebec Railway to build a line from the port of St Andrews to Levis, on the southern bank of the St Lawrence River opposite Quebec. While the ill-fated StA&Q never reached its western terminus, it did become a part of the New Brunswick & Canada Railway which operated a thriving network of line linking St Andrews to Woodstock with branches to St Stephen and Houlton, Maine. A more detailed history of the StA&Q is contained in the May-June issue of "Canadian Rail".

Spurred on by the inducement of large land grants and cash subsidies from the local municipalities, the New Brunswick Railway was successfully organized. Chartered by the provincial legislature in 1870 to build a line from Fredericton to Edmundston, the project initially languished for lack of financial support. Once more it appeared that the long desired link would not be built.

"The Reporter" announced in its November 8, 1871 issue that the railway was not a "fixed fact". Alexander ("Boss") Gibson, a successful New Brunswick businessman, is reported as saying he would build one-quarter of the railway rather than see the scheme miscarry. It is not surprising to find that the first portion of the line would provide access to the extensive timber holdings Gibson held along the Keswick, Mactaquac and Nackawic river valleys. The company was popularly known as the Riviere du Loup Railway (RduLR) as



FREDERICTON RAILWAY!!

SUMMER ARRANGEMENT.

ON and after MONDAY, 1st June, and until further notice, TRAINS will run as follows:—

8.00 A. M.—Through Express Train leaves Fredericton for St. John and intermediate points, without change of Cars. Due at St. John 11.15 A. M.

9.30 A. M.—Express Train leaves St. John for Fredericton and the West, connecting at Fredericton Junction with Train for Fredericton. Due at 12.30 A. M.

10.30 A. M.—Express Train leaves Fredericton for Fredericton Junction, where immediate connection is made with Express Train for M'Adam, St. Stephen, St. Andrews, Houlton, Woodstock, Bangor, Danville, Portland and Boston.

2.30 P. M.—Express Train leaves Fredericton for Fredericton Junction, where immediate connection is made with Train for St. John. Arriving at 6.00, P. M.


3.30 P. M.—Train leaves Fredericton Junction for Fredericton, after making connection with Train from the West, arriving at Fredericton at 4.55 P. M.

4.15 P. M.—Through Express Train leaves St. John for Fredericton without change of Cars. Due at 7.35.

Passengers travelling by this Train have 6 hours in St. John for business and return the same day.

THOS. TEMPLE,
President F. R. R.

Fredericton, May 28, 1874.



NEW BRUNSWICK RAILWAY

ON AND AFTER WEDNESDAY, May 13th until further notice, TRAINS will be run as follows:—

	Pass. & Freight	Passengers.
Leave Gibsons,	A. M. 7 50	P. M. 4 40
Due at Northampton,	P. M. 12 40	8 40
Leave Northampton,	P. M. 1 30	A. M. 7 00
Due at Gibsons,	6 35	11 00

If To accommodate haffemen, Tickets to Newburgh and Northampton will be sold by Mr. G. L. McOleary, Boringhill Ferry.

K. R. BURPEE.

Oibson, May 7th, 1874

From the New Brunswick Reporter (Fredericton), Wednesday, June 3, 1874.

most people expected it to be pushed to Riviere du Loup, where a connection could be made with the Grand Trunk.

In an effort to keep the costs of the railway as low as possible, the line was built to the narrow gauge of 3 feet 6 inches. This was a major departure from the other rail lines in the province which were built to the broad gauge of 5 feet 6 inches.

