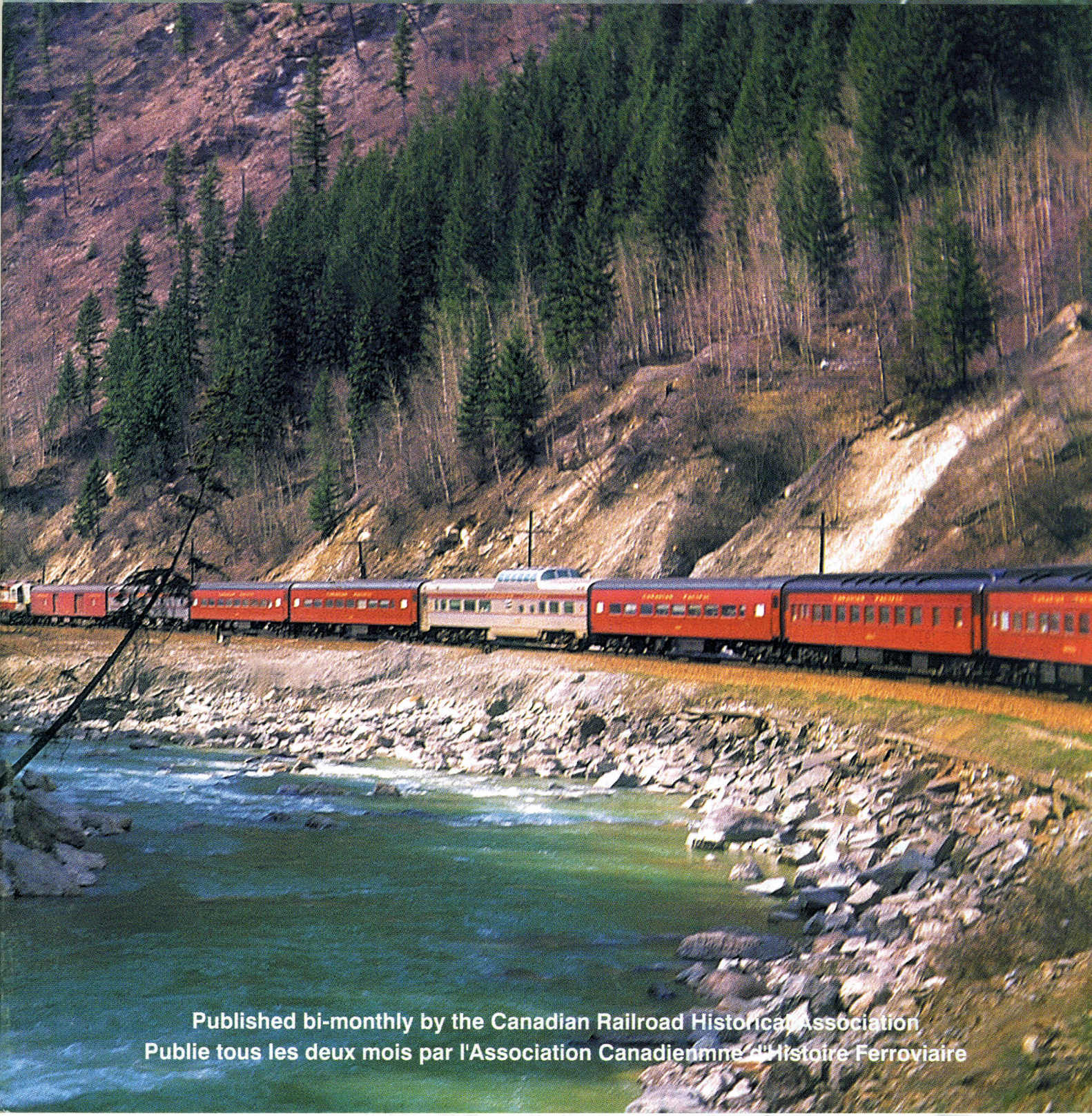




Canadian Rail

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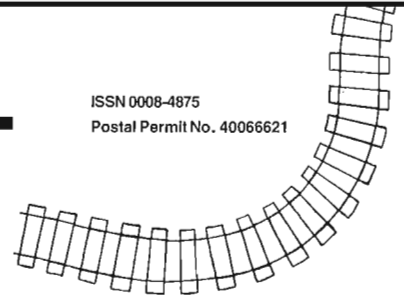


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FRONT COVER: Descending the canyon of the Kicking Horse river in British Columbia on May 3 1967, is the inaugural run of the CPR's "Expo Limited". This train, which started from Montreal three days earlier, was actually a re-incarnation of the "Dominion" which had been discontinued more than a year before. It was brought back to help carry passengers attending Expo 67, the World's Fair, held in Montreal.

BELOW: On a cold snowy morning, January 13 2003, VIA train 33 from Montreal arrives at Ottawa. The train consisted of the new "Renaissance" cars, hauled by locomotive 907. Since then, some of these trains have been temporarily taken out of service so they can be modified to cope better with winter conditions such as are depicted here.
Both photos by Fred Angus

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Maintenance-of-Way in British Columbia 1890 to 1980

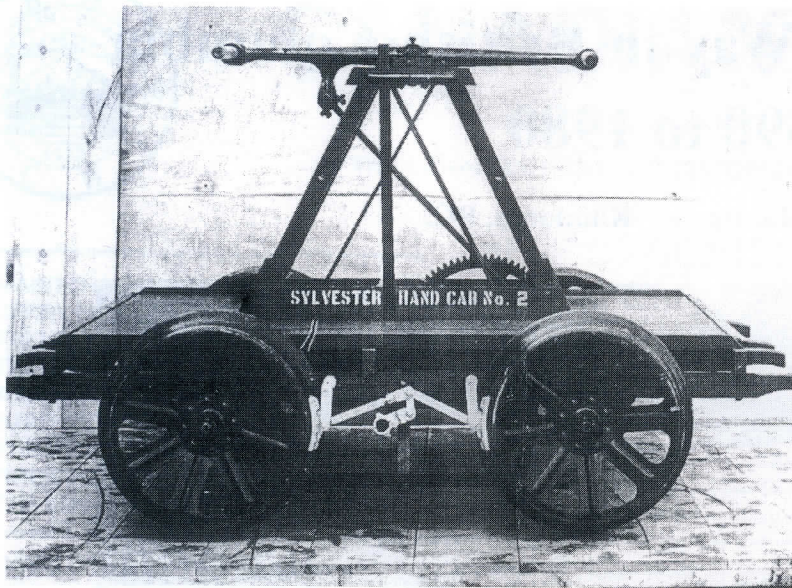
by David Ll. Davies, Kamloops, BC.



A very early photo of a velocipede in B.C. taken about 1890 on the CPR main line at Cisco where the track crosses from one side of the river to the other in the Fraser Canyon, 150 rail miles east of Vancouver. *Vancouver Public Library Special Collections, No. 232*

The maintenance of track and the bed upon which it sits is an essential of railway operations. To non-railway persons, the need to maintain constant vigilance about quality of track and its right-of-way may not be obvious but no train can safely operate without it. From the time that railways were first built, there has been need for maintenance workers to make constant patrols along the track to ensure all is in order. Such workers also require ease of access to work sites and to reach emergencies when they arise, such as washouts, slides and trackside fires. A railway manager of 1898 quoted specifics: "Track work calls for unceasing care and vigilance at all times and in all weathers. A constant watch must be kept for cracked or broken rails, for track distortion, mis-alignment or creep, and for 'pumping' ties which require packing. The bar that secures one rail to another must be periodically removed and greased to allow for movement in the steel caused by temperature changes."

By 1900 in Canada, a standard method of track maintenance had evolved and was used by all railway companies. Trackage was divided into Sub-Divisions which on mainlines in British Columbia averaged about 125 miles in length. These in turn were divided into Sections of about 8 to 10 mile length, though not always. If the terrain was prone to slides or had unstable ground, or the right-of-way had severe curves or much ancillary trackage, then these were good reasons for reducing the section length. Likewise straight track on ground without problems could be allocated section mileage longer than the average. Each section was in the charge of a foreman and he in turn was responsible to a more senior foreman or to the sub-division *Roadmaster*. Sections were numbered sequentially for identification purposes, starting with #1 at Mile 0 in a sub-division, and mile-post boards were used to define boundaries. A section foreman usually had three men under his control, except for



Hand or pump car produced by Sylvester Manufacturing Co. of Lindsay, Ontario, of 1920s vintage.
Lindsay Public Library

the period December to March when the two junior men were laid off, and they all lived on the job in the sense that their accommodation was at lineside. These four men were universally called a section gang. This basic system of maintenance operation and manning continued unchanged until 1960, then in the next 20 years saw major modifications and finally elimination.

The most common arrangement was to build a section house beside a flag station, passing siding, or manned station, for the section foreman and his family. These houses tended to be sited at the centre of a Section, so that travel distance in either direction was roughly the same, though not always. These wooden section houses came in varying shapes and sizes, often of bungalow design. The industry ideal after WWI consisted of two floors mounted on a concrete basement; the first floor holding parlour, kitchen and utility room, whilst upstairs there were three bedrooms. Because of their somewhat isolated locations, most houses had no internal running water, no bathrooms, and only outside earth closets and lighting by oil. The other two or three men in the section lived in an adjacent bunkhouse and did their own cooking. A typical bunkhouse measured about 28ft by 10 ft [suggesting it could be relocated by rail if the need arose] and was partitioned into a living room and bedroom. Because railways in Canada were often the pioneers in wilderness country - especially so in British Columbia - section houses were often at first isolated from any road system and could only be reached by rail. At the end of their existence within the province there remained at least half a dozen such road-isolated section houses.

To provide a provincial dimension to the subject, the following statistics have been extracted from employee timetables of the five public railways operating in the province in the early 1950s when steam traction and passengers carried were near their peak. Numbers of section houses are estimates but thought to be 95% reliable; no official records on this aspect have been found. There were

about 3,950 miles of running track in B.C. which had to be maintained by track workers; 1,070 miles [27%] were primary mainline and passenger-carrying, 2,375 miles [60%] were secondary and passenger carrying, and the residual 510 miles [13%] were freight-only lines. It is estimated there were some 427 section houses scattered across the province with section lengths mainly in the 8.7 to 9.3 mile range but extremes could be 4 or 12 miles. From these figures it can be deduced that the summer Maintenance-of-Way labour force in B.C. amounted to 1,700 section men and another 500 and more in roving extra gangs; maybe 2,500 men in all. This total would exclude employees of the Bridge & Buildings Department, a separate entity. This data suggests that in 1950 at least 450 section gang motorcars were deployed in B.C., plus other vehicles such as inspection and manually propelled cars. In the private sector there were about another 400 miles of logging railways and these also needed trackmen. Here the setup was more informal and a track gang would be based at the main logging camp.

The prime duty of a section foreman was to make a daily patrol of his section. This was vital when track consisted of 30ft or 33ft or 39ft rail lengths bolted together, spiked directly to ties [later with tie plates], with gravel or dirt 'pit-run' ballast, which often drained poorly and led to uneven settlement of the rail bed. In addition to track and its bed, the section gang was responsible for the care of the land to the railway's property line, which sometimes was not fenced. The seasons produced their own additional tasks. Winter work involved ensuring switches did not ice-up and keeping an eye on potential snow drifts; spring with its melting snows meant seeing that ditches were clean, that culverts remained unblocked, and most important of all that slips in cuts and on embankments were detected in time. Summer tended to be focused on track weeding and fire prevention as steam locomotives constantly belched or dropped hot embers along the right-of-way, whilst overheated brakeshoes emitted sparks. This meant that attention was paid to cutting back bushes and removing dead or drying-out vegetation. Fall was clean-up time when discarded ties and other railway trash was burnt. Washouts could happen at any time of year and mostly gave no warning, so early detection and stoppage of traffic was an imperative. Sectionmen usually worked only during daylight hours but they could be called out at any hour of the night to deal with some emergency; they were also responsible for ensuring that all switchstand oil lanterns were continuously alight.

Work that was beyond the capacity and simple manual tools of the section gang was handled by an Extra Gang of 25 to 50 men that came by train and slept and ate in workcars, usually old coaches and boxcars. Ditching and piledriving, driven by steam machinery, was the kind of work undertaken, plus relaying of long sections of track which frequently involved upgrading the weight of rail. Over the decades rail weights slowly increased from 60 to 100 lbs per yard. In the winter they were responsible for clearing snow from yards and other critical locations.

Sectionmen, however, were responsible for replacing individual pieces of rail due to wear or incipient cracks and replacing life-expired ties. Roadmasters often set daily or weekly quotas of ties to be replaced. Until the 1960s date nails were driven into samplings of new replacement ties to maintain a check on their longevity. Packing ballast was a constant to ensure that on straight track one line of rail did not sink, whilst on curves the correct cant had to be maintained on the outer rail. A daily routine was to hammer back spikes that had lifted and to tighten the nuts on the pieces that connected two rails together - called angle or joint bars. These sectionmen also paid constant attention to the condition of switches, the state of all grade crossings [misplaced planking could easily cause a derailment], cattle guards and fences. They had about 20 tools in constant use to maintain the track itself and keep the sides of the right-of-way in good condition. Track work involved such tools as spike mauls, tamping bars, picks, and a rail-bender or 'Jim Crow', whilst trackside work could see the use of scythe, crosscut saw or brush hook. The work of sectionmen was arduous, as they had no mechanical devices, and two pairs of men - each pair holding rail tongs -

had to be capable of lifting between 650 lbs [rail length 30ft @ 65lbs/yard] and 1040 lbs [39ft @ 80lbs/yard] of rail on and off the track. They also had to be capable of reducing a rail to a shorter length by use of cold chisel and sledge hammer and then hand drilling two holes at the new end to take a joint bar. If a section foreman had a badge of office, it would have been the gauge bar. This bar correctly measured the gauge between two rails at 56-1/2 inches but it had a place for shim extensions at one end to allow for gauge expansion on curves - the sharper the curve the more shims, to a maximum of 3/4 inch beyond gauge. The shorter wheelbases of diesel locomotives and the pre-positioning of anchorages for continuous rail eliminated gauge variances and all such trackage is now at a constant width. A list of all the tools that ideally could be issued to a section gang is given in the accompanying illustration (above, right); it is taken from a 1909 'Cyclopedia of Civil Engineering'.

And what of the men themselves? When a new railway had been built in British Columbia [CNoR, GTPR, KVR, PGER, 1908-1925], it was common practice to recruit the needed maintenance-of-way employees from the dissolving construction gangs. The railway companies acquired men who were familiar with track and hard work, whilst the man himself got a steady job in a new land that promised opportunities. Most of these men were unskilled and uneducated, and had come from middle or eastern Europe with little or no English, but were young, tough and used to hard toil, and the new job was a useful first step to becoming a Canadian. Their foreman had probably come up the same way but had now accumulated 10 years of experience or more and could speak satisfactory English when communicating with his superiors. In B.C. many nationalities, such as Austro-Hungarians, Italians, Poles, Slavs, Ukrainians, Greeks and Maltese were encountered

Adzes.....	2	Grindstone	1	Scythes—grass	4
Ax—chopping	1	Hammers—spike	4	“ —brush	4
Ax—hand	1	“ —sledge—16 lbs. 1	1	Snaths	4
Auger, 2-inch	1	“ —strike—10 lbs. 1	1	Shovels—track	8
Bars—claw	2	“ —nail—claw ... 1	1	“ —scoop	4
“ —crow	0	“ —ballast*	6	“ —long handle 1	
“ —pinch	6	Hatchet	1	Saw—hack, blades... 12	
“ —raising	1	Hoe—garden	1	“ “ frame ... 1	
“ —tamping	8	Jack—track	1	“ hand	1
Brace and bits	1	Key—switch	1	“ crosscut	1
Brooms (coarse)	2	Lanterns—white	2	Screwdriver	1
Brush hooks	2	“ —red	2	Spade	1
Car—hand	1	“ —green	2	Steel square	1
“ —push	1	Level board	1	Tape (50', graduated	
Car chains	2	“ —spirit—pocket 1	1	to tenths).....	1
Chisels—cold	2	Locks—switch—extra 2	2	Tongs—rail	4
“ —track	12	Mattocks	2	Tool box	1
“ —wood	1	Oil can—1 gal	1	Tool checks	6
Curving hooks	2	“ “—2 “	1	Torpedoes (with box) 24	
Chalk line	100 ft.	Oiler—squirt	1	Verona spike puller.. 1	
Ditch line	150 ft.	Padlocks	2	Vise	1
Drawshave	1	Picks	8	Water pail or jug... 1	
Dippers (or cups)	2	“ —tamping*	8	Weed scuffles	6
Files	3	Punch—hand	1	Wheelbarrows	3
Flags—red	4	Rake—garden	1	Whetstones	4
“ —green	2	Rail drill	1	Wire stretcher	1
Forks—ballast*	4	“ “ bits	6	Wrenches—track	3
Gauge	1	Rule—two-foot	1	“ —monkey (8") 1	

* Needed only in stone ballast.

initially but in ensuing decades the Italians predominated. This was because after WWII a contractor, R.F. Welch (BC) Ltd, provided extra-gang labourers, cook and camp staff and recruited its labour mainly in Italy. As these immigrants gained seniority on the extra-gang seniority list, they were able to bid on vacancies on the Section seniority lists. During WWII some Japanese males, who had been removed from the B.C. coastline and interned in B.C.s interior, found work on the railway and remained thereafter as dedicated employees.

Trackmen have always needed wheeled transport either to get to their place of work on a particular day or to patrol their section. What machines they used can be neatly divided into 'manual' and 'mechanised' types. With the former, all wheeled equipment was moved by muscle, whilst the latter were propelled by lightweight gasoline motors. I have found no satisfactory generic term that embraces all the wheeled transport used by sectionmen over the decades. In the era of mechanical transport, the terms 'motor car', 'track motor', 'gas car', 'jigger', 'putt-putt' and 'speeder' appeared but these are inappropriate or are not all-inclusive as a generic, so I am offering 'maintenance-of-way vehicles' as a stopgap until a better term can be found. The British had the word 'trolley' [small cart or low truck running on rails] but, though an apt description, it was never used in North America. The general public nowadays calls all yesteryear MoW vehicles 'speeders', so maybe this word should be adopted as the generic since it has the merit of brevity and instant general recognition.

Though these MoW vehicles can be segregated into manual and mechanical types, their usage in B.C. by decade or era is less clearcut. Manual vehicles first appeared in North America in the early 1880s and were used almost exclusively in B.C. from the arrival of the CPR at that time to about

Canadian National Railways speeders and section crews. There is no information with the above prints and they may well be on the Alberta side of the Rockies. The one below is dated Winter of 1934 and shows Mount Robson in the background. The three men are "Elgie, Murcock and Sherman". It is possible that some or all may not be CNR employees because apparently people living in places like Lucerne, could ride the speeders into town.
-Robert D. Turner collection.



This is the oldest dated photo (1934) of a track motor in B. C. that the author could find. It is taken on the CNR main line some 60 rail miles west of Jasper on the Albreda Sub-division, looking east; Mount Robson is on the left, The only known details are as written. It is speculated that the man on the left is a Postmaster and that the other two are constables of the B.C. Provincial Police (1858-1950), Note the rudimentary windbreak made out of a discarded tarp.