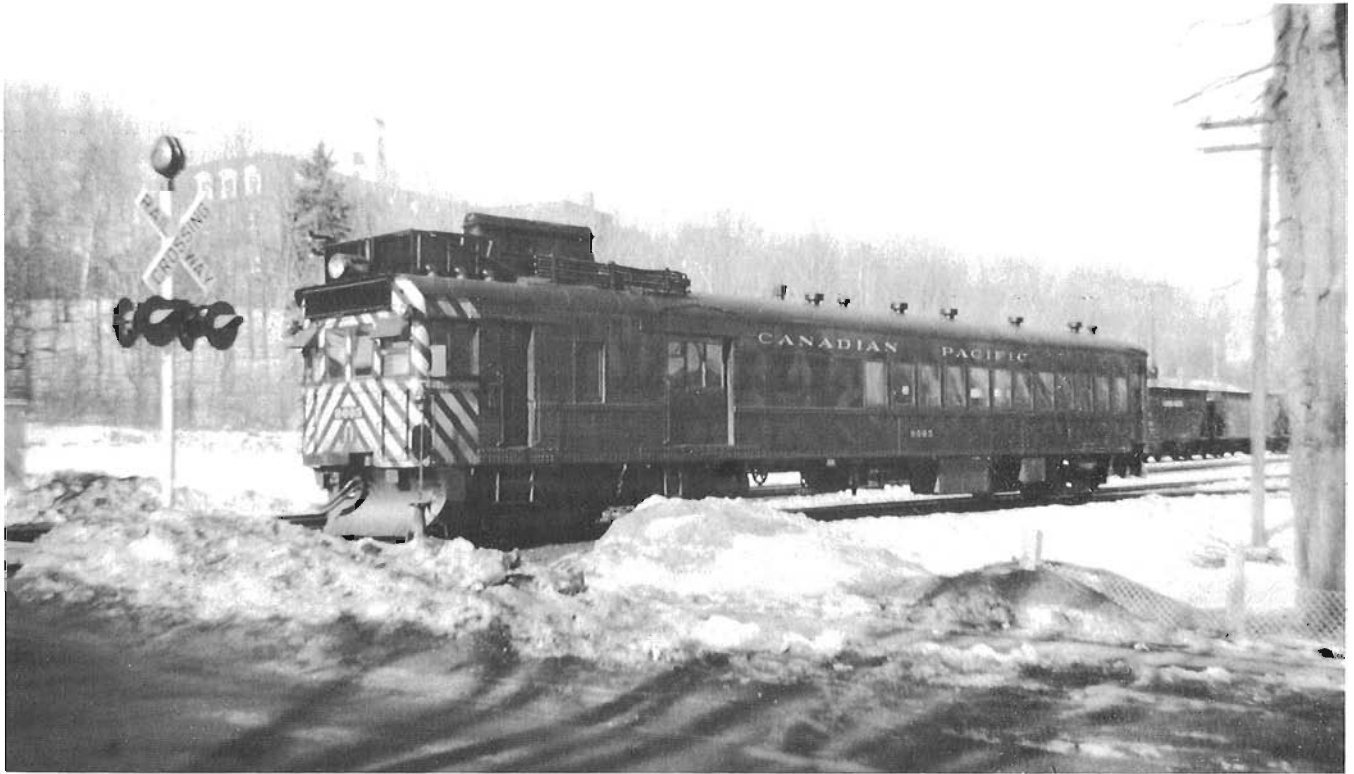
Surveyors were placed in the field during the course of the winter of 1872. The line was rapidly placed under construction. "The Reporter" announced in its September 4, 1872 issue that the first rails had been laid from the wharf to the village of St Mary's, opposite Fredericton.

The NBR eventually fielded a fleet of ten narrow gauge locomotives. In his study of the narrow gauge railways in Canada, Omer Lavallée was able to trace the lineage of nine of these locomotives to either the American firms of Mason or Baldwin. No firm data concerning the first locomotive is known. Two interesting items concerning this locomotive appeared in "The Reporter". On October 9, 1872, the newspaper reported that the locomotive for the RduLR was ready for shipment in England. Owing to a delay, it was not ready "in proper season and it is improbable that it will arrive till spring". The November 27th issue reported that the locomotive was due to arrive Saturday last but did not come due an inexplicable delay in Nova Scotia. On December 18, 1872, it was announced that the locomotive had been delivered to the NBR and would be ready for service in a couple of days. The newspaper regrettably contains no reference as to the source of the locomotive. Whether it was the errant English locomotive or a second hand engine from a narrow gauge line in Nova Scotia or, possibly from the Prince Edward Island Railway, is a matter for conjecture.

In February, Gibson returned from a trip to England where the bonds of the company found a ready market. While funding was thus secured to press on with

construction, there were difficulties securing rails. The English colliers had gone out on strike causing the price of rails to rise to an unprecedented level.

On June 17, 1873, the Lieutenant Governor performed the ceremonial turning of the first sod for the railway. This tardy event was capped by a twenty mile excursion over the line to Burt's Mills Road where a reception was held for His Excellency and the



Following the discontinuence of steam-hauled passenger trains to Fredericton in 1956, CP provided service with gas-electric cars. Here we see No. 9005 leaving Fredericton on March 10, 1962, shortly before this service was discontinued.

Photo by Conrad Steeves.

official party. Due to the lack of a passenger car, the celebrants were carried on a flat car which had seats and an awning improvised by the company's workmen.

The NBR officially opened the 28 mile line between St Mary's and Nashwaak on September 10, 1872. Less than a month later, the Construction Company building the line inaugurated scheduled passenger service between Nashwaak and Millville on October 6th. Rounding out the year's progress, the company operated an excursion train from St Mary's to Northampton, just across the river from Woodstock, on December 31st. The Construction Company operated one Nashwaak-Northampton round trip daily except Sunday between January 5 and May 12, 1874. Following the transfer of the line to the NBR, the company inaugurated two daily except Sunday round trips between St Mary's and Northampton. Skipping ahead, the line reached Edmundston in the fall of 1878. The NBR was not fated ever to extend its line to Riviere du Loup. The Temiscouata Railway filled in the missing link in 1889.

The narrow gauge was recognized as a mistake. It inhibited the free interchange of cars with the rest of the provincial railway network and required costly transshipping of cargoes. The company converted its lines to the new provincial standard of 4 feet 8 1/2 inches in 1881.

The faltering railways of southern New Brunswick were consolidated resulting in a series of amalgamations. The first union, in 1882, was between the NBR and the New Brunswick & Canada Railway. In 1883, the WER, then operating under the

name St John and Maine Railway, was added to the NBR. While control of the FR were acquired at that time, it continued to operate under its old name until 1892.

The CPR leased the NBR in 1890 to complete its transcontinental line from Montreal to Saint John. This formalized the relationship between the two corporations. CP President and financier George Stephen had owned a portion of the NBR from the 1880s.

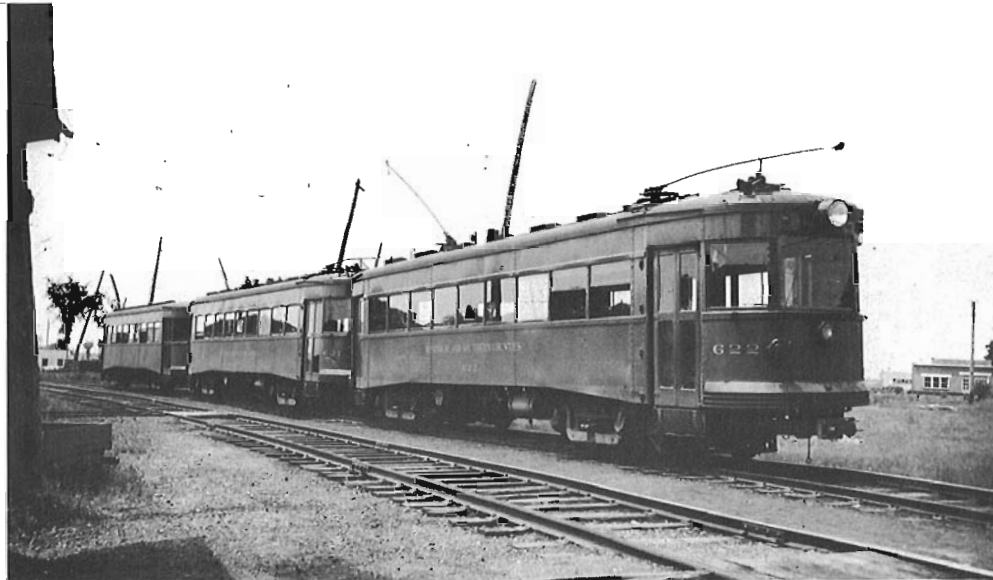
The Southampton Railway was chartered in 1910 to build from the Gibson Subdivision to the Saint John River. The 13 mile branch was operated by CP from its completion in 1913.

The final segment, the Minto Spur, originally was built by the Fredericton and Grand Lake Coal and Railway Company in 1913. The CPR leased the company in 1913.

ITS BEEN A LONG TIME COMING (OR GOING)

CN received permission to abandon the Havelock Subdivision between Petitcodiac and Havelock, New Brunswick on April 13, 1993. For a relatively short piece of trackage, this line has a complex history.

In 1874, the New Brunswick legislature issued a charter to the Petitcodiac and Elgin Railway Company to between the communities bearing these names. This 13.8 mile line was opened to traffic in 1876. Nine years later, it constructed the line from Petitcodiac to Havelock.



A three-car train of the Montreal & Southern Counties Railway at Granby West on June 12, 1949. The consist is motor cars 622 and 621, with trailer 220. These cars were built in 1930 for the Windsor Essex and Lake Shore, and came to the M & SC in 1939. In 1956 they went to the Niagara St. Catharines & Toronto, where the motor units ran until 1959.

Photo by Ray Corley.

Financial difficulties caused the line to enter receivership in 1890. The bondholders purchased the line in 1892. Two years later, the Elgin and Havelock Railway was incorporated to operate the line.

The line remained in very poor financial and operational state. In 1918, it was purchased along with several other unremunerative lines by the Dominion Government for operation by the Canadian Government Railways. Indicative of its true state, the Dominion Government paid only \$30,000 for the E&H.

In 1935, CN applied to the Board of Railway Commissioners for permission to abandon the line. The Board turned CN down citing public requirement for service. Twenty years later, CN secured authority to abandon the original portion of the line between Petitcodiac and Elgin.

MONTREAL & SOUTHERN COUNTIES FAREWELL

The M&SC was Montreal's only electric interurban railway. The company provided freight and passenger service

between Montreal and Granby, a distance of about 50 miles. The trackage from its Montreal terminus at the foot of McGill Street in Montreal to M&SC Junction via the Victoria Bridge, St Lambert and Greenfield Park was laid by the company between 1908 and 1912. The 27.4 miles of trackage extension of the M&SC between M&SC Junction and St Cesaire were leased from the Montreal & Province Line Railway, which was owned by the Central Vermont Railway. While the Central Vermont turned over the M&PL properties to CN in 1950, the M&SC continued use the line until the cessation of electric services. The section between St Cesaire and Granby was built by the M&SC between 1915 and 1916.