Robert Turner collection

1930. Isolated comments in books do suggest that a few motorized 'speeders' were to be seen between WWI and 1930, possibly stationed at major rail centres and used by roadmasters and for emergencies when a train was not available or was inappropriate. In 1917 a Canadian Northern railway doctor in Kamloops used one to reach an injured child in the North Thompson valley. Anecdote suggests that for nearly a decade beyond 1928, both CPR and CNR introduced a scheme in which these companies would supply section foremen with motorised gang cars and fuel for a monthly rental, which in one instance was quoted as \$25.00. Maybe this is how powered MoW vehicles were introduced to section gangs. Such a vehicle would cut down on propelling labour but in the Hungry Thirties most foremen could have ill-afforded to pay such a rent, so it is probable their use was negligible. Sometime in the late 1930s, when the Depression was ending, the CPR started introducing motorised MoW vehicles at no cost to employees but WWII probably slowed or halted the programme. Equipping the whole CPR trackage with motorized vehicles involved considerable capital costs and hundreds of machines so it is possible that it took some 10 years or more from 1946 to provide complete coverage. Photographic evidence suggests that sections on a continuous grade received priority issues whilst those on level track came last.

It would appear that CNR mechanised later in B.C., simply because Canada-wide it had 6,000 more route miles than CPR, was less affluent, and the region was at the extremity of its system. There are witnesses to sightings of pump cars at work between 1948 and 1954 in the vicinities of Prince George and Kamloops where level grades exist. An impoverished railway like the Pacific Great Eastern Railway [now BC Rail] may have had an even later date of introduction. The railway companies saw that the initial investment to mechanise was worthwhile for each gang reduced its travelling time and added at least an hour a day to actual maintenance tasks. The purchase cost of a gang car could be recouped in one year. However, velocipedes could still be seen at various points in B.C. into the late 1970s, carrying out track and fire patrols and performing chores in rail yards such as attending to switch lamps and carrying inter-office mail. One was also seen by the author on the CNR mainline near Avola, 130 miles north of Kamloops, as late as 1983 doing a daily rock fall

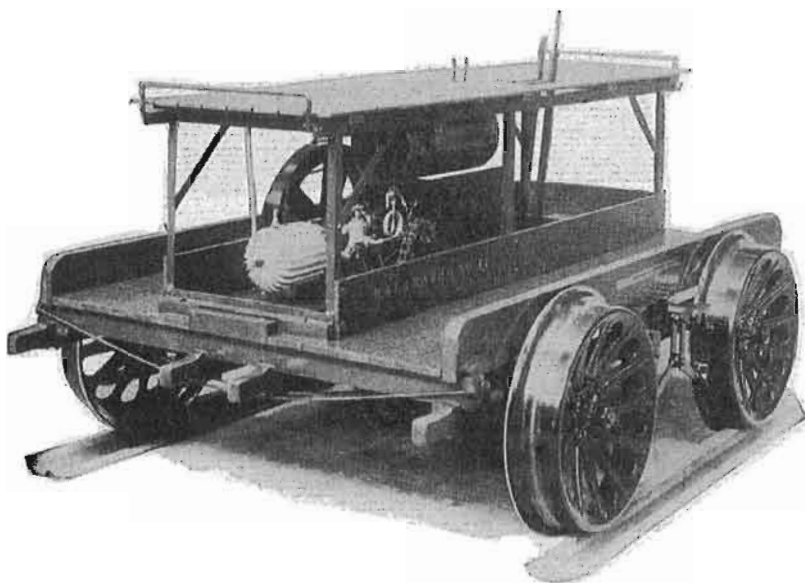
inspection ! It was a more up-to-date version with true bicycle lightweight construction and was pedaled.

The design of MoW vehicles, whether manual or motorized, revolved around one compelling requirement. Because of the constant passage of trains, track occupancy by section gangs was a fitful and often unpredictable activity. This meant that a track vehicle had to be capable of being swiftly placed on or removed from track, and so called for a compact and lightweight design with a low centre of gravity. The non-powered axle was fitted with loose wheels to stop binding on the inside of rails when being lifted off. To the end of their days, the width of these vehicles never exceeded 60-65 inches [distance between rail outsides is 62"] so they virtually had no lateral overhang. Length mostly varied between 60 and 90 inches, so their shape was somewhat squarish. Deck height averaged 18 inches, wheels usually had a 16 inch diameter and 36 inch wheelbase. Weights depended upon the function and number of men carried and without crew ranged from 550 lbs to 1,100 lbs.

The manual phase had but three vehicles. The originator of the species was a flat-decked trolley called a 'pushcar' which was propelled by men walking beside it or by a man standing on it and using a long pole to punt it along. It was a sturdy 4-wheeler and could carry three tons

OPPOSITE: Two advertisements from the January 1918 issue of the Canadian Railway and Marine World. One is for Kalamazoo, the other for Fairmont. A similar Kalamazoo unit, from the London & Port Stanley is preserved at the Canadian Railway Museum.

Kalamazoo No. 17 Motor Car



For Section Gangs. A sturdy, easy-running car for rough use.

This section car is equipped with a single cylinder two-cycle air-cooled motor of five horse power. Motor is exceptionally smooth running; all vibration being eliminated and runs equally well in either direction.

Engine drives through short, heavy roller chain to perfected friction clutch on axle. Car is very light. Brake operates on all four wheels.

We manufacture a full line of railway motors for every purpose

and would like to quote on your requirements. Hyatt roller bearings on all motor cars.

Kalamazoo Railway Supply Company

KALAMAZOO, MICH., U.S.A.

FAIRMONT ENGINE SAVES \$50 PER DAY

The following letter was recently received from an enthusiastic FAIRMONT owner. Read what he has to say.

Fairmont Gas Engine Co., Chapman, Kans.
Fairmont, Minn.

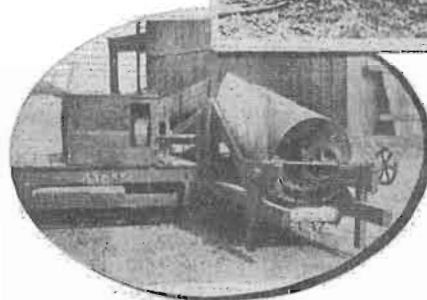
Gentlemen:-

I am inclosing two photos of a track ballast screening machine which I patented and which my FAIRMONT engine is running.

Recently this machine ran TEN HOURS WITHOUT A STOP on four gallons of gasoline. In this time the machine screened, 1700 feet of crushed rock ballast at a total cost of only \$17.50. Another gang (working without the machine) only screened 1400 feet at a total cost \$67.50 for labor. It cost just \$50.00 less to do the same work and 300 feet more with the machine as it cost to do the work by hand.

I don't think I would have done so well without the FAIRMONT engine as I have never seen another engine run for ten hours without a stop.

Yours very truly,
(Signed) G. C. Harris, Sec. Foreman



The HARRIS-MUFF Ballast Screening Machine in Operation.

To what address may we send you complete information concerning FAIRMONT hand car engines and railway motor cars? Drop us a line TODAY.

FAIRMONT GAS ENGINE & RAILWAY MOTOR CAR CO.
445 N. MAIN STREET FAIRMONT, MINN., U.S.A.



An early Fairmont gang-car on the the CPR's 'Southern' route in B.C. at Coryell, about 28 rail miles east of Grand Forks. It is late 1939 in the snow and shows the section foreman John Marra at right, his two children, and a sectionman. The section house had no road access and all outside contact by the family was by rail.
Rose Marra

and more of ties or rails. The second machine was a 'hand/pump/lever' car, so called because two or four men, standing and facing each other, gripped a pair of oscillating handles and pumped these up and down to drive gearing onto one of the axles. It took effort to start a pumpcar but once rolling on level track it was considered the next thing to perpetual motion. Children named it a 'to me go from me'. Early photos show a crude seat with projecting foot rest attached to one end of the car to allow some senior employee to do a rolling track inspection. There was little room on the pumpcar to carry anything so most tools and repair materials were carried on pushcars. The latter could be towed by the former on level track but became a burden on grades. Track inspection or patrols were accomplished by a sort of bicycle attached by a triangular crossbar to a small outrider wheel, which was called a 'velocipede' but came to be nicknamed a 'speeder'. It was of rugged construction and looked as if it had been put together by a carpenter and a blacksmith. It had a wood frame and wood wheels fitted with steel tires. It differed from a bicycle in that it had no revolving pedals though alternative designs did have pedals, perhaps to overcome patent infringements. It was worked by a handlebar that was moved backwards and forwards, which through rods worked a pinion drive on the rear wheel. It was an excellent detector of poor rail joints through sound and jar of its own wheels.

The mechanical phase started by taking a push or hand car and installing a single-cylinder two-stroke engine [as in a lawnmower] which, with its controls, occupied a raised central box running parallel to the rails. Crew members were expected to sit on this box on either side and had nothing to hold on to except a metal rail at each end. Like an automobile, the vehicle was capable of reversing but only for short distances as the engine cooling system was front mounted. It was designed to carry the four men of a section and so became known as a 'gang motor car'. For setting on

or off the track, it had recessed carrying handles and when these were extended it was handled like a wheelbarrow, using the wheels on one axle only. These gang cars were driven by 8 to 13 HP motors and were started by hand cranking, a tricky business which for novices could result in a painful sprain. The cars were capable of running at 20-25mph for extended periods and were fully capable of towing one or two loaded pushcars. They carried a 4 gallon (US) tank of gasoline and could achieve about 30 miles/gallon on level track but performance badly deteriorated on stiff upgrades. Braking was by

a hand lever or foot actuated pedal pressing brake blocks onto all four wheels and probably needed 50 to 100 yards to come to a stop when running at speed. Railway regulations fixed maximum speed at 20 mph and between 6 and 8 mph at grade crossings and switches. Loose gravel at a grade crossing or small rocks on the track could lead to derailments, sometimes with tragic consequences. In March 1959 a CNR telegraph lineman stationed at Birch Island was riding his speeder to mend a line break when it hit a rock shrouded in the snow; he was thrown from the machine and killed instantly.

In about 1950 section-gang cars started to become more sophisticated vehicles. The first addition was a windshield, next a roof, then a rear covering, and finally either side curtains or walls and doors were achieved by 1975. These coverings in Canada were made of fibreglass to reduce weight [sheet steel or aluminum was the norm in USA] and were painted orange or yellow to make them highly visible. These machines were usually driven from a left-hand side position, simply because for a right-handed person the controls lay beside their right elbow, and their unsilenced 'putt-putt' exhaust always readily identified them.

These changes did not come about because of a regard for crew comfort but through improved communications which provided better safety margins. Foremen could listen in to a daily phone schedule issued by a dispatcher and later still carried a radio and so could have instant contact with dispatchers and train crews. Sectionmen when riding track vehicles have always paid great attention to the possibility of a train suddenly appearing in front of them or stealing up behind them, and in the manual phase the noise of a locomotive was usually sufficient to give them adequate warning of an unscheduled train. When a MoW vehicle became motorised, its own motor sound tended to mask a train's noise and so the utmost vigilance was required, with

one crewman detailed to face the rear. Any attempt to box in the vehicle was resisted by men and management alike. Only when train movements could be detected by radio did this kind of prudence give way to some measure of comfort in the fridity of winter or the slash of driving rain.

After World War II it became obvious to railway companies and manufacturers that a much smaller edition of the rugged track maintenance section car was needed. This would carry patrolmen, telegraph linemen, signal maintainers, watertank servicemen and roadmasters, who usually worked alone and had been using velocipedes. Velocipedes had been nicknamed 'speeders' for many years so the name carried over officially to describe this new type of vehicle. The ruling design feature was that it must be capable of being set on or off track by one man but large enough to carry two men. The layout of the existing section car was maintained but everything was shrunk. Wheelbase was reduced from 36 to 24 inches, length from about 86 to about 60 inches, a smaller engine was fitted and lightweight materials were used. This resulted in a 1950s machine weighing under 600lbs with a wheelbarrow lifting weight of 100 lbs. In the late 1960s the central motor housing was replaced by two forward-looking seats placed over the rear axle. In the following years all kinds of minor improvements and aids were added to it, so that by 1980 the speeder was a fully enclosed, comfortable, and lightweight machine with radio communications. At this stage in its evolution, the cab width was wider by eight inches than the fore and aft measurement. Because it was flea to the elephant train it somehow entered the public's psyche and has left behind a lingering fascination.

In the 20th century there were about a dozen manufacturers of MoW vehicles in North America who came and went over time but only five of them dominated the market. They were: Buda Manufacturing, Casey Jones Co., Fairmont Railway Motors Inc., Kalamazoo Motor Car Co., and Sheffield Motor Co. With regard to the last company, it is said that George Sheffield invented the velocipede in 1877. The only Canadian companies were Sylvester, Railcar/Woodings and Beaver car. It is known that in the late 1890s the 3ft-gauge Kaslo and Slocan Railway in the Kootenays purchased pump cars and switch stands from Buda Foundry & Mfg Co. of Harvey [now within metro Chicago], Illinois.

In Canada the principal maker was the Sylvester Mfg Co. of Lindsay, [pop. of 7000 in 1911], Ontario, which had been founded in the 1870s to build farming implements and c1902 started to make primitive internal combustion engines to power some of its products. In 1916 it commenced manufacture of powered and manual MoW vehicles with wooden frames, using its own design of motor. This became its principal business in the early 1920s when it gave up manufacturing implements. A rare survivor of one of its products is pump car #7588, Type 1, held by the Fort Steele Railway, a tourist line at a heritage site in the south-eastern part of the province. In 1946 there was a change of ownership and modernisation, going from wood frames to a steel section gang car and an aluminum inspection car/speeder. It is known that a Sylvester gangcar was used by the Shawnigan section gang on the Esquimalt & Nanaimo Railway [CPR] on



A section gang travelling to some task near Vavenby, on the CNR mainline and 86 rail miles north of Kamloops; date unknown.
Clearwater Historical Committee

Vancouver Island in the early 1950s when neighbouring sections were using Fairmonts. A Type 21 speeder was the only Sylvester in a line of nearly 50 MoW vehicles awaiting disposal at Kamloops Junction in 1997/8. Manufacture under the Sylvester name ceased in 1967.

In 1975 a new Canadian manufacturer appeared called Railcar Company, which in 1981 was taken over by another newcomer, Woodings-Railcar Ltd of Lancaster, beside the St Lawrence River, Ontario. The latter company used the designs and manufacturing facilities of Railcar, which had been producing two similar enclosed cab models, the smaller one being a speeder [CBI] and the larger a gang car [CBL]. The styling of the front of the cabs was in the form of a widened 'V', making them more streamlined than the blunt-fronted Fairmonts. Both models were powered by a 16 hp-4 stroke air-cooled Tecumseh motor and were purchased by all the major railways in Canada. Railcar/Woodings also produced non-powered crew cars to carry 6 or 8 men and two examples were observed at CN Kamloops Junction in 1997 awaiting disposal. Railcar manufactured about 120 units and Woodings about 600 units [first delivery in Sept. 1981 to BCR] before closure in early 1991. A Woodings car was observed in use at Grand Forks in 1990, which was the last year of operation of CPR's line between Midway and Robson West. Informed comment says that Woodings cars had some good design features but were inferior to Fairmont in robustness and engine reliability. A rare example of a preserved Woodings car is held in the Okanagan at Summerland by the Kettle Valley Heritage Steam Railway, a tourist operation.

A third and final Canadian manufacturer appeared at a very late stage and made little impact. It was Beaver car Canada Ltd, a subsidiary of Barrie Welding Co. of Barrie,



IS your section ONE HOUR
or 15 MINUTES LONG?

On an energy-absorbing,
slow-moving handcar, a 5
mile section is ONE HOUR
LONG—or more.

On a section car driven
by a Fairmont Ball Bearing
motor, the same section is
only 15 MINUTES LONG.

The miles on any section
are made shorter by the use
of a Section Motor Car.

The miles are made
SHORTEST though the use
of FAIRMONT BALL
BEARING motor cars—be-
cause they are dependable,
day in and day out, in heat,
cold, rain or snow. And the
Fairmont Ball Bearing
motor lasts years longer
without loss of power or
efficiency.

Fairmont Gas Engine & Railway Motor Car Company

FAIRMONT - MINN.

W. A. Goold
701 Merchants Bank Bldg.
Winnipeg, Canada

Representative for Western Canada.

Ontario. The firm was in business from 1983 to 1988 and in its first years produced 86 vehicles, of which 66 were sophisticated two-man inspection cars [speeders] powered by 2-cylinder Briggs and Stratton motors. Almost all were sold to CNR who was involved at the design stage.

The supplier that came to dominate the MoW vehicle market in Canada - and therefore B.C. - was Fairmont Railway Motors, which had humble agricultural beginnings [like Sylvester] in the town of Fairmont in rural Minnesota. At the request of various local railways, it started in 1909 to fit its crude i/c engine to manual track cars but it was not until 1920 that it set about designing and building section gang cars from scratch. Once it had a successful design, endorsed by customers, it clung to it without deviation and in due course became known as a conservative company with products that were very dependable, economic, and easy to run. Fairmont built a branch plant in Toronto in 1929 to overcome Canadian customs tariffs. No other USA manufacturer followed suit and in due course this gave it much sales leverage in Canada. However the entry timing was inauspicious because in 1930 the Great Depression started and it has been suggested that the parent company subsidized construction costs for two or three years, and initially offered gang cars at bargain prices to CPR and CNR. In 1930 a USA-made gang car cost \$225 US and a velocipede \$65 US. The former's price, equivalent to one fifth of a year's wages for a sectionman, would have inhibited the mechanisation of MoW vehicles when 'economise' was the watchword. Railway managements were convinced a decade later that the cost of motorised transport would be recouped by increased maintenance productivity and from then on such vehicles were progressively introduced. Most photographs taken in B.C. since WWII show only Fairmont track vehicles and 19 out of 20 preserved specimens in the province in year 2000 are Fairmonts. This confirms that over decades Fairmont machines were considered reliable and efficient and were much favoured by the men who rode them.

Between 1920 and 1971 it is thought the Fairmont parent and its Canadian subsidiary - which closed in 1971 - produced some 70,000 gang cars and speeders. From 1950 it started to produce specialised track machines and, as its conventional business waned in the late 1970s, so did this other market grow. In 1979 it merged with Harsco Corporation, a diversified enterprise, and continues to produce a wide range of track laying, lifting, and maintenance machines and is known as Harsco Track Technologies. The very last typical section gang car/speeder was built in 1991 for an overseas customer, possibly a Turkish railway.

From 1920 to about 1967 Fairmont built and installed its own motors in all its vehicles. The most common was single-cylinder [4 to 5" dia] two-stroke cycle [4 to 5" stroke] and produced the characteristic 'putt-putt' sound of such motors. Gasoline had lubricating oil added to it in the ratio of 16:1. The cylinder was surrounded by a water jacket and combustion was at its best when the water was boiling; the rising steam passed through an air cooled condenser and returned as water to the boiling pot. The motor had two 20-inch cast iron flywheels to provide smooth momentum. The

power drive to the rear axle was via pulleys and a 4-inch wide belt, and a tensioning device acting on the belt produced variable speeds. Starting was with a hand crank. After about 1967 Fairmont ceased to make its own motors and used ones made by Onan Co., Minneapolis, Minnesota. These were 2-cylinder 4-stroke air-cooled motors with conventional gearbox and chain drive to the rear axle, plus electric starter. Both Fairmont and Onan motors were commendably compact and lightweight. Fairmont had three principal designations, 'A3 to 5' for heavy duty gang cars, 'M14' for lighter section cars and 'M19' for inspection/patrol speeders. When the post-1967 design was introduced, the 'M' series had a 'T' added to show that it had the new style transmission.