Electric service between Marievalle and Granby was discontinued in November, 1951, and service with diesel passenger

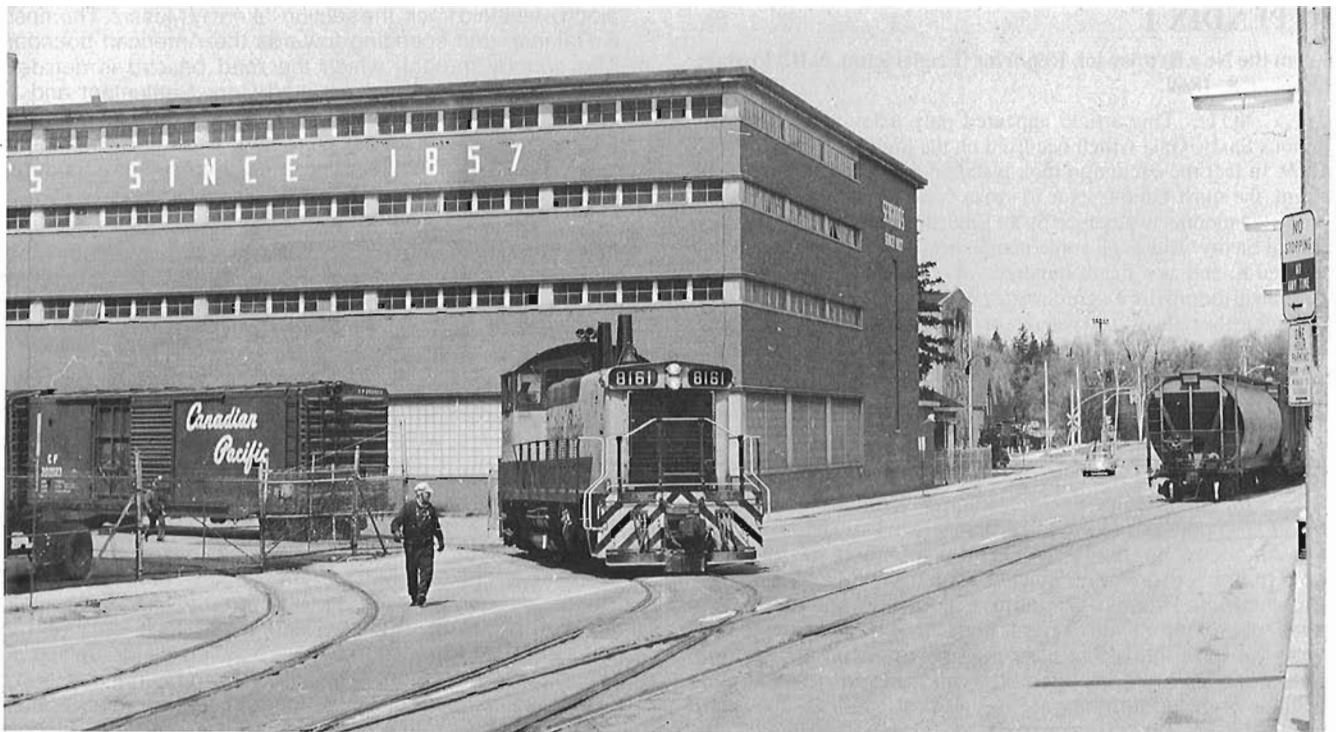
trains ended in 1962. A detailed history of the M&SC appeared in the January-February 1989 issue of "Canadian Rail".

On March 1, 1993, the Agency authorized CN to abandon the portion of the line between Granby and Marievalle, a distance of 23.6 miles. With this abandonment, Granby becomes the largest city in Quebec to have no rail service.



Granby station as it appeared on May 2, 1948. The station was used by the M & SC and the CNR.

Photo by Ray Corley.



CP 8161 switching the Seagram's distillery at Waterloo, Ontario in 1971. The plant was recently closed, and the building has been demolished. On July 6, 1993 CP operated its last train through the streets of Waterloo.

Photo by Bill Thomson.

ATHABASKA ABANDONED

The Edmonton and Slave Lake Company was chartered by the Dominion government in 1899 with the grand ambition of linking Edmonton to the Peace River via Lesser Slave Lake. When the charter was amended in 1903, the word 'railway' was inserted into the corporate title.

In 1906, the E&SL opened its first section of line from a junction with the Edmonton, Dunvegan & British Columbia near Edmonton to Cardiff, a distance of 21.7 miles. Other construction was deferred until after the E&SL amalgamated with the Canadian Northern Railway in 1911. In 1912, the E&SL opened a 74.4 mile extension from Cardiff to Athabasca. Any plans to build further north were deferred by the financial panic of 1913 and the commencement of World War I in 1914.

CN abandoned a twelve mile section of the line between Trelle Junction and Morinville in 1947. Its trains subsequently exercised trackage rights over the Northern Alberta Railways to access the northern portion of this subdivision.

The Agency gave CN permission to abandon the section between Legal and Athabasca, a distance of 60.9 miles on February 11, 1993.

SHORT TURNS

On July 6, 1993, CP operated its last freight train to Waterloo, Ontario. Due to the closure of industries along its line, CP received permission from the Agency to abandon the northern

most 2.8 miles of its Waterloo Subdivision. Authority was also given to abandon the one mile Ottawa Street Spur and 0.4 mile Kent Avenue Spur which branched off from this line. This trackage at one time formed the northern most portion of CP's interurban subsidiary, the Grand River Railway.

The Agency granted CN permission on May 27, 1993 to abandon the segment of the Uxbridge Subdivision between mile 38.88 and mile 40.31.

CSX Transportation continues to chip away at its former main line between Windsor and St Thomas. On April 7, 1993, the Agency gave CSX permission to abandon the 6.1 miles of track between Arner and Ruthven, Ontario.

Canada's newest short line is the Grand Forks Railway. Living up to the name 'short line', the GFR is only 1.25 miles long. Its only connection is with the Burlington Northern. This was the last piece of CP trackage in the community following the abandonment of the line between Midway and Robson West in 1991. The history of this line appeared in the November-December issue of "Canadian Rail".

On March 24, 1993, the federal cabinet rescinded the Agency order permitting CN to abandon the 7.8 mile segment of the Montmagny Subdivision between St Romulad and Harlaka, Quebec. This trackage is used by VIA Rail Montreal-Halifax and Montreal-Gaspe train to serve Levis.

The Agency authorized CP to abandon the Berthierville Spur on August 3, 1993. The spur was built by the Quebec, Montreal, Ottawa & Occidental Railway in 1878 - 79.

APPENDIX 1

From the New Brunswick Reporter (Fredericton, N.B.) Friday, October 8, 1869.

NOTE: This article appeared only a few days after the famous Saxby Gale which occurred on the night of October 4 - 5, 1869. In fact the excursion took place on the very next day. This storm, the most famous ever to strike New Brunswick, had been predicted months in advance by an English officer and astronomer named Saxby. Although some people heeded the prediction, most ignored it, and as a result hundreds of people lost their lives and portions of the province were devastated. The gale caused considerable damage to the railway, and was one of the causes of the postponement of its opening beyond the originally scheduled date of November 17. Nevertheless the trip proceeded as planned, albeit with some delays due to the storm.

FIRST TRIP ON THE RAILWAY

Mr. E.R. Burpee, Contractor on Western Extension, having the rails laid along the whole line in New Brunswick to the American boundary, invited the members of the local government, prominent railway men from Maine and the Province, the Press of St. John, Fredericton and elsewhere available, together with a number of other gentlemen, to ride over the road, and to see for themselves what energy and enterprise have already effected towards the accomplishment of their great undertaking.

Accepting this invitation, Hon. Judge Fisher, Hon. Prov. Secretary, Hon. E. Perley, who happened to be in Fredericton at the time, Dr. Dow, M.P.P., John L. Marsh Esq., City Clerk, John Richards Esq., Secretary of the Fredericton Branch, and the representatives of the local press, went out in carriages to Hartt's Mills [today Fredericton Junction] to join the excursionists from St. John. Went out, we say, by carriages, but mark you, returned by the iron horse, thus witnessing the closing of one era and the opening of another in the local history of Fredericton and its surroundings.

The devastations of the storm furnished constant topic of conversation, more especially as we were compelled two or three times to halt in our progress and lift the waggons boldly over the fallen trees which blocked the roadway. Near the end of the journey, however, the last half mile was so completely blockaded that we were obliged to find our way to the station on foot, dismissing the horses and carriages for evermore, as among the things of the past so far as this journey is concerned.

Arriving at Hartt's Mills, we found, as mentioned elsewhere, that the long wood shed, recently put up at considerable expense to the Company, had been the toy of the wind the proceeding night, and after being dashed hither and thither lay a confused heap upon the ground. While amazed at the strength of the blast which had snapped strong rafters like pipe stems, a distant whistle sounded, and soon a locomotive drawing an elegant monitor-top passenger car and two open cars, dashed into the station, and presently descended a goodly company of gentlemen from St. John, including the contractor himself, Mr. Parks, the President of the company, the representatives of the Press - Messrs. Anglin, Willis, Livingstone, Ellis and Knowles, with Mr. Blackadar, Queen's Printer of Nova Scotia, the Mayor of the City, Hon. Mr. Flewelling, Surveyor General, Hon. Mr. King, Mr. Grant of Eastern Extension fame, and a number of others whose names we cannot recall.

After mutual greetings and a few minutes delay "all aboard" was the word, and we soon found ourselves hurrying

along a well laid track, the section taken by Messrs. Thompson & Rainnie, and speeding towards the American boundary. The country through which the road passed is decidedly uninviting, and until we reached Cork Settlement and the Harvey, apparently unfit for settlement. At the latter place a handsome station has been erected, and the advantages of railway building are here manifesting themselves abundantly, and Harvey is bound to prosper.