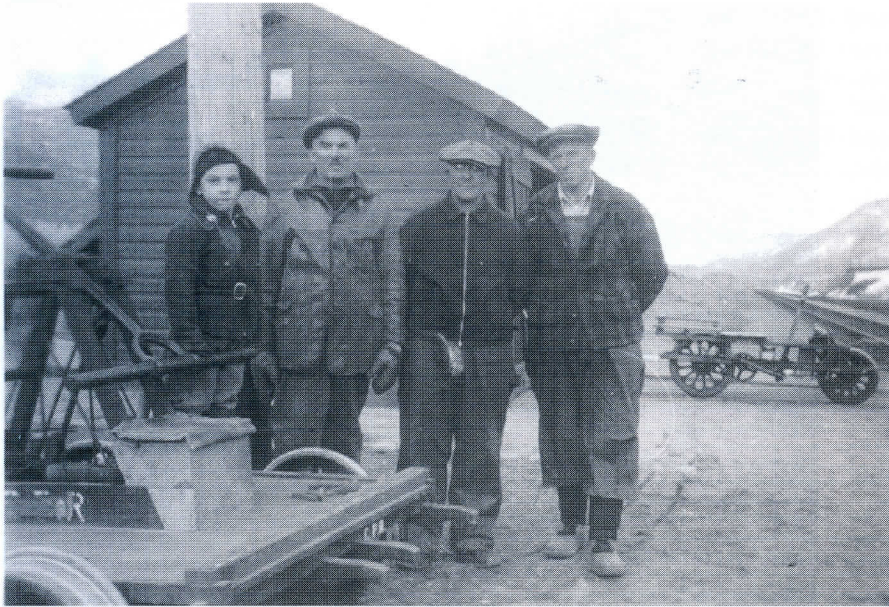
MoW vehicles, when not in use, were housed in locked tool sheds adjacent to a section house. This kept them out of the weather and prevented unauthorised use. These sheds were instantly recognisable because a set of tracks, using wood or steel rails, ran from the shed right up to the running track at a right angle. At this point, flush timbers covered the running track and it was a relatively easy job to swivel the vehicle onto the track, using the extended carrying handles at one end. This wheelbarrow technique ensured that the end lifting weight was in the 90-200 lb range. At the very end of the era of motorised vehicles when their design and equipment became quite sophisticated, but heavier, some were fitted with an under-floor powered centre jack which permitted them to be effortlessly turned through a right-angle and dropped onto the track. Flatdeck pushcars often lay outside the shed in odd positions but in all cases their wheels were threaded with chain and locked to ensure that no prankster got the idea of setting one loose down the running track. A typical tool shed had a frontage of 14 ft and a depth of 10 ft. To one side were double doors of about 78 inch width to allow the section gang car to be garaged. CPR policy was to site them 30ft from the nearest rail if the site permitted it. The rest of the internal space was occupied by all the tools needed to maintain a Section. Outside a handcranked grinding wheel for sharpening tools was always to be seen. While at work, use was made of 'set-offs' spaced at one third to half mile intervals, where a track vehicle could be removed and parked. They were so sited as to give a good view of oncoming trains. 'Set-offs' were permanent installations and consisted of a planked area between the running rails and a set of wooden tracks to one side, placed at right angles to the right-of-way. Usually a few lengths of replacement rail were also stacked at this spot. Vehicles were never removed from track except at these 'set-offs' or at grade-crossings - unless some dire emergency came about.

A word should be said about how sectionmen integrated their work with normal railway traffic and how they took care of safety aspects. A section foreman would soon become accustomed to the traffic rhythm in his area and



A typical section house, this one at Chute Lake at 3,910 ft elevation, on the Kettle Valley Railway [CPR]. It was at the head of an unbroken 2.2% grade, 27 rail miles N.E. of Penticton, the longest grade of its kind in B.C. The house was built prior to 1920, was isolated and had no road access. Service had been suspended in the area in 1973 and when this photo was taken in 1979, permission had been given to dismantle the trackage. *Author*

he would possess a copy of the current employee timetable. In addition he would listen in each morning at a set time on the telephone to the sub-divisional dispatcher who would detail train movements for the next 12 or 24 hours. This was known as a 'lineup' and would be listened to simultaneously by all section foremen and other affected staff. But this could not alert a foreman to the timing of delayed trains or last-minute insertion of extras and so he was always very sensitive to the approach of an unexpected train, never attempting work that would jeopardise a passing train or himself. Work requiring track occupation for a period would be covered by train orders notifying conductors and engine men, and would be protected by trackside flags or lamps and torpedoes. All this was covered by specific regulations called 'Uniform Maintenance of Way Flagging Rules' issued by the Board of Railway Commissioners and was further buttressed by instructions issued by each railway company. For example, in 1952 CNR issued an 8-page pocket booklet containing 30 rules which was titled 'The Use and Operation of motor, hand, velocipede, and push cars'. Two types of emergency alerting devices were always carried on MoW vehicles. One was fusees which are candle-like flares stuck into ties and the other was torpedoes, a misnomer; since they are detonators clipped to a rail which noisely explode when run over by a train wheel. Despite all these precautions, not a few old-time sectionmen can relate at least one



A CPR section gang in 1943 at Pritchard, 24 level rail miles east of Kamloops. It was here that the main line commenced to be double-tracked into Kamloops and can be seen at right edge of photo. Second from right is John Fossett, who worked in the Pritchard section gang for 38 years, from 1914 to retirement in 1952; he was its foreman for most of the period. Track vehicles here were still of the manual type during World War II; note that the hand-pump car is lettered 'CPR'. The section tool shed is to the rear.
John Fossett Jr.

personal experience of suddenly being confronted by a train and having to bail out fast and watch their vehicle being destroyed. When Centralized Traffic Control came into being and a line of rail was electrically energised and interlocked with lineside signals, it became essential that MoW vehicles did not break the rail circuit and send the message that a train was on the line. This was done by fitting wheel bearings that were non-conductors.

In the 1960s and 70s there was a world-wide movement to mechanise the installation and maintenance of track and this brought about a radical change in methods and staffing of the 'maintenance-of-way' work force. At first the impact was to concentrate section gangs at intermediate points and give them greater road mobility, so that for the first time the constraint of reaching a work site only by rail was breached. The introduction of heavier rail welded into long continuous lengths spelt the end of section gangs for the old and tried methods of track work no longer applied. Work gangs were centred on sub-divisional points, section houses became redundant and were removed and work crews often came to a site by road transport. The labour force itself shrank by about 60%. Continuous rail first appeared in B.C. as introductory lengths in the late 1960s and became general on mainlines in the following two decades. To deal with this innovation, CNR had mechanized track gangs stationed at Jasper, Kamloops and Vancouver. The traditional track maintenance vehicle lost out when compared with the new maid-of-all-work, the 'hi(ghway)-rail' commercial truck. The latter runs equally well on rail, road or grass, and carries more people in greater comfort and safety and with far more equipment. In spite of this, MoW gang cars could still be

seen on secondary lines into the 1980s, where continuous rail would never be laid. Of all the rail provinces in Canada, British Columbia is the one most troubled by problems of avalanches, mud slides, washouts, rock falls and flash floods. As a result CPR, CNR and BC Rail have long maintained track patrols in hazardous areas and in some places will have a patrol precede all trains. Speeders were ideal for this work and continued to be used in slowly decreasing numbers until as late as 1994. It is at this point that this story about maintenance-of-way in British Columbia comes to a stop.

No sooner had the gang motorcar and the speeder disappeared from the scene than nostalgia took over and enthusiasts started buying and renovating such equipment. In the 1980s an umbrella organisation called the 'North American Rail Car Operators Association' was formed in the States. It encouraged owners to get together and run their machines on authorised trackage but under a code of stringent operating and safety rules, and

insurance coverage. Various likeminded regional groups have since emerged and the first 'meet' in B.C. took place in 1994 in the Okanagan, followed a year later by a run from Prince George to Fort Nelson on BC Rail. Useful information about such activities can be obtained on the Internet at 'www.narcoa.org'.

This article will conclude with some diverse items so as to give a different perspective on the subject. Aspects more suitable for tabulation are given as appendices.

* The headquarters of the Pacific Coast Division [representing the lower mainland of B.C.] of the Canadian Railroad Historical Association is located at Maillardville Heritage Square in the eastern part of metropolitan Vancouver. Its exhibits include the small CPR Fraser Mills station, a caboose, and a 'speeder' shed. Inside the shed is a former CN early type speeder [#13189] of 1950s vintage and appearance, having only a plywood windbreak at the front. It is a Fairmont M19 with a Fairmont motor and is being returned to running condition.

* When the Grand Trunk Pacific Rly first opened for business in B.C. in 1915, traffic was light and written permission was given to homesteaders to use pump cars on certain days and times. Sometimes things did not go to plan and one resident recalls an early 1920s incident: "McBride was a very small town in those days. There were no roads and we would take the train or speeder to go back and forth to Dunster. One night we were on the way to a dance by speeder when we met a train. We jumped off but the train destroyed the speeder". Presumably the 'speeder' was a pump car. [extract from "Robson Valley Story" by Marilyn Wheeler, 1979, 376pp]

* Logging railways in B.C. also had maintenance of way

employees and they were probably more hard worked than those on public railways because rails were lighter and second-hand, the roadbed less stable and impermanent, and damage to track by falling logs was a constant. This kind of work is still undertaken in 2003 by the one remaining logging railway in B.C., owned by Canadian Forest Products Ltd. in northern Vancouver Island.

* The last line in B.C. to be built with conventional maintenance facilities, including section houses, was the CNR branchline from Kamloops to Kelowna, opened in 1925. In 1958 the section gangs were partially consolidated into larger groups and in 1959-61 some of the section houses were sold and removed off railway property. [See appendix also]

* Life portrait of a CNR sectionman: Nicholi Mudry (1897-1984), born in Ukraine, served in Austro-Hungarian army in WWI, emigrated to Canada in 1926 and immediately started working at O'Keefe Siding on CNR Okanagan Sub-division. Starting wage was 30c/hour, increased six months later by 8c and after a year's service to 41c. During the Depression wages were reduced by 15% in 1931 and restored in increments 1937/8. In 1935 Mudry transferred to the adjoining Falkland section gang and remained there till retirement in 1962 aged 65; he never made foreman. [extracted from "Meeting of the Winds" by Marjorie Selody, 1990, 170pp.]

* An annual requirement of Canadian Transport Commission was that railway companies have daily fire patrols in summer in designated forest areas. CPR 1969 instructions read: "Each Section patrolman shall be supplied with a velocipede, 1 round-nosed shovel, 1 bucket, 1 axe, and 1 filled 5-gal hand firepump." Each Section toolhouse also had to store firefighting equipment.

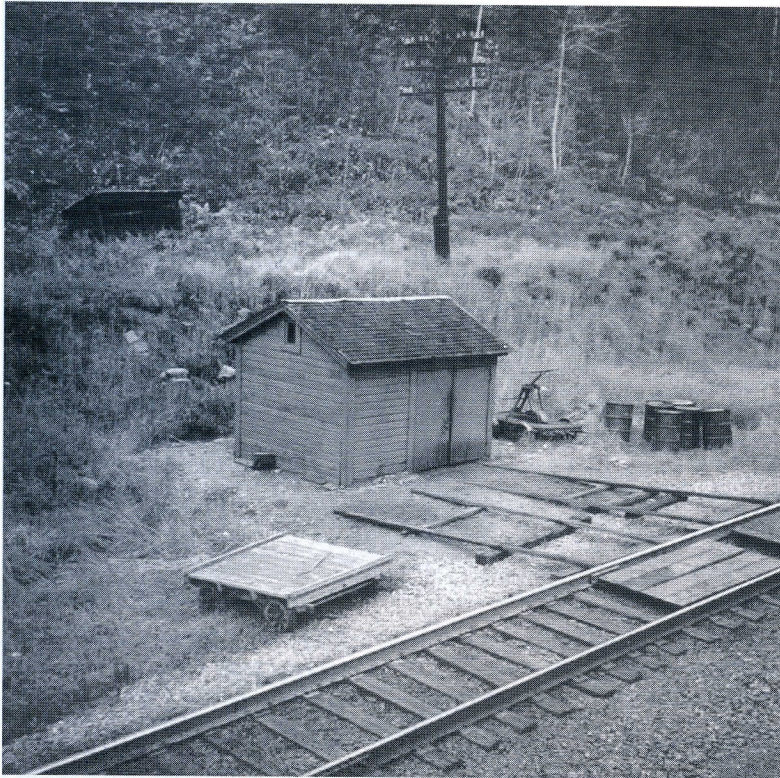
A track gang at work as depicted in this Steel Company of Canada advertisement from the Canadian Railway and Marine World for January, 1925.



Photographers of railway subjects seemed to have ignored section gangs at work as a topic, author included, and this is the only one he has been able to locate. Here two gangs, from McBride, [Mile 0.0] and Dome Creek [Mile 55.7], work together to replace a switch connection at Goat River [Mile 27.8] on the CNR Northern BC Line, in 1988. Prince George is another 118 rail miles to the west. Hard hats had become mandatory headwear. *Jim Harte*

* A delightful tale, no doubt apocryphal, concerns the CPR mainline after the spiral tunnels in the Rockies were opened in 1909. A telegraph operator or an agent had been posted from a station upgrade of the tunnels to Field and was in the process of moving his possessions. He was of musical bent and one day he moved his upright piano on a pushcar [presumably fitted with a brake !] and whilst in the tunnels he took to playing the piano and singing, delighting in the echo. From a distance this apparently sounded spooky and a track gang working in the tunnel near a lower portal, first stood apprehensively and then took to their heels as the swelling sound came rolling around the curve towards them.

* A superbly detailed model of a Fairmont M19 speeder, at one-tenth scale, was presented to John [Giovanni] Marra in 1973, upon his retirement as CPR Kamloops Roadmaster, after 45 years of maintenance-of-way service performed at several locations between Cranbrook and Mission City. The model was built by the late L.G.Snowden, a renowned local railway modeller, and is held by the Marra family.



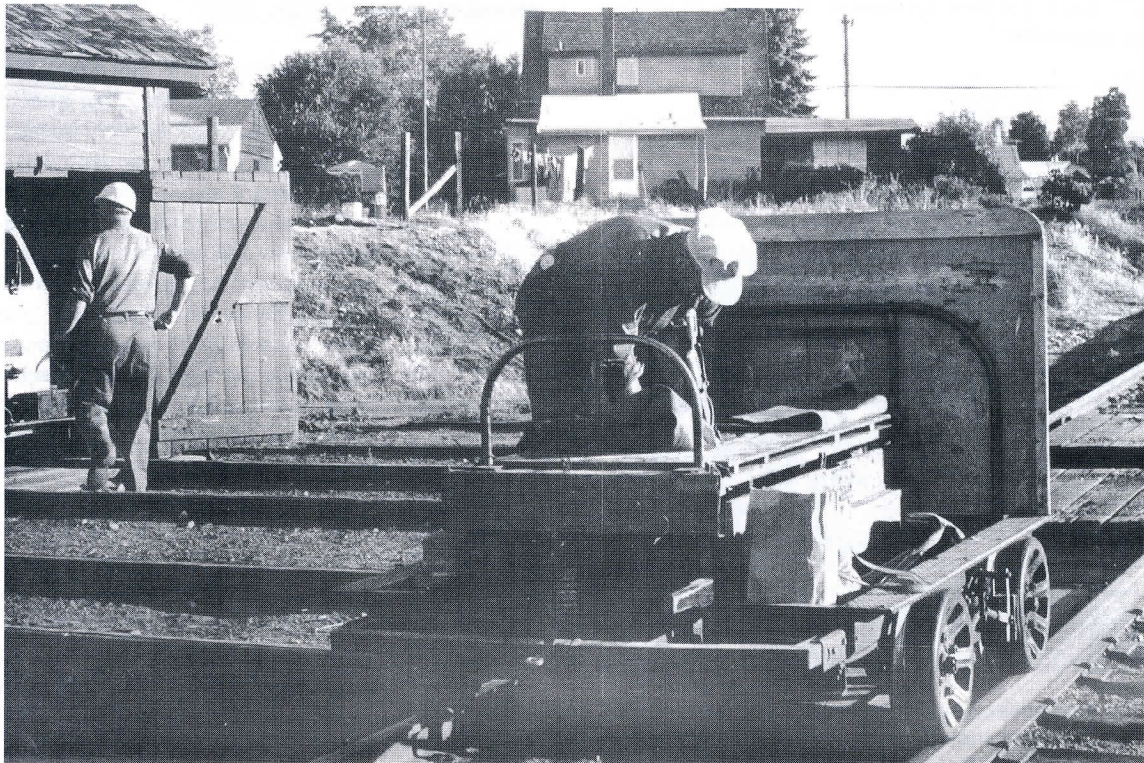
A toolshed with 'set-off/on' clearly visible. A pushcar lies in the foreground whilst an obsolescent pump car sits to the right of the shed. This 1965 scene is on the CPR main line at Flat Creek, a passing siding in the middle of nowhere and 33 rail miles east of Revelstoke.

Author

* Even track vehicles need periodic overhauls. In B.C. the CNR carried these out at Prince George, Kamloops and Vancouver, and in the 1970/1980s the work was concentrated at Kamloops. The earliest record concerning the maintenance of MoW vehicles in the province is the entry 'Handcar fitter - one' in an 1889 listing of 82 CPR tradesmen at the Drake Street yards in Vancouver.

* Sadly B.C. has an unsolved case of the murder of a CPR track patrolman. Louis Szokircsak, an apparently inoffensive man of 63 and of Hungarian descent, was shot and killed by ambush at 0345 hours one morning in May 1960. He was patrolling on his velocipede between Lytton - where he lived in a section house - and Cisco and had stopped about halfway to let a passenger train go by. The killer knew all about railway routines and the locale so it is probable the police had strong suspicions but no evidence to prosecute.

* Quote from newspaper 'Kootenaian' of June 1903 regarding the 3 ft gauge Kaslo and Slocan Rly. "A washout had occurred the previous night and passengers were transferred to hand/pump cars for the final few miles to Sandon. Just before reaching Sandon a dog ran out and under the handcar, ditching it. Conductor Prunk's ankle was run over by a wheel whilst bank manager Heathcote was much shaken up and suffered contusions."



Another MoW scene when a Kettle Valley Railway [CPR] section gang commences its daily work; taken at Penticton in 1973.

Hal Riegger

* Extract from 2002 interview with Bill Batchelor, who in early 1950s was a Relieving Section Foreman on the Victoria Sub-division of the Esquimalt & Nanaimo Railway [CPR]: "The Roadmaster was stationed at Duncan and was responsible for 40 miles south to Victoria and 33 miles north to Nanaimo. He would inspect track on a smaller version of a section-gang car, always travelling after a passenger train and after a 20 minute interval. Occasionally he would travel on a passenger train to see how it rode and would sometimes throw out messages to track gangs if he felt the problem was acute and needed immediate attention."

* Just after midnight on 23 November 1959 a CPR freight eased into Brookmere after climbing the 2% Coquihalla grade in heavy snow-rain. Soon afterwards a speeder patrolman, stationed at Lear, reported a track washout at Mile 43; daylight showed four separate washouts, all severe.

No more trains ever ran on the line, it being officially abandoned in 1961.

* In 1965 the National Film Board of Canada released a movie with the dual titles of "Rail Rodder" and "Keaton Rides Again". It was a solo performance by the great silent comic actor, Buster Keaton, in the year before he died. Keaton rides a Fairmont M19 speeder on CNR track from the Atlantic to the Pacific. The movie runs for 25 mins, followed by a 55 min. documentary; rated 4 star.

* CPR memo, 3 April 1964, Nelson, Kootenay Division, Pacific Region, per Division Engineer.