The next point of interest is the Magaguadavic and lakes. Along the edge of the latter the road gracefully winds, with a fine view extending to the top of Bald Mountain, from whose summit fifty lakes are counted, Catadin [sic] seen in the distance, and the finest view in New Brunswick may be obtained.

The Magaguadavic itself is spanned, 100 feet in the clear, by a splendid iron bridge of Boston manufacture. It was with this bridge, which Mr. Hibbard prophesied was to have been swept away last spring, that the government were to be hurried on to their doom, but if they are to remain as long as the bridge, there are a good many long speeches yet in store for the House and country.

Passing over Messrs. Brooks and Robinson's portion of the contract, we came to City Camp [today McAdam], the junction of the St. Andrews and Woodstock lines with the Western Extension. Here we were joined by Mr. Jewett and a number of prominent railway men from Maine, and also by Hon. Messrs. McAdam and Lindsay, and by friend Waitts of the Sentinel. Pushing on four or five miles further, we come to the "ne plus ultra" - the end of the line cut at right angles by the St. Croix, over which an iron bridge is to be constructed, the heavy masonry of which is now being prosecuted. Across the water is the domain of Uncle Sam, who in this contract matter is not up to tune, for while young New Brunswick has so nearly completed its portion, Maine has 50 miles scarcely yet explored. [The two lines were finally joined in 1871. Ed.]

Across the St. Croix and directly in view there is a very heavy cutting, which is only just commenced. Here is the mammoth tannery of Messrs. Shaw & Co., just beginning its operations. [No, they did not tan mammoth hides there. Ed.]

Returning to City Camp we were most hospitably entertained by Messrs. Robinson & Brooks with a substantial dinner, which being discussed, we started homeward, imarking with us, in addition to those already mentioned, Judge Kent, lady and son, also Mr. Ramsey, who has been appropriately styled the original pioneer of Western Extension. Judge Kent is quite a celebrity in his own State, and was Governor of Maine during the Aroostook war [which took place in 1839. Ed.]

We reached the station at Hartt's Mills shortly before 6, where, after saying goodbye to the St. John party, we waited until 7 1/2 for the locomotive which was to bear us to Fredericton. The locomotive presently put in an appearance, the first which ever passed over the entire length of the Branch, consequently our party was the first to have the honor of travelling the Fredericton Br. Railway. The night was rather dark and cloudy; the rails had only been joined a few hours previously, and as may be imagined, the journey was just risky enough to make it exciting. Happily, however, we reached our destination without accident or hindrance of any kind, and parted at the depot with three rousing cheers for the Fredericton Branch and three for Western Extension.

The road from Fredericton to Fairville is being rapidly ballasted; the temporary bridges, such as that over the North Branch of the Oromocto, are being replaced with strong permanent structures of iron, stone or wood, and in about six

weeks it is probable the road will be formally opened to the public.

We should not forget to mention that there was any amount of "good cheer" on board the car, which stood the attack bravely until nightfall. A bottle of rich moisselle, left in charge of a local editor, mysteriously disappeared. The custodian is concerned for its fate.

APPENDIX 2

From the New Brunswick Reporter (Fredericton, N.B.),
Wednesday, January 7, 1874.

RIVIERE DU LOUP

We have so frequently alluded to the operations along the line of the New Brunswick Railway, that any further comment at the present time seems almost unnecessary. Louder, however, than any words of ours is the bald and notable fact that by means of the large hearted enterprise of the Directors, ably seconded by the untiring energy of their employees, it is now possible to leave the City of Fredericton at 8 o'clock in the morning, dine at Woodstock, and return again to Fredericton in the evening. Herein constitutes a full commentary on the progress of the work and promises of the Company.

This feat was accomplished on Thursday last, when the President, Directors and Officers of the Road, accompanied by a few friends, made an excursion to Woodstock, celebrating in an unostentatious manner the union of the two cities by means of this new iron band. The morning promised auspicious weather, and the party set out in high spirits, enjoying as they rolled along the magnificent prospects stretching out on either hand, proclaiming our St. John scenery grand, even in its winter attire, though the waters are frozen into stillness, and the hills are covered with snow. As far as Woodstock Junction, the line we may say is completed, and riding in one of the first class cars, the motion on the rails is as gentle as in any Pullman carriage, or any broad gauge in America. This last was observable by all parties.

On reaching the junction all eyes were strained for the locality which had been so recently the scene of the battle of the gauges, and although purely a question for engineers, yet to ordinary mortals any other gauge save that adopted seems absolutely impossible.

The passage over the branch line was made slowly and cautiously on account of its unfinished condition. A few days, however, of fine weather and it will be placed in safe running order, if not thoroughly completed. One of the most interesting features of this branch is the immense "cob-work" cedar bridge over Downey creek, recently constructed by Mr. Currie. It is 92 feet high, 300 feet long, and is composed of over 7000 cedar timbers. It is much admired by the Engineering faculty.

Arrived at Northampton we found nearly all Woodstock, with their fine band, waiting for our arrival, and ready to conduct us in triumph to the city. This effected, we found a sumptuous repast awaiting discussion at Exchange Hotel, to which about 100 persons, including several prominent citizens of Woodstock, paid their hearty respects. Dinner over, the President of the Company, Alex Gibson, Esq., announced that he had a most pleasing duty to discharge, and requested Mr. Burpee to read the following Address:-

"To W.A. Nichols, Esq.

Chief Engineer of the New Brunswick Railway.

The New Brunswick Railway Construction Company in opening their Railway from St. Mary's to Woodstock, embrace the opportunity to acknowledge their obligation to you for your valuable services in accomplishing this object.

Although we have labored under great disadvantages from the failure of parties in England to furnish iron at the time agreed upon (being the proper season for laying track) as well as from the unusually early setting in of winter, and the difficulty of procuring labor, yet owing chiefly to your untiring exertions and your skill in overcoming difficulties, we are now enabled on the first day of January, 1874, to open our road to the Bank of the St. John River opposite Woodstock, thus complying with the requirements of the Legislation of last year.

As a slight token of the high estimation in which we hold your character and professional ability, as well as your devotion in advancing the interests of the Company and as mindful of your unfailing punctuality in the discharge of your duty, we beg your acceptance of the accompanying time piece.

E. R. Burpee,
A.H. Fairweather,
A.F. Randolph.
Trustees."

Mr. Nichols, who was completely taken by surprise, returned his thanks in a few appropriate remarks, declaring that he had rather build five miles of railway than make one speech.

Brief speeches were then made by Col. Baird, who congratulated the Company on their success and welcomed them to Woodstock, and by Mr. Lindsay, M.P.P. The latter intimated, (in alluding to a remark which fell from Mr. Gibson, viz. that this ovation seemed to give the lie to certain petitions passing through the County) that the County of Carleton had "rights", and that she would seek those rights in a constitutional manner. There were no other speeches as the stay in Woodstock was exceedingly limited.

At half past three o'clock the party returned to the cars, and started en route for Fredericton, arriving without accident, and having enjoyed a most delightful trip, shortly before 8 o'clock.

The Officers of the road at present are as follow -

W.A. Nichols, Chief Engineer.
Moses Burpee, Locating Engineer.
Thomas Hoben, Acting Superintendent.
A. McL. Seely, Accountant.
Daniel McQueen, Conductor passenger car.
C.H. Cowperthwaite, Conductor Construction train.
P.A. Logan, Master Mechanic.
Flewelling Carpenter, Foreman.
Daniel Tapley, Driver No. 1 Engine.
Daniel Doherty, Driver No. 2 Engine.
Archibald Davis, Driver No. 3 Engine.
Steward Yorxa, Driver No. 4 Engine.

The road is now located to Grand Falls.

The Business Car

THE CRHA ANNUAL AWARDS FOR 1992

In the summer of 1993 the Awards Committee of the CRHA announced the following awards for the year 1992:

LIFETIME ACHIEVEMENT:

Allan Patterson and Dick George (the latter deceased on July 2, 1993).

Also nominated was Nicholas Morant.

PRESERVATION:

The Cranbrook Archives Museum and Landmark Foundation for the repatriation and rehabilitation of the 1907 observation buffet sleeper "Curzon".

Also nominated were:

The New Brunswick Division of the CRHA for the restoration of ex-CN Jordan Spreader No. 51040.

Cranbrook Railway Museum for its unique and invaluable collection of railway passenger equipment.

Komoka Railway Museum for its collection of restored artifacts and rolling stock.

ARTICLE PUBLISHED IN A CRHA PUBLICATION:

Geoffrey A. Lester, **Some Pre-Canadian Pacific Promotions for a Canadian Transcontinental Railway**. Published in Canadian Rail No. 429, July-August 1992.

Also nominated was: A. Stephen Walbridge, **The Ste. Annes Bridges Then and Now**. Canadian Rail No. 426, January-February 1992.

Fritz Lehmann, **The Phoenix Foundry of Saint John N.B. and George Fleming, Locomotive Builder**. Canadian Rail Nos. 430 and 431, September-October 1992 and November-December 1992.

Bert Post and Mike Green, **The Crumpkins**. The Sandhouse, June 1992.

Lorne Nicklason, **An Historical Map of the Lower Mainland Area of British Columbia, 1882 - 1992**. The Sandhouse, March 1992.

ARTICLE PUBLISHED IN ANY OTHER PERIODICAL OR MAGAZINE:

Donald Davis, **Technological Momentum, Motor Buses and the Persistence of Canada's Street Railways to 1940**. Material History Review No. 36, Fall 1992.

Also nominated were:

John F. Garden, **Coal From the Crowsnest**. Trains Magazine, April 1992.

Ronald S. Ritchie, **Join the Railway and See the World**. Branchline, June 1992.

Scott Hartley, **End is in sight for CN's Old Montreal Electrics**. Trains Magazine, December 1992.