Following are successful applicants: Section Foremen: S.Agud/Sec 12-Drewry; T.Ishida/Sec 1-

Castlegar; Class 'A' Sectionmen: S.Bonacci/Sec 4-Warfield; P.Koftinoff/Sec 13-Eholt; P.Caccavo/Sec 5-Fernie; M.Lewkowicz/Sec 3-S.Slocan; S.Savarin/Sec 1-Nelson Yard; F.Kroll/

Sec 6-Tunnel; H.Bidinoff/Sec 2-Summit; A. Pulice/Sec 11-Blake; N.Zaffino/Sec 8-Ruth.

The Class 'A' men had to write a simple examination about track safety rules; a Class 'B' sectionman was an entry grade.

* PGER and successor BC Rail used speeders for many years to patrol track between D'arcy and Kelly Lake, based at Lillooet; these were displaced by Hi-Rail trucks in late 1994. They were also to be seen preceding trains between North Vancouver and Squamish, where much of trackside is rockface.

* The last sighting by the author of a speeder 'out on the road' was noted on a siding at CN Savona, 26 miles west of Kamloops in July 1994. It was unattended but was in service.

* The only known surviving section house, now in private use, in the Kamloops region is at Brookmere, 29.4 rail miles south of Merritt on the dismantled Kettle Valley Railway



Lillooet station in 1964 on the Pacific Great Eastern Railway [now BC Rail], being the upper terminal of a daily passenger service from North Vancouver. The Budd car train is about to return southwards and is being preceded by a speeder for the next 35 miles because of constant threats of rockfalls.

Author

[CPR]. It ceased to be a section house when the line was closed in 1989. Its nearest neighbour to the north was 11.6 miles away at Kingsvale and was destroyed by fire in 2000. It is thought that in its final years of light traffic the section lengths were doubled to 14-15 miles by deactivating every other section house.

* In 1997 CN Rail at Kamloops Junction withdrew all the obsolescent MoW vehicles and assembled them in one line on a yard spur. These totalled between 44 and 50 vehicles. Gang cars and inspection speeders were about equally represented and there were five dumb crew carriers but no pushcars. These vehicles were available for sale and it is known that Canadian and American collectors made purchases. In late 1998 the 20 odd survivors were removed for scrapping - and so without fuss and lament ended a slice of B.C. maintenance-of-way history.

* Examples of various types of obsolete MoW vehicles can be seen at general or railway museums at Castlegar, Chilliwack, Cranbrook, Duncan, Fort Langley, Fort Steele, Kamloops, Midway, Penticton, Prince George, Squamish, and Valemount.

* The museum at Valemount holds the only known example of a motorized velocipede. It is a home-built machine and was used by a CNR employee, who was also a union steward, to collect dues from members of the Brotherhood of Maintenance of Way Employees in the Valemount area. It was donated to the museum in the early 1980s but date of construction is unknown.



A speeder patrol in 1966 on the Pacific Great Eastern Railway [now BC Rail] near Whistler and 20 miles north of Squamish, travelling northwards at about 30 mph.
Author

CAUTION: Because of sparse documentation, some of the dates and facts presented may not prove accurate but every effort has been made to get as close to reality as possible. Inspiration has been derived from interviews with long retired MoW employees and present-day speeder buffs; also from old and recent photos, one-line references in a variety of books and magazines, and bibliography listed below. The author wishes to thank the following for input:- W. Batchelor, R.Bellamy, R.Cantin, M.Hope, D.Logan, R.Marra, L.Stonier-Newman, K.Paget, T.Phair, I.Smith, R.Turner, W.Tilden.

GENERAL SOURCES: When the author commenced his research, he had no written material of any kind but did acquire some along the way. Those of possible interest are listed below.

Track and Its Maintenance; p112-161 and 185-199 in textbook 'Railroad Engineering' (288pp), being Vol 2 of eight volumes of "Cyclopedia of Civil

Engineering", edited by F.Turneure, 1909, covering:- rails, joints, ties, ballast, elevations, switches, tools, organisation.

Track Cyclopedia: [allied with Assoc. of American Railroads], Simmons-Boardman Pub, Omaha, USA, 9th edition, 1978, about 500pp, text and advertisements are interspersed.

Standard CPR Plans for Tool House, Bunk House & Section House: Montreal, 1916, 6pp.

CPR Section Houses in Alberta: by L.Kozma & C.Bohi, Railroad Model Craftsman, Dec 1982, 5pp.

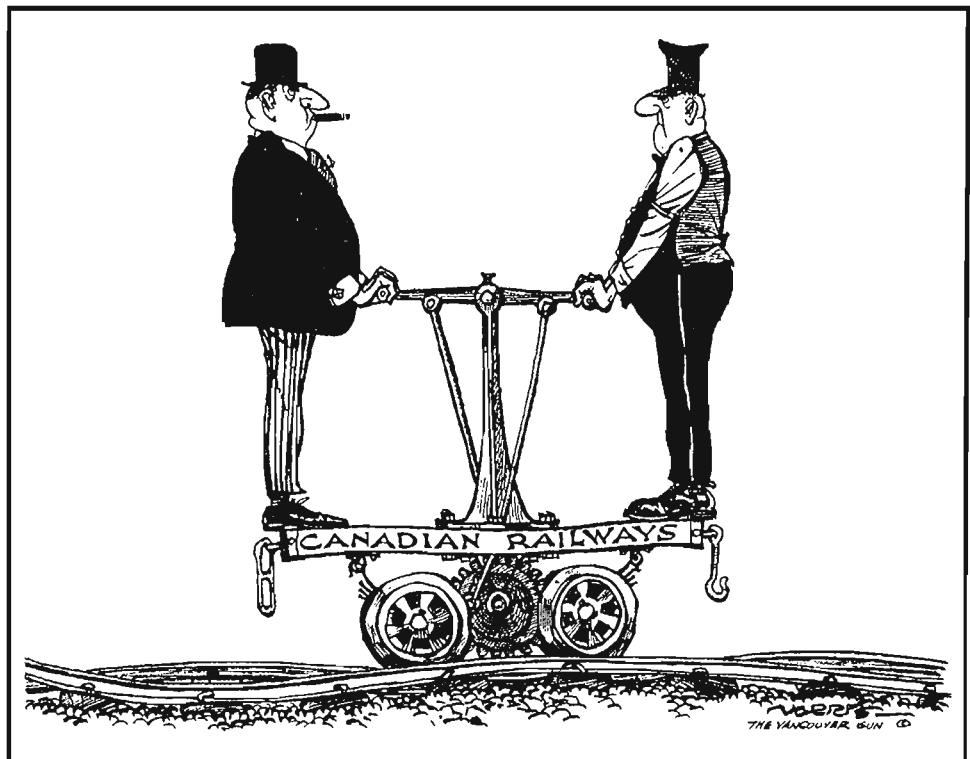
Tool and Section Car Sheds: p73 of booklet 'Bridges & Buildings', Kalmbach, 1965.

Care & Operation of Track Motor Cars: by C.Knowles, series of 15 articles in 'Railway Engineering & Maintenance', 1930-31, 67pp.

Fairmont Catalogue of 1963: Fairmont Railway Motors Inc., Minnesota, USA. Lists about 40 pieces of equipment, 36pp.

Hand & Motor Car Setoffs: 'Mainline Modeller' magazine, Nov 2001, 3pp.

Speeder World: [for MoW vehicle hobbyists]: 'Trains' magazine, Aug 2000, 8pp.



Len Norris [1913-1997] was a very talented and prolific editorial cartoonist for the 'Vancouver Sun' from 1950 to 1988 and was known and recognized as such nationally. It is therefore fitting to reproduce this cartoon dated 28 August 1973 when the non-operating workers of Canadian railways were on strike. Norris's caption read "Demonstrating the impossibility of it running while the operators maintain a rigid, unbending position."
Vancouver Sun

Appendix 1

Some Authenticated Locations of Section Houses in B.C.

Notes: 'S.M' = Sub-division mileage per time tables. "Apart" = Distance in miles between two adjacent section houses, but Section *length* unknown.

PGER, Squamish Sub, 1925

<u>Section House</u>	<u>S.M.</u>	<u>Apart</u>
Squamish	0.0	0.0
Cheakamus	11.8	11.8
Water Tank	25.1	13.3
Mons	38.5	13.4
Green River	47.4	8.9
Pemberton	57.2	9.8
Birken	76.2	19.0
Darcy	85.9	9.7
Marne	93.0	7.1
Shalath	105.0	12.0
Lillooet	120.3	15.3
Average		12.0

CNR, Okanagan Sub, 1925

<u>Section House</u>	<u>S.M.</u>	<u>Apart</u>
Cambbell Creek	14.5	0.0
Duck Meadow	26.5	12.0
Monte Lake	30.9	4.4
Westwold	37.8	6.9
Falkland	47.3	9.5
O'Keefe	61.6	14.3
Armstrong Jct. (toolhouse only)	70.8	9.2

Vernon	85.4	0.0
Kalamalka	92.3	6.9
Oyama	99.2	6.9
Postill	109.5	10.3
Kelowna	118.9	9.4

Average		10.4

Lumby branch of 14.4 miles had section house at Lavington, mile 7.9.

CPR, Cranbrook Sub, 1941

<u>Section House</u>	<u>S.M.</u>	<u>Apart</u>
Fernie	36.1	0.0
Morrissey	44.5	8.4
Elko	54.3	9.8
Galloway	63.4	9.1
Covalli	71.5	8.1
Wardner	77.3	5.8
Mayook	84.8	7.5
Rampart	89.3	4.5
Cranbrook	99.2	9.9
Average		7.9

E&N/CPR, Victoria Sub, 1952

<u>Section House</u>	<u>S.M.</u>	<u>Apart</u>
Victoria	0.0	0.0
Langford	7.9	7.9
Goldstream	10.7	2.8
Malahat	20.0	9.3
Shawnigan	27.8	7.8
Cobble Hill	31.2	3.4
Duncan	39.7	8.5
Haywood Jct (a)	41.6	1.9
Osborn Bay Jct. (b)	47.5	5.9
Chemainus	51.2	4.4
Ladysmith	58.4	7.2
S. Wellington	67.2	8.8
Nanaimo	72.5	5.3
Average		5.6

(a) and part of Lake Cowichan branch.

(b) and 2.5 miles of Crofton spur.

Appendix 2

Typical Specifications of Maintenance-of-Way Vehicles

The emphasis here is on the word “typical” or middle range, since we are dealing with several manufacturers, each producing a variety of models over differing decades. Dimensions are given in inches, and in the case of length, exclude protrusions such as handles and bumpers.

Ref	Propulsion	Vehicle	Dimensions			Wheels		Weight (lbs.)	Notes
			Wide	Long	High	Diam.	Base		
1	Manual	Velocipede	15 to 17	65 to 72	20 to 22	15fr. 24bk.	46	160	A
2	Manual	Pump Car	52	72	58	20	36	800	B
3	Manual	Push Car	62 to 67	84	18	16	38	500 to 700	C
4	Motor	Gang Car, 4-man	64	86 to 88	46 to 74	16	36	825 to 1100	D
5	Motor	Speeder, 1-2 man	63	56 to 64	35 to 66	16	24 and 36	540 to 650	E

NOTES

A. Wooden wheel centres aimed to provide quieter running. A handle pushed and pulled once, through gearing, made the rear wheel revolve three times. Steel tires had a concave tread (instead of normal lateral) to counter tendency of wheels to climb rail on curves. Outrider wheel on opposing rail was all steel of 14” diameter.

B. Pumped by two or four men in standing and opposing positions. Platform was 18” above rail level with external, protruding, and unguarded wheels which posed a hazard with loose clothing. At the highest point of their arc, the oscillating handles stood 40” above the platform. The car was fitted with a foot-actuated brake working on 2 wheels.

C. Made in two qualities, to carry 3 tons or 5 tons. Plain wood platform sometimes fitted with full or partial sills to prevent items from shaking off. Brakes optional but rare.

D. Designed for 4-man crew, but at a pinch could carry 6 or 8 men. Motors in 8 to 13 horsepower range.

E. Driven by 5 to 9 horsepower motors. Capable of running 200 miles on level track at 25 mph. with one tank of gasoline. Lifting handles for speeders and gang cars extended to about 40”.

Jerry Go and Oil That Car

The following song dates from the early 1880s, and was sung by the workers during the construction of the CPR. For many years it was popular among railroaders throughout North America, and was recorded by Harry McClintock ("Haywire Mac") in 1928.

Your editor felt that it would be fitting to print this song as a follow-up to the story of railroad sectionmen, for it tells of the sectionmen, the handcar, and a section boss who always thought of his track, even as he was dying.

Come all ye railroad section men and listen to my song.
It is of Larry O'Sullivan who now is dead and gone.
For twenty years a section boss, he never hired a tar.
And it's "joint ahead and centre back", and "Jerry go and oil that car".

For twenty years a section boss he worked upon the track,
And be it to his credit he never had a wreck.
For he kept every joint right up to the point with a tap of the tampin' bar,
And while the b'yes was shimmin' up the ties it's "Jerry would you oil that car".

And every Sunday morning unto the gang he'd say
"Me b'yes prepare ye, be aware, the old lady goes to church today.
Now I want every man to pump the best he can for the distance it is far.
And we have to get in ahead of Number 10, so Jerry go and oil that car".

T'was in November in the winter time, and the ground all covered with snow.
"Come put the hand car on the track and over the section go".
With his big soldier coat buttoned up to his throat all weathers he would dare,
And it's "Paddy Mack will you walk the track, and Jerry go and oil the car".

Got rest you Larry O'Sullivan, to me you were kind and good.
Ye always made the section men go out and chop me wood.
And fetch me water from the well and chop me kindling fine.
And any man that wouldn't lend a hand, t'was Larry'd give him his time.

"Give my regards to the roadmaster", poor Larry he did cry,
"And lay me up that I may see the old hand car before I die.
Then lay the spike mall on me chest, the gauge and the old claw bar.
And while the b'yes'll be filling up the grave, oh **Jerry would you oil that car**".

Two Early Cape Breton Mining Railways: The Glasgow & Cape Breton and The International Company Railway

Edited and Annotated by Herb MacDonald

From *Engineering*, issues of 29 October and 12 November, 1880

Editor's Introduction

This article is offered to provide background on two neglected early Cape Breton railways and to illustrate the rich body of content in the 49-part series on Canadian railway in the British journal *Engineering* over the period 1878-81 (see my outline of this series in *Canadian Rail*, # 494, July-August, 2002).

While these objectives could be met at any time, the timing is particularly appropriate. As at the time of writing, 5 April 2003 is scheduled to be "Discontinuance Day" for the Cape Breton and Central Nova Scotia Railway's service east of St. Peter's Jct. On that date, the last train will likely depart from Sydney and end the century-plus association between eastern Cape Breton and the railway. An end to railway operations is a sadly appropriate final symbol for the passing of Cape Breton's era of coal and steel, a process which had been under way since the end of the period of the steam locomotive. In its small way, this article is a personal tribute to that time and place and to the men who mined the coal, made the steel, and ran the trains that linked the economy of industrial Cape Breton to the rest of the country.

The excerpts presented here constitute the core of the railway-related material but they account for only about half of the total content of the two original *Engineering* articles. The additional historical, geographic, and economic background has been edited out. Though *Engineering* did not provide any illustrations for its "Canadian Railways" series, the *Canadian Illustrated News* offers some good contemporary Canadian-published substitutes.

The extensive notes serve several purposes. Some help clarify original content and/or direct the reader to primary source material. Others provide documented indications of some problems within the original text (or other sources dealing with these two lines) and serve as reminders that one should never assume total reliability of secondary sources (these notes included).

[]s indicates an editor's insert and an editor's deletion.

The Glasgow & Cape Breton Railway

The Glasgow & Cape Breton Railway (a title the meaning of which is not very obvious, as there is no Glasgow on the island [of Cape Breton] and New Glasgow in the Pictou coal district is 200 miles distant), was originally constructed by the late firm of Clark, Punchard & Co., and the history of the company has not been a happy one. It was organized in England, and on the 21st of September, 1868, an Act of Incorporation¹ was obtained from the Nova Scotia Legislature to construct a railway from Sydney Harbour to Cow Bay via Bridgeport, and for making the necessary docks, wharves, and branches for the purpose of transporting and shipping the coal from the different collieries.

The length of line as proposed was about 21 miles and the capital was £100,000. The entire cost of the construction and equipment of the line, including purchase of land and maintenance of way and works for six months after the line was opened for traffic, was estimated at £82,000, and responsible contractors, said the prospectus, had guaranteed to complete the railway and pier by the end of October, 1871, within the price estimated by the company's engineer. The estimated receipts from the carriage of coal and profit on the working of the Reserve colliery² were modestly estimated at £43,750 per annum. Deducting the

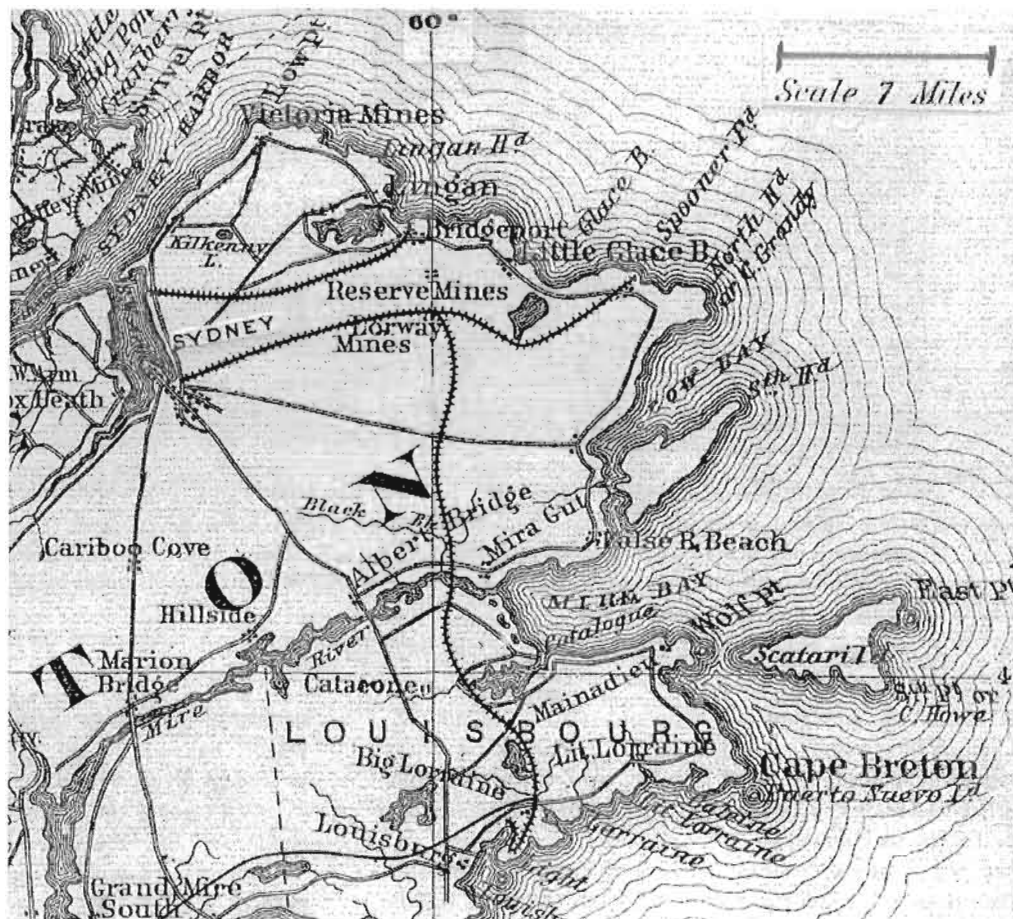
cost of operating the road, the net revenue was to be £34,167, or a trifle over 34 per cent on the capital.