BOOK AWARD:

David Nason, **Railways of New Brunswick**. New Ireland Press, Fredericton N.B., 1992.

Also nominated were:

R.B. Fleming, **The Railway King; A biography of Sir William McKenzie 1849 - 1923**. University of British Columbia Press, 1991.

Darryl E. Muralt, **The Victoria and Sydney Railway 1892 - 1919**. British Columbia Railway Association.

Greg McDonnell, **Signatures In Steel**. Boston Mills Press, 1991.

J.F. Garden, **Nicholas Morant's Canadian Pacific**. Footprint Publishing.

Donald Mackay, **The People's Railway**. Douglas & McIntyre.

M.T. Green, **Industrial Locomotives**. Pacific Coast Division, CRHA.

CANADIAN MUSEUM OF RAIL TRAVEL

On June 19, 1993 the Cranbrook Railway Museum officially adopted its new name, Canadian Museum of Rail Travel. With twelve passenger cars now available for display, the new name more adequately conveys the truly national scope of the exhibit. The Museum can justly claim to be more than local in its interpretation.

The Museum was very proud to be the recipient of the prestigious heritage Canada "Achievement Award" for the preservation and restoration of the 1929 "Trans Canada Limited" train set. This was indeed a momentous event.



ABOVE: Raising the flag! The new sign goes up. June 18 1993.

OPPOSITE, TOP: A crowd gathers before the brass railed "Strathcona" and "Curzon" for the ceremonies, June 19, 1993.

OPPOSITE, LOWER: A tranquil "garden track" scene on June 20, 1993, showing the "Trans Canada Limited" (right) and the "Strathcona" (centre) viewed from the ens platform of the "Curzon".

All photos by Mike Westren.



HELP WANTED

Clayton Cook of P. O. Box 88, Lethbridge, Newfoundland is looking for a photo of sleeping car "WHITBOURNE" of the Newfoundland Railway. The car came to Newfoundland in the late 1940's or early 1950's. If any of our members has a photo of this car, Mr. Cook would greatly appreciate having a print.

BACK COVER: Kamloops Before The Fact. This lithograph appeared in the December 1885 issue of "The West Shore", a magazine published in Portland, Oregon. This was a special issue devoted to Canada. The lithograph is the first illustration to show a railway as part of the Kamloops landscape. The artist likely drew the scene in the first half of 1885 when the right-of-way was being constructed but no track had been laid. The valley is competently depicted and the fact that two trains may soon collide is called artist's licence. There is no hint of a depot in the view because none existed at the time of the drawing.

Collection of Fred Angus.

THE RAILWAY AND THE WAR, FOLLOW UP

Mr. John McQuigg of Tampa, Florida, sent this very interesting letter:

"While enjoying the May-June, 1993 issue of "Canadian Rail", I came to the World War II news cartoon on page 97. There I read the story of the Canadian National ship "Lady Hawkins" which was sunk by a U-boat torpedo on January 19, 1942. The story went on to say how 72 passengers and crew in a single lifeboat sailed for five days before being picked up by the "S.S. Coamo".

I offer you a sequel of sorts. During late 1942, my father, John L. McQuigg, was one of a small number of U.S. Army Air Forces officers who travelled safely from the U.S. to Great Britain on the "Coamo" to become early members of the U.S. Eighth Air Force. Unfortunately, the "Coamo" was sunk by a U-boat on the trip back home."

CANADIAN LOCOMOTIVE ON A STAMP

Recently the nation of Tuvalu, as part of a series on world locomotives, featured a VIA Rail LRC locomotive on two of its 35c stamps. One stamp shows a broadside view, as well as a front view, of the locomotive, while the other stamp depicts a three-quarter view of the locomotive hauling a two-car LRC train.

We are indebted to the "Casey Jones Rail Road Unit" of the American Topical Association (an association of stamp collectors) for this information. The May-June 1993 issue of their publication "The Dispatcher" has a photo of these stamps plus interesting data about the locomotives. Information about this publication may be had from P.O. Box 31631, San Francisco, CA 94131, U.S.A.

RAILROADERS JAMBOREE IN NEWFOUNDLAND

From August 31 to September 6, 1992, the Trinity Train Loop Amusement Park, on the abandoned Bonavista branch line in eastern Newfoundland, played host to a large reunion of railroaders, their families, widows of railroaders, and railroad buffs for a six-day extravaganza, purported to be the first ever such gathering to be held in Canada. The jamboree was a complete success, and all railroaders who attended left with fond memories and hoped to be back in 1993.

CANADIAN ATLANTIC ABANDONMENT

August 23, 1993, CP Rail obtained permission to abandon the portion of its Montreal - Saint John line between Sherbrooke and the Quebec - Maine border, and also from the Maine - New Brunswick border to Saint John. The date of abandonment was set at August 23, 1994, subsequently extended by government order to January 1, 1995. This decision is being appealed, and an ICC hearing is to take place in October regarding the portion of the line in Maine. More details will be reported in later issues.

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