As stated in the prospectus, the line passed through some of the most valuable coalfields in Cape Breton, in which there were then nine collieries in full work raising annually 376,000 tons of coal, and at the present time most of these collieries can only ship their coal in the summer.³ But the prospectus did not state that during the winter Sydney Harbour was just as fast and as long frozen up as any other point, and it left out also the important fact that another and better railway on the 4 ft. 8 1/2 in. gauge ran from the principal colliery in the district to Sydney, for 12 miles almost in sight of the proposed railway, and that the greater portion of the coal raised in the district was already in connection with the older road⁴.

The line as built was somewhat different from that proposed, and was shorter, but the 3 ft. gauge was retained, and by September, 1871, [10 miles were] completed. But from the connections with the collieries not being made, as well as from the freezing up of the harbour, the six months for which the line had to be maintained by the contractors coincided with the period when its services were not required. The road was ... completed to Schooner Pond Colliery, 18 miles from Sydney, during the following summer together with three miles of sidings and branches.

In 1876⁵ an extension of the railway was commenced from Lorway Junction [close to modern-day Reserve], 10 miles from Sydney, to Louisburg, 20 miles in length and running south, and was ready for work in 1878⁶ ...; although the pier and shipping facilities at Louisburg are now nearly as complete as those at Sydney, they have been so far but little used. The main line is therefore now from Sydney to Louisburg 30 miles in length, with different colliery branches 10 miles more, making 40 miles altogether; the gauge is 3 ft and the rails are 54 lb to the yard of iron.

The whole thing soon came to grief. There was no coal to carry excepting from the sister company's own areas which were not opened, and the company's own colliery, the Reserve, has even yet little results to show for ten years' nominal working. An amalgamation⁷ now took place between the company got up to work the collieries, and the railway company, which enabled additional capital to be raised for both, and a second amalgamation with the Louisbourg Railway resulted



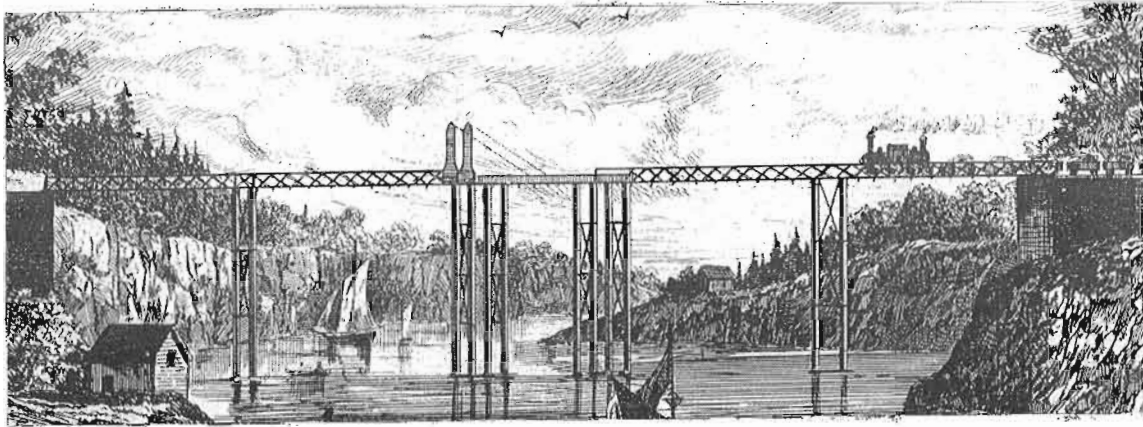
This segment of the "Maritime Atlas" map of Cape Breton County illustrates the heart of the Sydney coalfield at virtually the same time as the publication of the "Engineering" articles and is a perfect match for the text from that journal. It shows the location of the International Co Railway running from Bridgeport to Sydney and, to the south of that line, the G&CB routes from Sydney eastward through Lorway Mines to Schooner Pond ("Spooner Pd" on the map) and south from Lorway Jct. to Louisburg.

Source: Detail from Atlas of the Maritime Provinces, Saint John: Roe Brothers, 1879, p 77

RIGHT: Frederick N. Gisborne: Best known as a result of his activities related to the development of telegraph companies in Canada, Gisborne also had ongoing interests in mining. After a period as a mines and minerals agent in London on behalf of the Nova Scotia government, Gisborne came to Cape Breton at the end of the 1860s, acquired a number of coal leases and established both the Lorway Coal Co and the Schooner Pond Coal Company. He became involved with the G&CB and appears to have been the key figure in the line's reorganizations during 1872-74 (see footnotes 7 and 8) as well as the driving force behind the construction of the G&CB branch to Louisburg. Following the collapse of the G&CB, Gisborne went back to the field of telegraphy as Superintendent of the federal government's new Telegraph & Signal Service. An account of Gisborne's career is found in the Dictionary of Canadian Biography, University of Toronto Press, 1990, vol XII, pp 373-76.

Source: Canadian Illustrated News, 16 August 1873





The Mira River Bridge on the G&CB: The CIN described the bridge as a "light elegant though exceedingly strong lattice girder iron bridge" and recorded passage by a Fairlie locomotive early in 1875 "without producing any visible deflection or movement in the structure." Close examination of the sketch reveals the "double-ended" Fairlie design of the locomotive on the bridge. (See footnote # 12 for additional detail about these locomotives.)

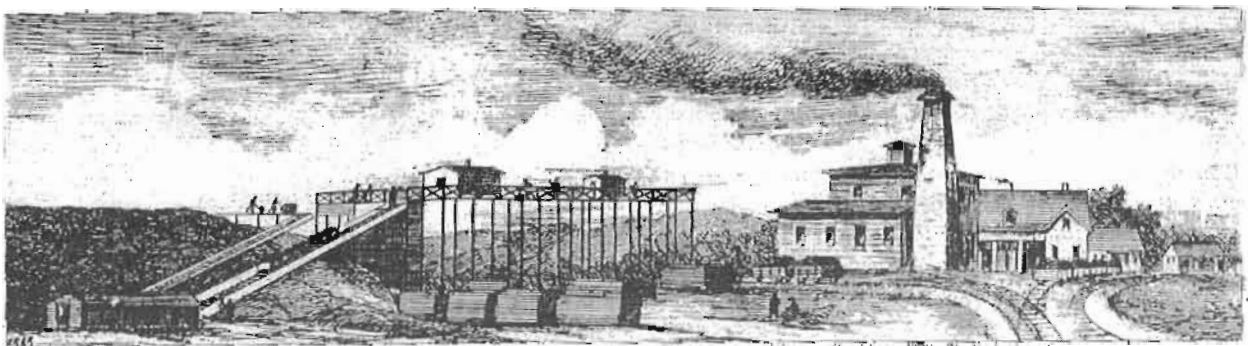
Source: Canadian Illustrated News, 5 June 1875

in the doubly amalgamated company⁸ now in liquidation⁹. Each of the companies in their state of single blessedness issued debentures, some of which were transferred to the different amalgamated companies, but the whole and each part were so covered in different ways by mortgages and loans and other devices to raise the means, that this complicated financing has overloaded and ultimately crushed one of the most promising speculations in all America or perhaps any country.

The construction of the original portion of the Glasgow and Cape Breton side by side with an existing railway, and dividing up a limited business, the whole of which was within the capacity of either railway to have undertaken, was one of those wanton wastes of capital that disgrace the whole Canadian railway system. In the coal districts alone nothing has been more detrimental to the

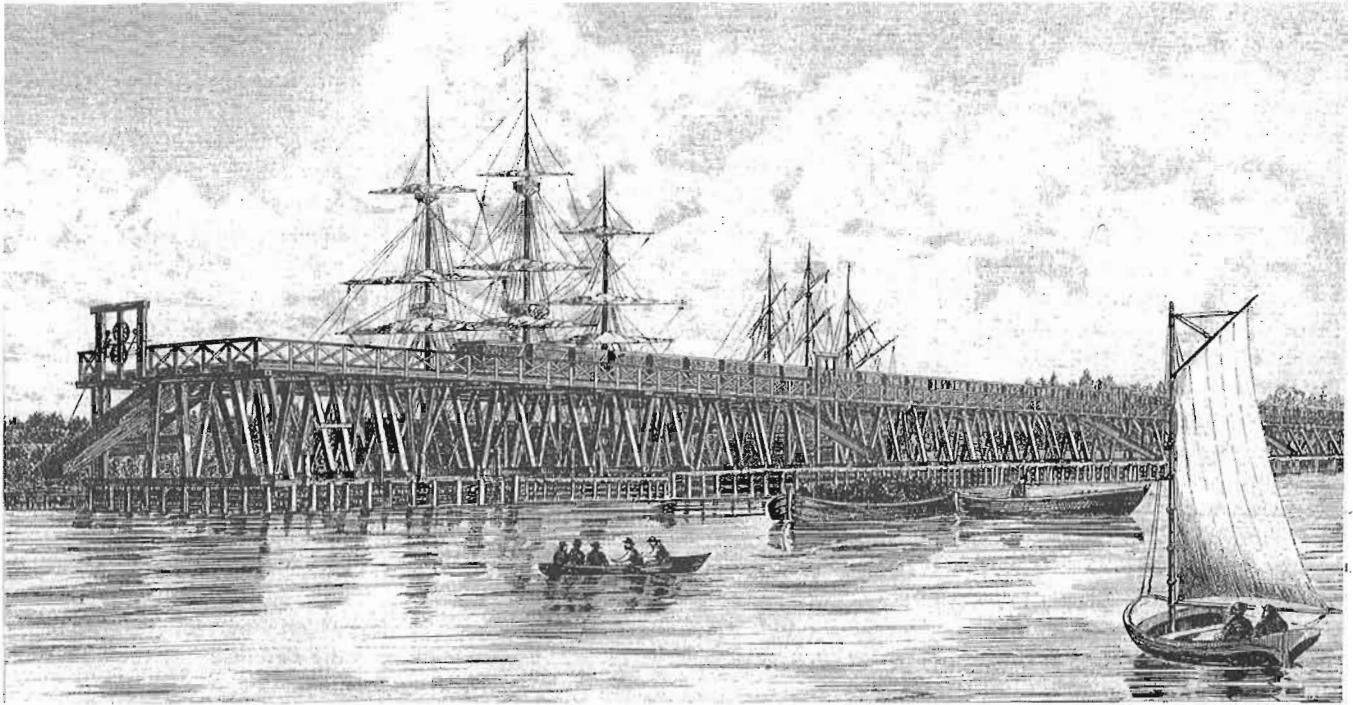
interest of the mining speculations than the want of concert, which has generally produced two non-paying and inefficient plants where one good one would have answered every purpose, and been probably more complete and serviceable for both.

At Sydney Harbour, two expensive wharves belonging to the two rival railways to Bridgeport¹⁰, each large enough for all the work there is to do by both, have been built side by side. There are two artificial harbours at Glace Bay, neither of them large enough, where one, if the two could have been put together, would have made the roadstead very much safer, and enhanced the convenience for both, and there are two breakwaters at Cow Bay¹¹, neither of them quite sufficient for the purpose. Altogether over 2,000,000 dollars have been uselessly squandered in the two coal districts in unnecessary duplicates where the market



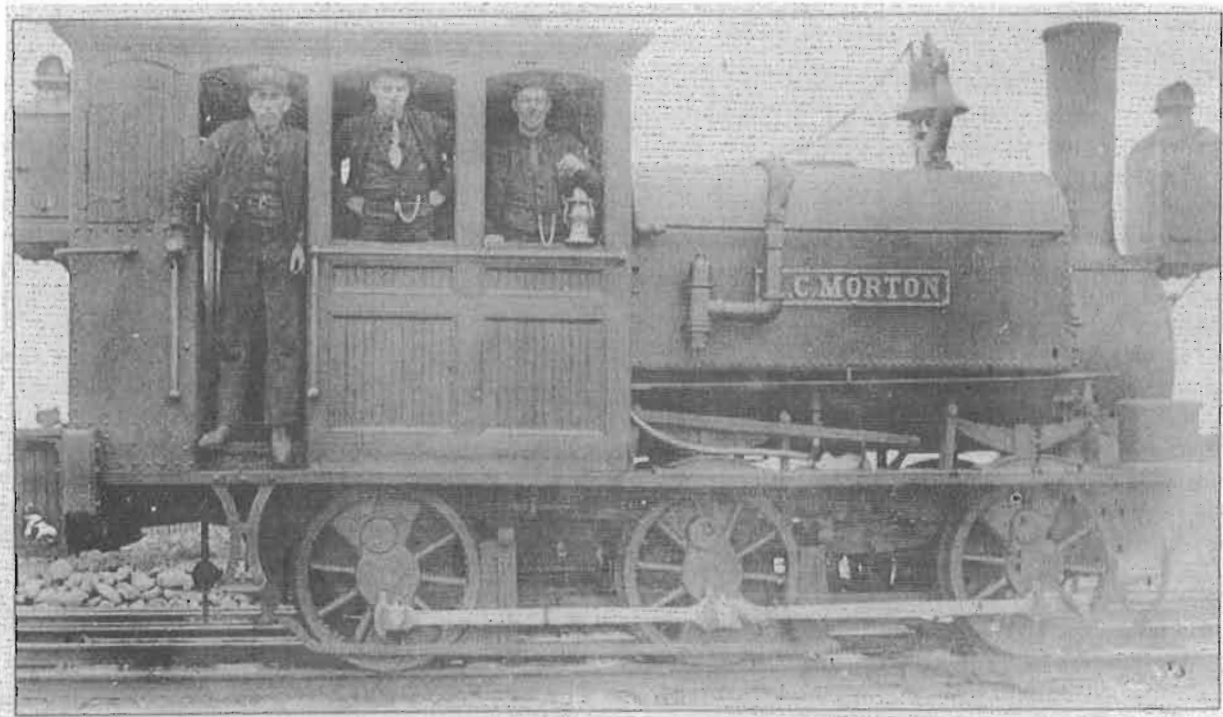
The Emery Colliery: This small colliery was located near modern-day Reserve. According to some sources, it was opened by Gisborne. The colliery name, however, seems to point to J. W. Emery who participated in several mining ventures in the 1860s with investors also involved with International Coal. My speculation is that the mine was started by Emery and associates and then sold to Gisborne. While its origin is uncertain, this mine was identified in the Dept of Mines 1873 Annual Report as belonging to Gisborne's Lorway Coal Company which in turn was part of the G&CB amalgamation of 1873.

Source: Canadian Illustrated News, 20 December 1873



The International Company's Shipping Pier at Sydney: This 1871 sketch seems consistent with the Engineering description of the wharf as being 1000 feet long and having capacity to load seven ships at the same time.

Source: Canadian Illustrated News, 20 May 1871



The A. C. Morton was built in 1870 by the Hunslett Engine Works of Leeds for the International Company. Following the 1893 consolidation of International into the Dominion Coal Company, the engine went to the new Dominion Coal-owned Sydney & Louisburg Railway. Carrying the S&L's # 3, the Morton worked on that line till it was scrapped in 1942, just three years short of three-quarters of a century of service. Morton, from New York City, was the first President of International Coal.

Source: Courtesy of the Sydney & Louisburg Railway Historical Society, Louisbourg, Nova Scotia

has always been much less than the means of supplying it, and the capital expended in necessary works most inadequately rewarded.

In the prospectus of [the Glasgow and Cape Breton] great stress was laid upon the supposed economy of the narrow gauge, and the better apportionment of the dead weight of the rolling stock to the load carried, and as the two roads run through the same district, have practically the same products, carry the same description of freight, deliver their coals at contiguous wharves in Sydney harbour, and work under precisely similar conditions, no comparison can possibly be much fairer than that between the old portion of the Glasgow and Cape Breton and the [standard gauge] International Company Railway.

Neither road on this portion of its route has any important bridge¹². The culverts on the 3 ft. gauge road are all wood; those of the 4 ft. 8 1/2 in. are stone, and the works generally of the latter are more substantial, the ballasting deeper, and the work generally better finished. Both were cash contracts. The narrow gauge road cost a trifle over 20,000 dollars per mile; the 4 ft. 8 1/2 in. road was finished and equipped for 16,000 dollars [per mile] exactly, no extras being asked or allowed. The rails on the [International] are 56 lb. per yard, on the other 54 lb., both of iron. The wharf of the International Company is 1000 ft. long, 35 ft. wide, and runs out into 30 ft. of water in Sydney Harbour, with a capacity for loading seven vessels at a time, a very much larger and more expensive structure than the similar wharf for the [Glasgow &] Cape Breton Company. [The G&CB wharf has] four railway tracks with two turntables at the end, and five shoots for loading the vessels¹³, all well arranged for carrying on an extensive coal shipping business.

The rolling stock on the narrow gauge Glasgow and Cape Breton line consists of three Fairlie engines by Fox, Walker & Co of Bristol and a tank engine by Black, Hawthorn and Co of Gateshead, the last used principally in shunting¹⁴. The Fairlie engines run in working order about

50 tons each, and have proved too large for the work demanded from them. Their weight also renders them anything but desirable for working over the long trestles¹⁵ on that part of the road. The engines on the International Company's road are saddle tank engines with cylinders 13 in. in diameter and 18 in. stroke, with 3 ft. 6 in. wheels and weighing about 24 tons in working order¹⁶. Each road was stocked originally with 200 coal wagons. The national gauge wagons are hoppers carrying 5 tons each, the coals falling though an opening between the rails on the wharf into a fixed shoot in the pier, from which a movable one extends to the hatchway of the ship. The narrow gauge wagons, 2 ft. longer in the body, are 4-ton wagons which have sloping floors¹⁷ to shoot the coal out laterally through a swing door at one side of the wagon.

The ordinary train on the narrow gauge is thirty-seven or thirty-eight wagons, bringing down 150 tons, and being 450 ft. in length. On the wider gauge, the ordinary train is twenty wagons, bringing down 100 tons, and running under 200 ft. in length. The tank engines in use on the 4 ft. 8 1/2 in. gauge can handle with ease a larger train than they are called upon to drag. As the Fairlie engines have 4 cylinders 11 in. in diameter with 19 in stroke, and 3 ft. 3 in. wheels, their power is to the others as 118 to 73, but this tremendous power is lost when applied to roads that can only with advantage handle trains of a certain length at their wharves and colliery sidings, and where the shunting occupies

more time and costs more than the main line haulage.

Besides the Glasgow and Cape Breton Railway and the International Railway, there are eight or ten other short railways in Cape Breton, all connected with the different collieries, and most of them worked by locomotives¹⁸. They are of all gauges¹⁹, 2 ft. 9 in., 3 ft. 6 in., 3 ft. 6 1/2 in and one, the Gowrie Company, has the unique gauge of 3 ft. 7 1/2 in, besides the ordinary 4 ft. 8 1/2 in. gauge of the Sydney²⁰ and International roads.

FIRST NOTIFICATION OF ABANDONMENT & SALE

Cape Breton & Central Nova Scotia Railway Mile 17.02 to Mile 113.9 Sydney Subdivision

On November 5, 2002 the Nova Scotia Utility & Review Board granted permission to the Cape Breton and Central Nova Scotia Railway to Discontinue Service and to Abandon the rail line from St. Peter's Junction to Sydney.

As part of the Abandonment process, Cape Breton & Central Nova Scotia Railway is offering to sell this portion of their rail line to a railway operator with the demonstrated ability to operate and finance this undertaking. Qualified parties interested in purchasing this section of our rail line should contact:

Mr. Jan P. Polley
Regional Vice President, Northeast Region
RailAmerica, Inc.
126 Weber Street, West Building No. 2
Kitchener, Ontario, N2H 3Z9
Telephone: (519) 749-8000 ext. 5
Facsimile: (519) 749-8088
Or via e-mail at jan.polley@railamerica.com

Discontinuance plan Railway Line: Sydney Subdivision, mp 17.02 to mp 113.9	
Procedure	Date
1. Application for Discontinuance of Service submitted to Utility and Review Board	April 10, 2002
2. Approval of application and plan received from Board	November 5, 2002
3. Approved Discontinuance of Service Plan filed with the Board	November 8, 2002
4. Send letter of notice to all affected customers, advising them of reduction in service and ultimate discontinuance of service	November 12, 2002
5. Publish 1st Notice in newspapers as required in Section 4 of the Railway Discontinuance of Services and Abandonment Regulations and as outlined by the Board in their November 5, 2002 decision. • Cape Breton Post (Sydney, NS) • Chronicle-Herald (provincial edition) • Halifax Daily News	November 20, 2002
6. Implement reduced service schedule to one freight train per week between Point Tupper & Sydney and two days of local service or greater as volumes require.	December 2, 2002
7. Publish 2nd Notice in newspapers as required in Section 4 of the Railway Discontinuance of Services and Abandonment Regulations and as outlined by the Board in their November 5, 2002 decision. • Cape Breton Post (Sydney, NS)	January 18, 2003
8. Publish 3rd Notice in newspapers as required in Section 4 of the Railway Discontinuance of Services and Abandonment Regulations and as outlined by the Board in their November 5, 2002 decision. • Cape Breton Post (Sydney, NS) • Chronicle-Herald (provincial edition) • Halifax Daily News	February 28, 2003
9. Discontinuance Day - Discontinue service on the railway line east of St. Peter's Junction, Richmond County, Sydney Subdivision mp 17.02 to mp 113.9	April 5, 2003

Notice of abandonment as published in the Halifax Chronicle-Herald, November 20, 2002.

Notes

1 *Public Statutes of Nova Scotia (PSNS)*, 1868, ch 53

2 The first coal reported raised from the Reserve colliery was at the end of 1871 (Nova Scotia Department of Mines Annual Report for 1871, p 35). The G&CB's 1868 incorporation made no provision for mining activity and it appears the Reserve Colliery was formed as a separate company. No Canadian statutory details have been located and my speculation is that this mining venture was incorporated in England. In 1873, the Reserve mine was identified in the Dept of Mines Annual Report for 1873 (p 40) as then owned by the G&CB as restructured in 1872 (see footnote 6 below). (The Dept of Mines Annual Reports, generally the most valuable source on Nova Scotia mining history, are most easily found as appendices in the Journals of the House of Assembly of Nova Scotia (JHANS) for the year after the date of the report; for example the Mines Report for 1871 is Appendix 16 in JHANS, 1872. Though a somewhat cumbersome substitute for the original bound volumes, most of the three pre-Confederation decades of the Journals are presently available at "Early Canadiana Online" <<http://www.canadiana.org/eco/index.html>> and post-1867 volumes will likely be appearing online before long.)

3 Despite the interpretation of this by the *Engineering* author, I am inclined to suspect that the second quotation came from a prospectus issued after the first stage of the line was built in 1871, ie from a document coming out of one of the corporate consolidations referred to below (see footnotes 6 & 7), and that it refers to the prime attraction of Louisburg harbour to all who considered building a railway there – its relatively ice-free status in winter in comparison to Sydney and other harbours in the area. I have not seen any of the G&CB prospectus documents but one which included the idea of building to Louisburg seems a much more likely source of the phrasing quoted by the original author.

4 This was the line built in 1869-70 by the International Coal and Railway Co which had been incorporated in 1864 (see *PSNS*, 1864, ch 42). Most identified investors were from Boston and New York (one of the most prominent being John Jacob Astor) and the firm's head office was in New York. For further details on this railway, see the Dept of Mines Annual Reports for 1869 (p 20) and 1870 (pp 17-18) as well as the later sections in the original text from *Engineering*. The 1864 prospectus plus some supplementary documents are included in the CIHM microfiche series, # 16413. While the actual documents in this critical resource for early Canadian history are still only in fiche form in library collections, a very efficient search engine <<http://www.nlc-bnc.ca/cihm/cihmfm.htm>> permits online searching to identify material of interest in this massive fiche collection. Investors involved in International Coal had other interests in Cape Breton. Names associated with the International Company also appear among the founders of Block House Mining (*PSNS*, 1864, ch 38; 1865, ch 55; 1872, ch 72; and 1877, ch 77), Caledonia Coal (*PSNS*, 1865, ch 46; 1871, ch 61), Clyde Coal (*PSNS*, 1865, ch 48), Cambridge Coal (*PSNS*,

1865, ch 63), and Glace Bay Mining (*PSNS*, 1862, ch 72). No details have been sought about numbers or percentages of shares held to lead to any conclusions about the extent to which these firms were actually integrated but it appears that there was a high degree of overlap among the dominant shareholders.

5 This date is incorrect. The Dept of Mines Annual Report for 1874 (p 24) indicates that work on the Louisburg branch was well underway during that year. The 1875 engraving of the Mira River bridge from *The Canadian Illustrated News* provides further evidence of activity before 1876. There are, however, many contradictions in print about when the branch was finished, and the extent to which it operated before it was abandoned in 1883 following a major forest fire that destroyed the line's wooden bridges and culverts. (An earlier and unrelated firm, the Louisburg Railway Co, had been established in 1864 (*PSNS*, 1864, ch 36, and restructured in 1865, *PSNS*, 1865, ch 50) to build a line from Sydney to Louisburg but it seems certain that this venture did not get beyond the planning stage. Key investors included Astor and others involved with International Coal and related firms referred to above in footnote #4. It seems likely that the construction of International Coal's railway in the late 1860s took the place of this first scheme to build a railway to Louisburg.)

6 The chief engineer who directed construction of the Louisburg branch was Henry Alfred Gray who had come to Cape Breton in 1875 from a post on the Nova Scotia section of the Intercolonial Railway. In Nova Scotia, Gray was also associated with the Londonderry Iron and Steel Works as well as the construction of the Western Counties Railway; see G. M. Rose, *A Cyclopaedia of Canadian Biography*, Toronto: Rose Publishing, 1886, 362-63, and available at "Early Canadiana Online."

7 This first reorganization was the merger of the 1868 G&CB and the firm which owned the Reserve Colliery. The result was the Glasgow and Cape Breton (Nova Scotia) Coal and Railway Co which was incorporated in 1872 (see *PSNS*, 1872, ch 71).

8 The second consolidation was the merger of the 1872 G&CB with two of Gisborne's mining companies, the Lorway Coal Co and the Schooner Pond Coal Co. These three firms merged in July of 1873 into the Cape Breton Company, incorporated in London in late 1873 and in Nova Scotia in 1874 (see *PSNS*, 1874, ch 73).

9 The firm "in liquidation" (the Cape Breton Company) was reorganized and incorporated in 1881 as the Sydney & Louisburg Coal and Railway Company (see *PSNS*, 1881, ch 73). An 1881 marketing brochure from this firm, directed "to Owners of Steamers Coaling at North American Ports" is included in the CIHM microfiche series, # 64469. Despite the name, this was still not the firm that built the standard gauge line in 1895 which would be the operational Sydney & Louisburg of the 20th century. That line was constructed

by the Dominion Coal Company established by H. M. Whitney in 1893. Whitney's amalgamation of Cape Breton firms included both the 1881 S&L Coal & Railway Co and the International Company. (See Brian Campbell, *Tracks Across The Landscape: The S&L Commemorative History*, Sydney: University College of Cape Breton Press, 1995, pp 37-51 regarding the origins of the "modern" S&L).

10 The map shows that the G&CB line did not go to or even near Bridgeport. East of Sydney, it did not touch the coast until Schooner Pond to the east (labeled "Spooner Pd." on the map) or Louisburg to the south.

11 A panoramic sketch of Cow Bay which appeared in the *CIN* of 20 September 1873 shows one breakwater and shipping wharf (with a locomotive plus cars). The Block House colliery appears in the distance but its wharf and breakwater are not visible. The same issue included a comparable sketch of the Lingan area showing International Coal's Lingan mine and a coal train. Unfortunately, in both engravings, the level of visible railway detail is minimal. These (as well as the other *CIN* sketches reproduced with this article) are included in the database of reproductions of *CIN* engravings available online from the National Library of Canada at <<http://www.nlc.bnc.ca/cin/>>.

12 "This portion of its route" clearly refers to the original lines from Reserve to Sydney. The Mira River bridge shown in the 1875 *CIN* engraving was built on the Louisburg extension of the original G&CB line.

13 The 1881 marketing brochure, referred to in footnote #9, stated that the Sydney wharf had "facilities for loading three vessels at once." It is possible the wharf was redesigned but this seems unlikely. Given the contradiction between the two, I suspect that *Engineering* was incorrect.

14 An unpublished 1956 paper, "Mine and Industrial Railways in Cape Breton," by Robert R. Brown of Montreal states the G&CB loco roster was made up of three 0-4-4-0 "double-ended" Fairlies made by Avonside of Bristol plus one Fox, Walker (also of Bristol) 0-4-0 tank engine. The *Black, Hawthorn Works List* (Richmond, Surrey: Industrial Locomotive Society, 1988) from original company records shows no record of a locomotive being built by this Gateshead firm for the G&CB. Brown's details about International Coal locomotives (see below in footnote 12) are confirmed by a primary source. In addition, Brown quotes specific Avonside boiler numbers for the G&CB Fairlies. As a result of these pieces of evidence, I suspect that Brown's details about the G&CB engines are more likely to be accurate than those reported by *Engineering*. Brown indicated the four G&CB locomotives were all acquired in 1871, and the Dept of Mines Annual Report for 1872 indicates the presence of the Fairlies during that year. A photo of a Fairlie, taken in Sydney, can be seen in Robert D. Tennant Jr's paper, "An Introduction to Nova Scotia's Industrial Railways," (in James Candow, ed. *Industry and Society in Nova Scotia*, Halifax: Fernwood, 2001 p 85). Another photo of a Fairlie (which clearly shows an Avonside builder's plate) appears in Campbell, 1995, p 92. I have seen one reference to the G&CB having four Fairlies. This appears in Steve

Melnick's unpublished 1978 paper, "Cape Breton's Early Railways," (Beaton Institute, University College of Cape Breton, cat 78-53-523) but in the absence of any documentation for Melnick's assertion, I am inclined to believe Robert Brown's roster is more likely to be correct. (An article on the G&CB Fairlies is in preparation for a future issue of *Canadian Rail*.)

15 This probably refers to the bridge over the Mira River.

16 Robert Brown's unpublished 1956 paper states that the first locos on the International Company line were two 0-6-0 tanks, 14 in. cylinders with 20 in. stroke, and 3 ft. 6 in. drivers, from Black, Hawthorn, works #s 113 and 114. These details are identical to those contained in the *Black, Hawthorn Works List* which also states these two engines were ordered in May of 1869 by "James Livesey for International Coal Co. Nova Scotia." According to Brown, the *A. C. Morton* went into service after the Black, Hawthorn tanks. Campbell's 1995 book on the S&L describes the *Morton* as the International Railway's first locomotive but he does not mention the Black, Hawthorns at all. Neither Brown nor Campbell offered any delivery dates and I have not yet located evidence of arrival dates for any of these locomotives. As a result, the question of which was first remains open.

17 References in the Dept of Mines Annual Reports provide initial confirmations of this description (see reports for 1872, p 14, and 1873, p 17). However, the report for 1873 also noted that this design "was found in practice to be unsuited" and stated that the cars were rebuilt to a "flat floor design" and that tipping tables were installed on the wharf to handle the rebuilt cars.

18 Within the federal government's first "Railway Statistics" report which appeared in 1876, there was a short sub-section on mining railways (which unfortunately was not continued in subsequent years). It provided the following summary of Cape Breton mining railways as at the end of 1875:

Railway	Miles	Gauge	# Locos	#Wagons
Campbellton	2 ½	3 – 6	1	45
Glance Bay	1 ½	2 – 8 ½	1	134
G&CB	19	3 – 0	4	204
S&L	21	3 – 0		
Gowrie	1 ½	3 – 7 ½	1	80
International	14	4 – 8 ½	3	140
Lingan	1	3 – 6	1	100
Sydney	4	4 – 8 ½	4	170
Victoria	4	4 – 8 ½	4	—
Totals	68 ½		19	873

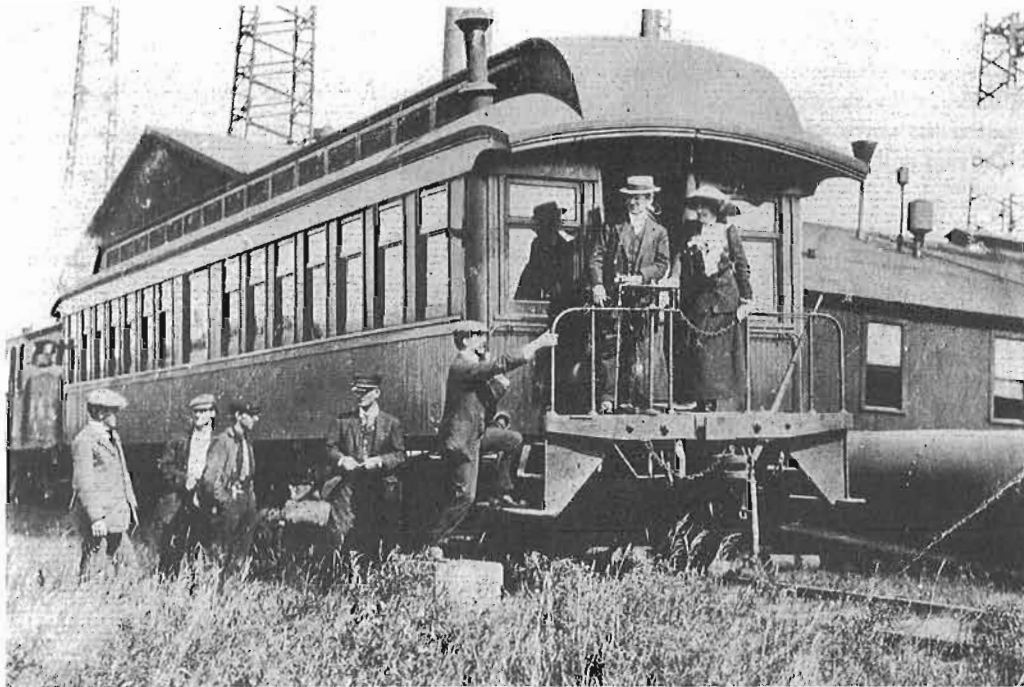
From "Railway Statistics, July-December, 1875", Sessional Paper # 51, p 31; *Parliament of Canada Sessional Papers*, 1876, vol 8. Three of the eight listed here (the Glance Bay,

Gowrie, and Victoria lines) did not appear on the "Maritime Atlas" map segment. The Campbellton line was located to the west of the map segment used. All of these lines (plus several others that did not appear in the "Railway Statistics") can be found on a much more detailed map of the area, the *Topographical and Township Map of Cape Breton, Nova Scotia*, published in 1877 by A. F. Church & Co of Halifax. This is one of a series of county maps commissioned by the Nova Scotia government. All are still available in reproduction form from the Nova Scotia Department of Natural Resources.

19 The "Railway Statistics" table shows neither a 2 - 9 line nor one with a 3 - 6 ½ gauge. These *Engineering* references may be correct but, between the two sources, I would opt for

the "Railway Statistics" gauge measurements as more likely to be correct and speculate that the inconsistencies found in *Engineering* were the results of incorrect information or typographical errors.

20 This line was operated by the General Mining Association, the company that had built the first tramways in Cape Breton at the beginning of the 1830s. The first locomotives used in Cape Breton were also introduced by the GMA in the mid-1850s on the "Sydney" railway (which was actually located on the north side of Sydney Harbour, running between Sydney Mines and the shipping wharf at North Sydney). This line appears on the segment of the map from the "Maritime Atlas."



An historic moment on the Sydney & Louisburg is seen as Guglielmo Marconi (1874-1937) poses on the platform of S&L car 4 in 1902. Note the radio transmission towers in the background. Car 4, built in 1894, is now at the Canadian Railway Museum.

The Marconi radio transmitting station was not the only link between Cape Breton and communications history. For the connection to Alexander Graham Bell see the story below.

From International Coal to the Silver Dart

The Silver Dart was of course Alexander Graham ("Mr. Telephone") Bell's experimental aircraft which made the first powered flight in the British Empire from the Bras d'Or ice in February of 1909. Bell's links to Cape Breton are a product of links within the group of U.S. investors in International Coal. Among the Bostonians involved were Estes Howe and J. H. Converse. These men appear to have been the primary organizers of two other mining firms, Caledonia Coal Co. and Glace Bay Mining Co. (see footnote # 4). Another Boston participant in these two ventures was Gardiner Hubbard who became Bell's father-in-law. This Cape Breton connection appears to have been a factor in Bell's acquisition in the 1880s of an estate at Beinn Bhreagh near Baddeck. Other results, in addition to the flight of the Silver Dart, included Cape Breton settings for the first use of the telephone in a mine and by a railway company.

The Railway's Toll (December 6, 1917)

by Jay Underwood

December 6, 2002 was the 85th anniversary of Canada's worst disaster, the Halifax Explosion. Though few people are left who remember that terrible day, it is very important to remember, and most appropriate that this article be published now.

With the tragedy of the Halifax Explosion of 1917 quickly passing into legend, researchers have added a more human face to the catastrophe with the publication of a list of names of the victims of the great blast.

The list created by the Halifax Foundation, the Nova Scotia Archives and Record Management Service (NSARMS) and the Maritime Museum of the Atlantic includes more than 1,900 people who were killed instantly at 9:06 a.m. on that fateful December 6 day, or who died later of the injuries suffered in the shower of broken glass and shrapnel that engulfed the north end of the city after the Belgian relief vessel *Imo* collided with the munitions ship *Mont Blanc*.

Some of those names have become part of the folklore of the explosion; men like Intercolonial Railway dispatcher Vince Coleman, who stayed at his post knowing the explosion was imminent, to ensure an incoming passenger train was halted at Rockingham, well clear of "ground zero."

Coleman's story has been told most recently - if imperfectly - in the *Historica* short profile seen frequently on CBC Television. In that clip, Coleman is depicted at his desk in a stone building (presumably North Street Station) quite removed from the blast site. In fact he was at Richmond, in the collection of wooden buildings that marked the original terminus of the railway, possibly less than 1,000 feet from the spot when the *Mont Blanc* struck a pier and came to rest with its cargo of burning explosives.

The Halifax Foundation's list now provides clear evidence of the human impact of the explosion on the railway, allowing a roll call of 75 railway employees to be created from the data gleaned from the records of the Halifax Relief Commission (set up in the aftermath of the explosion) and obituaries published immediately after the event, and in the ensuing years as victims passed on.

That roll is published here, for the first time.

Intercolonial Railway

Most of the fatalities suffered by the Intercolonial Railway came at Richmond yard, which was wiped out by the blast, and at North Street Station, which was damaged but not destroyed. Including Coleman, more than 60 employees lost their lives due to the explosion.

Nathaniel Aikenhead, 46, of Richmond, listed only as a Canadian Government Railway employee.

Wiley Canning, 25, of Douglas St., Truro. A brakeman, his body was found in Richmond Yard where he was waiting for his train to return to Truro

John Casey, 37, of 51 Kaye St., Halifax. He was the yard manager at North Street Station, but his body was found at Pier 6 at Richmond.

William Chapman, 19, of 5 Duffus St., a trackman.

Vincent Coleman, 31, a dispatcher at Richmond. Coleman's story has been told quite graphically in Michael Bird's *The Town That Died* (McGraw Hill Ryerson, Toronto 1967)

Jabez Crowdis, 23, of 64 Veith St., listed only as a Canadian Government Railway employee.

Peter Day, Upper Water St., he was a fireman.

William Drake, 20, of 1557 Barrington St., a brakeman.

Vincent Dwyer, 21, of 1522 Barrington St., a fireman.

James Dwyer, no age or address, listed as a Canadian Government Railway employee.

James Elliott, 25, of 1287 Barrington St., a fireman.

John Elliott, 50, of 35 Veith St., an engineer.

Robert Ellis, 43, of 35 Hanover St., listed only as a Canadian Government Railway employee.

Jonas Farrell, 64, of 74 N Creighton St., a sectionman.

George Fenerty, 16, of 214 Agricola St., listed only as a Canadian Government Railway employee.

George Ferguson, no age or address, listed only as a Canadian Government Railway employee.

Patrick Flemming, 59, of 1575 Barrington St., a labourer.

William Fougere, 49, of 201 N Gottingen St., a trackman.

John Gaston, 70, of 13 Roome St., listed only as a Canadian Government Railway employee.

Victor Gomes, 23, of 97 Creighton St., a clerk.

Arthur Gough, 40, of 46 Longard Rd., a car repairer, died January 1918.

Herbert Greenough, of 29 E Young St., a car inspector.

Francis Guess, 25, of 1341 Barrington St., also known as Frank Guest, he was a fireman.

John Guess, of 1336 Barrington St., listed only as a Canadian Government Railway employee.

William Guess, 30, of 1336 Barrington St., a car inspector.

Harry Hamm, 38, of 116 W Young St., a car repairer.

Fred Hinch, 26, of 1345 Barrington St., a brakeman.

Francis Hope, of 134 Cunard St., a railway mail clerk.

Edward Horner, 19, of 95 Agricola St., a checker. His body was found in the ruins of Richmond yard.

John Jackson, 34, of 1 Roome St., a brakeman. His body was found at Tuft's Cove, on the Dartmouth side of the harbour.

Lewis Jackson, 19, of 18 Duffus St., a clerk.

Joseph Langwith, 29, of 1345 Barrington St., a fireman.

Ralph Latter, 18, of 11 Kane St., listed only as a Canadian Government Railway employee.

William Lovett, 73, of 1291 Barrington St., an engineer.

John Malloy, 70, of 1337 Barrington St., listed only as a Canadian Government Railway employee.

Bartholomew McTiernan, 40, of 64 Roome St., an engineer, his body was found "completely consumed by fire in residence."

Charles Moore, 43, of 1496 Barrington St., a stevedore.

Samuel Moore, 31, of 76 Roome St., listed only as a Canadian Government Railway employee.

Robert Moore, 17, no address given. He was a "Calling Boy" for the railway, making it likely he died at North Street Station.

John Morash, 57, of 52 Veith St., a policeman.

James Mowatt, 35, of 7 Roome St., an engineer, his remains were never recovered.

Martin Murphy, 57, of 35 Acadia St., a carpenter, he died January, 18 1918.

Patrick Murphy, 53, of 33 Duffus St., and Sheet Harbour, he was a car inspector.

Guy Neary, 27, of 1324 Barrington St., a yardman.

Robert Neary, 32, of Waverley, a brakeman.

Walter O'Brien, 29, of 18 June St. Listed as a "checker," he died at Pier 8.

Edmond O'Grady, 21, of 7 Rector St., a night clerk, his father Edmond was a brakeman with the railway

Roy Pickrem, 17, of 66 Union St., listed only as a Canadian Government Railway employee, "killed on railway where working."

George Quirk, 42, of 45 Spring Garden Rd., a checker

Thomas Scallion, 42, of 193 Creighton St., a car cleaner.

Joseph Shea, 27, of 1337 Barrington St., a trackman.

Maurice Shea, 47, of 1362 Barrington St., an engineer.

A Shurman, no age or address. Listed as fireman, it is not certain if he died at the time of the explosion, but there are two such names on the list.

Ambrose Simmonds, 40, of 908 Barrington St., a brakeman, he died December 14, 1917

James Stockall, 64, of 2 School St., listed only as a Canadian Government Railway employee.

John Stokes, 53, of 21 Acadia St., a carpenter, his body was found in Richmond Yard.

James Stratton, 34, of 1351 Barrington St., a fireman.

Benjamin Underwood, 27, of 1 Lowe St., Halifax, a fireman, he died in his home with his wife and two daughters.

Charles Upham, of 12 Rector St., a trainman.

George Wagstaff, 48, of 13 Roome St., a brakeman, he died in his home.

John Walsh, 61, of 6 Rector St. and engineer, he was the only survivor of an engine crew that left North Street Station a short time before the explosion. He died in hospital July 3, 1918.

Roy Wamback, 19, of 1359 Barrington St., probably a general labourer.

Peter Waters, 37, of 20 Russell St., a freight handler, he died in his house with son, Peter.

Joseph White, 63, of Richmond, listed only as a Canadian Government Railway employee, he died in hospital, June 11, 1918.

James White, 63, of Maine Ave., listed as a Canadian Government Railway employee, he died at home, June 11, 1918 "Injured in Explosion - direct cause of his demise."

Joseph Wier, 38, of 28 Atlantic St., an electrical foreman, his body was found near the Sugar Refinery.

Robert Wilson, 58, of 51 Duffus St., an engineer, he was found "in, or on train to Truro."

Two other railways sharing facilities on Halifax harbour with the Intercolonial also suffered fatalities from the explosion:

Canadian Pacific Railway

Peter Hughes, 39, of Black Point, stevedore.

William Johnston, 28, of 34 Veith St., walking boss. (A walking boss is a foreman with the responsibility and authority to supervise, place or discharge personnel and to direct the work of the longshoremen on the job in performance of all cargo handling and stevedoring activities.)

Albert Manuel, 39, of Black Point, stevedore. His body was not found.

Martin Marks, 55, of 107 Maynard St., stevedore. He was listed as working at Pier 9

Dominion Atlantic Railway

Alfred Frizzell, 51, of 64 Veith St., a conductor.

Frederick Hessian, 24, of 20 E Young St., a brakeman, he was killed in his home.

John Matheson, 49, of 18 Richmond St., a car inspector.

Herman Weiss, 52, of 1372 Barrington St. Listed only as a Dominion Atlantic Railway employee.

This list was compiled by Jay Underwood as part of his book Major Robinson's Path: The military imperative of the Intercolonial Railway, for which he is currently seeking a publisher. Benjamin Underwood, whose name appears on this list, is not a known relative.

A good “bad” thing

by Jay Underwood

Patronage became ingrained into Canada's political culture long before the nation came off the parchment and into reality in 1867. There wasn't a government in any of the three founding provinces in which the party in power had not handed a position or contract to someone to whom they either owed a political favour, or felt comfortable dealing with on a daily basis in matters of public policy.

It is evident that the practice ran amok with the creation of Canada's first Crown Corporation, the Intercolonial Railway, which came into existence before the ink was dry on the articles of Confederation.

Political patronage has long been a “hot button” word for journalists, and it has fomented a tradition of political reportage in the media that raged furiously after 1867. Always considered anathema, the question of whether patronage can be beneficial to the process of governance has never been fully examined.

Too often, the phrase conjures up familiar images of pork-barreling politicians handing out “soft” jobs and rich contracts to family members or unprincipled businessmen intent on milking the public's cash cow. It was almost always associated with the practice of wholesale turnovers of public employees immediately after an election, when the victorious party cleaned house and staffed the bureaucracy with political supporters.

The Intercolonial was no stranger to such practices, and men like Sir Charles Tupper, the influential Minister of Railways and Canals, made a career out of patronage as Premier of Nova Scotia long before he thundered into Ottawa.

Despite the many examples cited by G.R. Stevens in his supposedly definitive history of Canadian National Railways, there was one shining example of a patronage appointment that did benefit the system and the public it served, an example that Stevens and other writers of popular history appear to studiously avoid mentioning, perhaps in fear of tainting it with the stigma patronage has acquired.

It is the case of David Pottinger.

Historians universally eulogized the General Superintendent of the Intercolonial long before Stevens enshrined him in the pantheon of railway saints. Even the newspapers were courteous and deferential to him, whereas his colleagues were frequently vilified.

The North Sydney (N.S.) *Herald*, a supporter of the Conservative party, was positively obsequious in an August, 1889 edition:

“D. Pottinger, Esquire, Chief Superintendent of the Intercolonial Railway, and who is at present in Cape Breton, for the first time, is recognized as one of the foremost practical railway managers on the continent; Canada's Premier, in the matter of appointments to important public positions, has always recognized merit rather than political favouritism, and it was for this reason that Superintendent Pottinger was given the management at that time of doubtless the most important public work in the Dominion. No former railway superintendent on the Intercolonial has operated

that important highway as successfully as it has been operated by Chief Superintendent Pottinger. That our Cape Breton road will form part of the Intercolonial augers well for its future success.”

Writing in *Pictonians at Home and Abroad*, (1914) Rev. J.P. MacPhie said of Pictou County's son:

“POTTINGER, DAVID.

Was for fifty years in the service of the Intercolonial Railway; was born in Pictou, in 1843; entered the Railway Service as clerk in 1863; chief Supt. of the Intercolonial from 1879-1892; General Manager Canadian Government Railways, 1892-1904; since then has been a member of the Railway Managing Board. Mr. Pottinger has had an honorable career and is a thoroughly practical railway man.”

These plaudits came while Pottinger was still alive (he died January 5, 1938) but still conveniently overlooked how he rose to his position. Stevens provides the ready answer to the question, noting that upon the return of the Macdonald government, Charles J. Brydges, the former Grand Trunk Railway executive and Intercolonial Railway commissioner so trusted by defeated Prime Minister Alexander MacKenzie soon found himself on the “out.”

Brydges had been tasked with investigating MacKenzie's suspicions about the operation of the railway, especially in the Maritimes, where political patronage was rife:

“In 1878 the Mackenzie government was defeated and Tupper (now Sir Charles) came to Ottawa as a cabinet minister. Brydges was not seen around Parliament Hill thereafter.

He was replaced by Collingwood Schreiber, an able Englishman, who was made Chief Engineer, and afterwards Deputy Minister of Railways and Canals. Another appointment was David Pottinger, a Pictou man, as General Superintendent. These officers served the Intercolonial long and faithfully. From the beginning to the end of their service they fought valiantly against the ills to which a government-owned railway was heir.”

This sounds like a practical housecleaning by the Conservatives, carried out on a grand scale, as described in a report of the Moncton *Daily Times*, June 12, 1879. The report is quoted in its entirety for its illustration of the attitudes toward patronage from both sides of the political coin:

“The Toronto *Globe* of the 9th and 10th which reach us this morning have articles on the recent changes on the Intercolonial Railway. The article of the 9th is a savage attack on Sir Charles Tupper for dismissing Grits to fill their places with Tories, but the article of the 10th is really a complete answer to all this trash as it embodies copious extracts from the Maritime Provinces “Tory” press remonstrating against the indifference paid to the claims of faithful servants and well-known political friends. We make an extract or two from the article of the 9th.

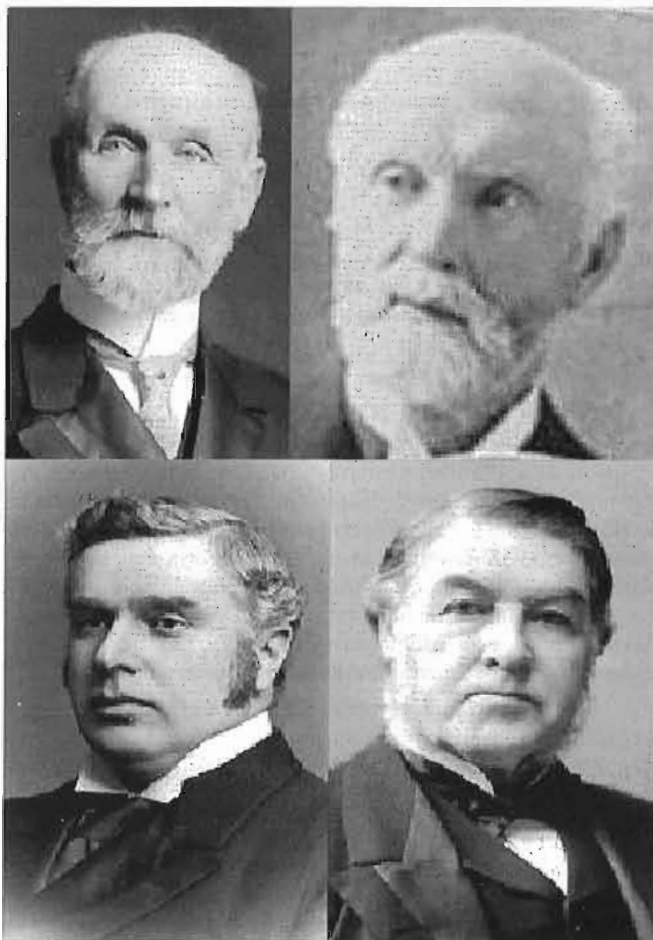
"The reorganization of the Intercolonial Railway staff is being carried on, to the great delight of the Conservatives who get the vacant places, and to the rum of many unfortunate employees turned adrift at a moment's notice. Mr. Samuel Watson, a gentleman who has served the Government for many years, was dismissed, and in order that his family might feel the full wickedness of being obnoxious to Sir Charles Tupper, his son was also discharged. Mr. Ross who was drawn away from his former employment on the Western Extension by the higher officials of the Intercolonial, was a few days ago, thrown upon the world. Sir Charles does not spare the men who are young and strong, nor those who have become old and weak in the service of the Government; he dismisses all who did not work for his party at the last elections, and even sacrifices cripples to his revengeful spirit.

If the employees who are being discharged from the Intercolonial were set adrift in pursuance of an economical policy we might pity their fate but could not blame the Government. But the fact is that they are got rid of by the fiction that their offices are abolished, though their duties are merely transferred to new officials differently designated, and appointed from the great body of Tory hangers-on. Justice demands that the old men should be appointed to the new places; but justice has very few charms for the men at the head of affairs who have escaped justice themselves. Lusty young Conservative brawlers, cousins of Ministers, and incapable relations to Tory members of Parliament are given salaries at the expense of the country; while old public servants whose careers are nearly closed, able young men who have done their duties well and cripples whose bodily infirmities did not prevent them performing efficiently the work of clerks are turned out, when the chances of obtaining suitable employment are very few indeed."

The *Times* observes:

"Our readers who know the facts will, upon examination, conclude, as we do, that the *Globe* has displayed distinguished skill in crowding into small space an infinite number of mis-statements and in embodying an awfully large LIE in a very small number of words.

We need not say that Mr. Ross has not been out of employment an hour, though it is well known that politically he has no claim on Sir Charles Tupper. We believe his transfer to another position in the service was contemplated, but even this has not been done. As to the Watsons, well, the less said the better, but generally it is well known, and, in our judgement, not creditable to the Government that "Tory" officials have been treated more harshly than the Watsons or other Grits. The truth is that no Liberal-Conservatives office holder has profited to the value of a cent by his political association, but rather the contrary, much to the disgust of all who believe that the friends of a Government should have the preference in the bestowal of legitimate favours. Not only have Liberal-Conservatives suffered by the reduction in salaries and positions quite as severely as the Grits, but they have had even less consideration in the filling up of new places. Only the other day one of the most prominent members of Sir Albert's election finance committee was given a lucrative job while dozens of equally capable Liberal-Conservatives were vainly hoping for employment. This is but one of a number of like cases of recent occurrence, while all along our political friends in the Mechanical Department are subjected to the injustice of serving under Grit bosses who lose no opportunity to advance the interests



David Pottinger (top right) the able general manger of the Intercolonial Railway served as an important "safety valve" in the management of patronage by politicians like Sir Charles Tupper (lower right), Pottinger's cousin Sir John Thompson (lower left), and minor politicians like New Brunswick's W.S. Loggie (top left).

*Pottinger photo from Rev. MacPhie's *Pictonians at Home and Abroad*, 1914, all others Parliamentary Library of Canada*

of their political friends to the injury of ours. These things are a scandal on party integrity and exceedingly damaging as, we have no hesitation in saying they ought to be, to the Government. If there is one more charge more than another that will hold against Sir Charles Tupper it is that there is not even a shadow of foundation for the strictures of the *Globe*, but that on the contrary he has failed to allow his political friends to enjoy even the ordinary advantages which by consent of all parties belong the friends of Government."

Stevens' reference is used in most popular histories to mark the appearance of Pottinger in the story of the ICR. But Pottinger's was not just "another" appointment.

He had entered the railway service at the age of 20, when the railway was owned by the Government of Nova Scotia and extended in two branches from Halifax, one toward Windsor, the other as far as Truro. At this point it should be noted that while many consider the Intercolonial to be Canada's first Crown Corporation, it was not the first

such entity in British North America, and Joe Howe's Nova Scotia Railway probably deserves that title. The railway was at that time run by chief commissioner Jonathan McCully, who had imposed his own strict standards of conduct on its employees.

But the railway was not immune from patronage, and it is likely Pottinger benefited from it. In his scrapbook of newspaper clippings on the Intercolonial, Art Clowes unearthed an interesting squib of information from the *Halifax Morning Chronicle* of Oct. 28, 1872. Reporting on a variety of staffing matters, the newspaper noted:

"Mr. David Pottinger, at present cashier in the general office, will be appointed Station Master at Halifax at a salary of \$1,200 per annum."

In just 10 years, Pottinger had risen from the lowly position of a cashier, to manage what was then the main terminal of the railway. "Halifax" at that time in fact meant Richmond, the seedy collection of wooden structures the Intercolonial inherited from the Nova Scotia Railway, not the grand building so often used to illustrate histories of the line. At the time of his new promotion, John Sparrow David Thompson was an Alderman in the city of Halifax, and a rising star in the Liberal-conservative firmament.

This is a pivotal fact in the story of David Pottinger, because Thompson was his cousin, and is the first indication that Pottinger's climb up the corporate ladder may in fact as much a result of Stevens' "ills to which a government-owned railway was heir," as it was to Pottinger's own innate ability to run a business.

The relationship between the two men has been established by E. M. Marble and T. M. Punch in "*Sir John S. D. Thompson Genealogy*" (*Nova Scotia Historical Quarterly*, Vol. 7, No.4, 1977); and begins with the arrival of David Pottinger to Pictou, possibly in 1803.

According to Marble and Punch, the senior Pottinger was from Kirkwall, Orkney Islands, Scotland, and was married to Jessie Walls. He is first mentioned in MacPhie's *Pictonians at Home and Abroad*, for his involvement in the church there:

"What has long been known as Prince Street Church, Pictou, was originally a section of the field of Dr. McGregor and Mr. Ross. it was formed into a separate congregation in 1801, as the Harbor District. In 1804, Rev. Thomas McCulloch came to it as its first minister. For twenty years he was the only clergyman in Pictou Town. He resigned in 1824, and was succeeded by Rev. John McKinlay who died in 1850. Rev. James Bayne, D.D., was inducted in 1851, and continued as minister until his death, in 1876. Rev. William Donald followed, from 1878 to 1883. He was succeeded by Rev. Alex. Falconer, D. D., who served for nearly a quarter of a century. Rev. Geo. C. Taylor followed. Rev. A. D. Archibald, M. A., the present minister was inducted in 1913.

The first election of elders took place on May 6, 1787, when John Patterson and John Fraser were chosen to represent the Harbor District. In 1809 the session was increased by the addition of Geo. Ives, John Patterson and David Pottinger."

This detail is important, because it establishes a religious issue, which comes into play later in the story of the younger Pottinger.

David Pottinger and Jessie Walls had several children, including Charlotte, and William Richard Pottinger (born ca. 1803, died 1836.) William, a cooper by trade, married a woman known only as Catharine, and together they had eight children, including a son, David who died in infancy (Mar 1837 -Dec 1837). Their second son was also named David (born October 7 1843), and he would go on to become the railway administrator.

We can assume William Pottinger and his family lived the modest life of the Scottish immigrant. A cooperage offered no special social or financial status. His sister Charlotte did better by her marriage to John Sparrow Thompson, an Irish-born lawyer who had risen to a position of some influence in the Nova Scotia government as Queen's printer and superintendent of the money order system.

Thompson and Charlotte Pottinger had a son, John Sparrow David Thompson, born a year after William Pottinger's son, and who would follow in his father's steps as a lawyer of some renown, and rise to fame as a Premier of Nova Scotia and Prime Minister of Canada.

At the time of the younger David Pottinger's appointment to the top job of the Intercolonial Railway, his cousin was Attorney-General of Nova Scotia (Oct. 22, 1878-July 18, 1882), an ally and later a federal cabinet colleague of that bastion of patronage, Sir Charles Tupper.

But, if patronage was at the heart of the appointment, Stevens' history attempts to indicate it did the Liberal-Conservatives of Tupper and Thompson little good, other than to ensure the railway got a top-notch administrator, one who had inherited McCully's persistence in the pursuit of executive excellence, and one of whom even MacKenzie could not have disapproved.

This defense falls short in several instances. In his description of how the patronage system worked (Chapter 6, *Case History of a Horrible Example*) Stevens noted how a change of government could affect the process of hiring, firing and the awarding of contracts:

"Complications occurred whenever there was a dissolution of Parliament or a change of member. In 1896, when the Tupper administration went to the country, the Acting Minister of Railways and Canals complained that the Intercolonial was taking advantage of the interregnum to buy supplies from the wrong people. In defence Pottinger quoted his instructions to the district superintendent: "Such articles as you purchase for the Intercolonial railway in Cape Breton you will buy from such persons as may be recommended by the candidates supporting the Government in the district."

The acting minister was Sir Louis H. Davies, and it is clear that Pottinger's directive was intended to rest the power of patronage with Tupper, who was *the* MP for Cape Breton at the time of the election. What Stevens fails to add to this story, however, is Pottinger's added instruction to the district superintendent that "in bestowing patronage generally, you will pursue that course," (favouring candidates who supported the government.)

Stevens goes on to note:

When a sitting member was replaced, the patronage immediately was transferred to his successor; on November 14th 1904 Pottinger instructed his superintendent in northern

New Brunswick: "Mr. W.S. Loggie being the member for Northumberland County his recommendations as to the employment of men are the only ones to be considered and all recommendations heretofore made in regard to Northumberland County which may be on the list are to be cancelled."

This last directive was made in the waning years of Pottinger's administration, and indicates he was not engaged in the lifelong battle to defeat patronage that Stevens and later historians would claim. This claim is exemplified in the VIA Rail publication *Rails Across Canada* (Lorraine Greay Publications, 1986):

"Until this point the maritime section of the National Transcontinental had been operated by the Intercolonial, which for years had been seen as a symbol of the evils of public ownership. Overstaffed with the nominees of local members of Parliament, forced to place contracts to the same members' political and financial advantage, it rarely covered its costs, gaining a dismal reputation, which persisted even after David Pottinger, general manager of the railway for 36 years until his retirement in 1913, had succeeded in eliminating many of the abuses and improving efficiency."

This claim relies heavily on Stevens' documentation of those times when Pottinger did indeed stand his ground against patronage:

"Sometimes, in his constant endeavour to keep a semblance of efficiency in his labour force, he summarily rejected appeals from politicians. Thus, when in January 1885 a Nova Scotian member chided him for alleged neglect of his recommendations, Pottinger replied that out of nineteen applicants sponsored by this member eleven had refused the work offered them. Of the other eight one man afterwards had declined to carry out his set tasks, another had been dismissed for using his job as a cover for selling liquor and a third for willful destruction of railway property. The remaining five had been satisfactory."

On April 14th 1888 Pottinger despite repeated appeals refused point-blank to employ any more members of a certain family. He already had found billets for a father, two sons and a nephew; he considered that he had done his duty. On May 17th of that year he was taken to task for having four labourers on his payroll who had not been politically sponsored; he apologized and said it would not happen again."

But, later in the chapter, Stevens attempts to diffuse the relationship between Pottinger and Thompson, and hide the less savoury implications of the relationship:

"In December 1894 the Prime Minister, Sir John Thompson, died while a guest of Queen Victoria at Windsor castle. His mother's name had been Pottinger, which gave rise to the rumour that he was kin of the Intercolonial manager. When a state funeral was arranged at Halifax, it was noised abroad that anyone who wished to attend would be given free transportation. A staunch Tory wrote from Antigonish, asking for passes for two hundred mourners. Collingwood Schreiber left the decision to Pottinger, who for the occasion granted a round trip rate of one cent a mile, a fare which effectively kept down the attendance."

It may have been that the relationship between Pottinger and Thompson endured some friction on religious grounds. As MacPhie has noted (and the census record for

Pictou in 1871 indicate) William Pottinger's family was Presbyterian, as was Thompson's father (the *Catholic Encyclopedia* of 1912 calls the senior Thompson and his wife "rigid" Protestants.).

Sir John, however, created something of a stir, when, in order to marry Annie Affleck (July 5, 1870) he converted to Catholicism. This came at a time when relationships between Protestant and Catholics in Nova Scotia were still fractious, and among Protestant social leaders at the time, John Thompson (junior) became known derogatorily as a "pervert." It was his conversion to the church of his wife's faith that allowed him to run successfully as member of the legislative assembly for Antigonish (1877-1882) and then as MP for the strongly Catholic area from 1885-1894.

Stevens makes note of an incident in which an MP from the area becomes actively involved in patronage:

"As an example of the lengths to which politicians would carry their feuds, there is a letter to Pottinger dated August 11th 1887 from a minister of the Crown who within five years would be Prime Minister of Canada. It concerned a malignant named Pushie:

"He is a section foreman, I believe, on the Eastern Extension Railway. When I went to run my election in 1885 as a member of the Government this man used to the section men under him the most blackgardedly language against the Government, against Sir Charles Tupper, myself, Bishop Cameron and the Catholic clergy. Before and after my last election Pushie publicly vilified the Government for oppressing the country, squandering the public money, and other countless rascalities. When it was announced that the Government had been sustained in the elections, he declared publicly that it had been kept in power by means of wholesale bribery."

He is a most indolent and faithless officer, frequently sitting down for hours when all his section men require to be at work, excepting when the weather is too cold to make such pastime agreeable. I think that he should be removed and that Donald McGillivray should be appointed in his place."

The letter books of the Intercolonial Railway in the collection of the National Archives contain the copy of the letter dated August 11, 1887, signed by J.S.D. Thompson. What is not recorded is whether Pottinger acted upon his cousin's complaint. What is strange is that Stevens should choose to disguise his reference to Thompson. What one can be sure of is that Pushie was a Protestant, and McGillivray a Catholic.

Stevens does manage to show that, rather than making an all-out attempt to eliminate patronage, Pottinger was more successful at striking a balance in an impractical system which threatened to bring down the Intercolonial at any given point in its history. In that sense, Pottinger's great contribution to the Intercolonial was his role as the "safety valve" for the dispensation of patronage, which required as much careful management as every dollar that passed through the corporation's hands.

That his position was secured through patronage may be disputed, but even so it turned out to be a very fortuitous hiring for the people of Canada and an instance, albeit rare, when an inherent evil can provide inestimable benefit.

Exporail Report, January 2003

Rapport de construction Exporail, Janvier 2003

by/par M. Peter Murphy

Despite the unusually cold winter, work has been progressing steadily on the Exporail project. We are now nearing completion of phase 3 of the project. This includes the closing in of the front display, offices and archive section of the complex. All exterior walls are now up, insulated and bricked except for the brickwork over the front arch which should be completed by the time you read this.

Windows are now being installed and the interior fireproofing is almost complete. The mechanical systems are almost fully installed, these include: sprinkler system, plumbing, electrical, heating and air conditioning. Interior divisions are going up as per the fire code, the final interior walls will be installed in contract # 4 once final financing is in place.

The heat and lights are on in the great display hall, interior rails are being laid by a dedicated group of volunteers working on Saturdays. Exterior track construction has commenced with the installation of three switches (by a contractor) on the Cadiac Spur to permit the construction of rail access to the building.

We do not have the financing in place at this time to proceed with phase 4 of construction. This involves the completion of the interior of the brick portion of the building including: interior wall divisions, ceilings, stairs to the second floor, interior doors and hardware, installation of lighting. We will not sign further construction contracts until we have our financing in place.

We are presently in negotiations with our government partners for additional funding to permit the completion of the building and rail access. In the meantime our fundraising campaign is proceeding one solicitation at a time. At the moment we have four active fundraising committees; the corporate campaign (major corporations), the suppliers campaign (railroad suppliers), the regional campaign (south shore industry) and the membership campaign (CRHA members). Every corporate or supplier solicitation involves a case build up, personal meeting and follow up, a lot of research and work involved in each and every case.

So far we have raised a total of \$8,557,725 including our government partners, \$ 2,142,725 included in the total has been raised from the private sector. This includes both cash and gifts in kind at the tax receipted value. We are still short \$ 2, 500,000 in round figures to obtain our target of \$ 11,000,000. As with any project of this type there are cost overruns which will add to the target amount.

The support of the CRHA members has been most encouraging, but as you can see we still need more help! Every donation helps. Every penny is being squeezed to obtain the most value per dollar spent.

With your support and that of our major partners and donors we hope to have the project completed in time for the 2003 season.

Malgré un hiver très froid, les travaux de construction progressent régulièrement sur le chantier d'Exporail. La phase no. 3, soit la fermeture complète de la façade et des sections Bureaux et Archives, est en voie d'être complétée. Tous les murs extérieurs sont tous terminés et recouverts de briques, sauf une toute petite partie au dessus de l'arche d'entrée.

Au moment où vous lirez ce rapport, plusieurs autres travaux seront en cours, tels l'installation des fenêtres, le revêtement intérieur anti-feu, les systèmes électriques, le chauffage, la climatisation, la plomberie ainsi que les gicleurs d'incendie et les murs de séparation. L'aménagement intérieur sera, quant à lui, finalisé durant la phase 4.

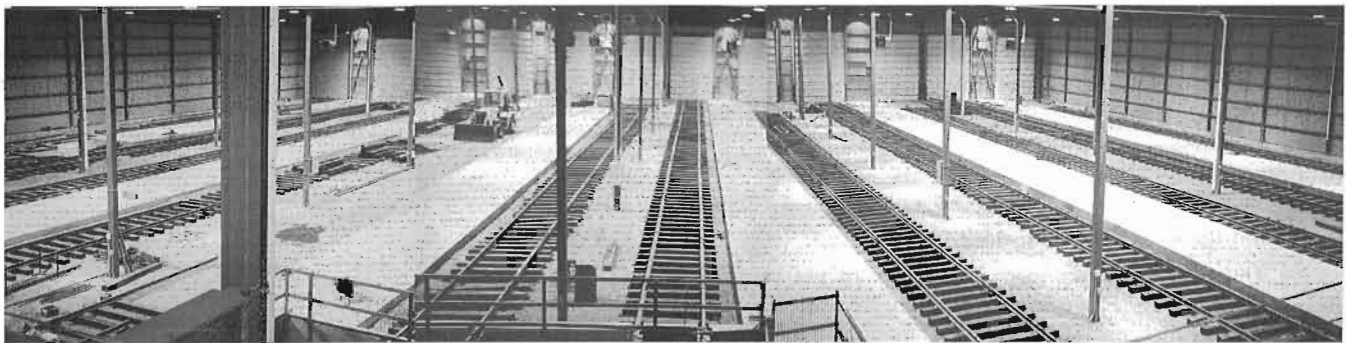
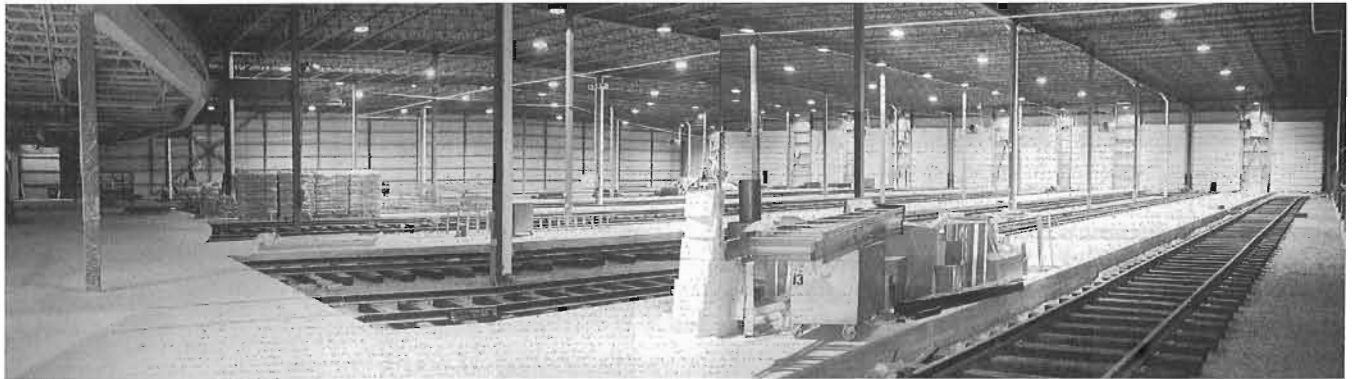
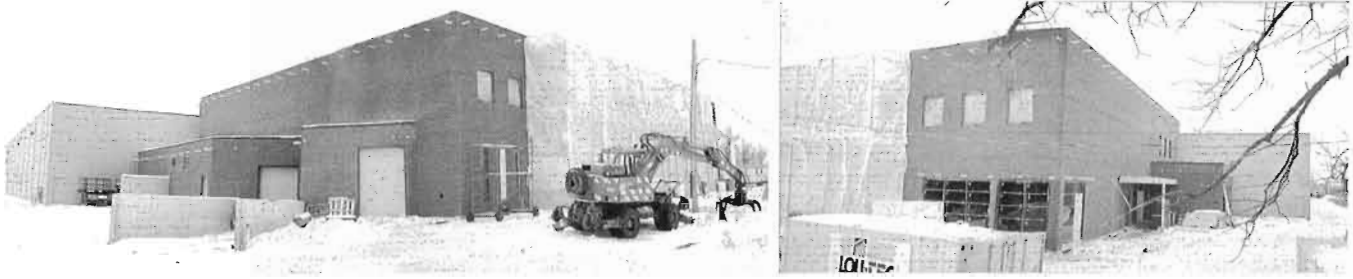
Le samedi, bien au chaud à l'intérieur de la grande galerie, plusieurs bénévoles travaillent à placer les nouvelles voies ferrées. L'aménagement extérieur des voies se poursuit également avec l'installation de trois aiguillages à l'embranchement Cadiac.

Les travaux prévus avec la phase 4, soit l'aménagement des murs, des plafonds, des portes, des escaliers et du deuxième étage, ne débiteront que lorsque nous aurons le financement nécessaire. Il est hors de question de donner des contrats sans en avoir le financement.

Nous sommes présentement à négocier, avec nos partenaires gouvernementaux, une aide financière supplémentaire qui nous permettra de terminer le bâtiment et les accès par rail. En ce moment, nos quatre comités de levée de fonds, travaillent d'arrache-pied. Que ce soit le Comité Corporatif pour les compagnies nationales ; le Comité des Fournisseurs ferroviaires ; le Comité régional pour les industries de la Rive-sud ou le Comité Adhésion pour les membres de l'ACHF, chaque sollicitation demande une préparation importante avec une présentation complète et personnelle, suivi d'une relance.

Jusqu'à maintenant 8,557,725\$ ont été amassés. De ce montant, 2,142,725\$ proviennent du secteur privé, en argent et en matériel, et s'ajoutent à la contribution des paliers gouvernementaux. Toutefois, nous sommes toujours à court de 2,500,000\$ pour atteindre notre objectif avoué de 11 M\$. Comme c'est souvent le cas dans ce type de projet, des coûts supplémentaires imprévus viennent ajouter au montant final du projet.

Comme vous pouvez le constater, notre travail n'est pas encore terminé et chaque contribution est importante. Votre appui nous permet de continuer le projet. Toutefois, nous espérons que nos partenaires et nos donateurs nous permettront d'aller plus loin et d'ouvrir le pavillon à temps pour la saison 2003.



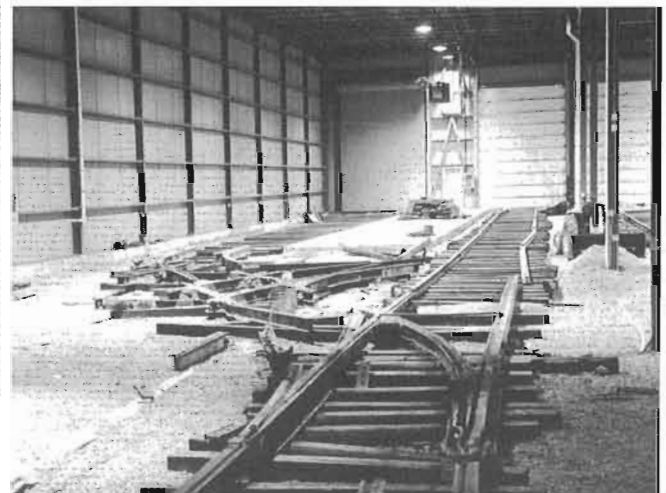
Interior and exterior views of the Exporail pavilion taken on February 8, 2003 by Stephen Cheasley, interior rails were laid by volunteers

Quelques images de l'intérieur et de l'extérieur du pavillon Exporail prises par monsieur Stephen Cheasley, le 8 février 2003. La pose des voies ferrées est effectué par les volontaires du Musée.



Installation (by Coyle Inc.) of one of three switches on the Candiatic Spur to permit rail access to the Exporail pavilion. Photo by Peter Murphy.

L'installation du premier des trois aiguillages à l'embranchement Candiatic, telle qu'effectuée par la compagnie Coyle Inc., permettra l'accès par rail au pavillon Exporail. Photo : Peter Murphy.



The street car special work track from Montreal's St. Henri car barn takes shape in the what will be the tramway display in the Exporail building.

Photo by Fred Angus, February 6, 2003.

The Mystery of the Spark Arrester Stack

by Ernie Ottewell of the Revelstoke Railway Museum

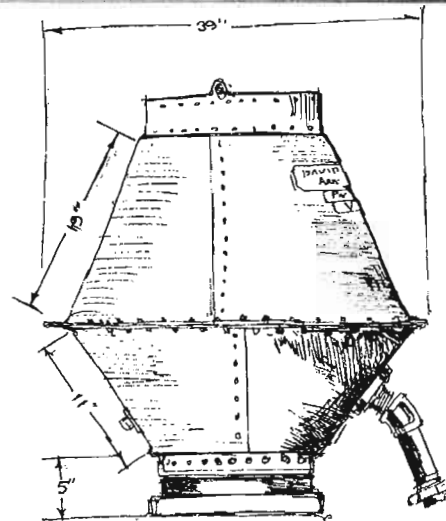
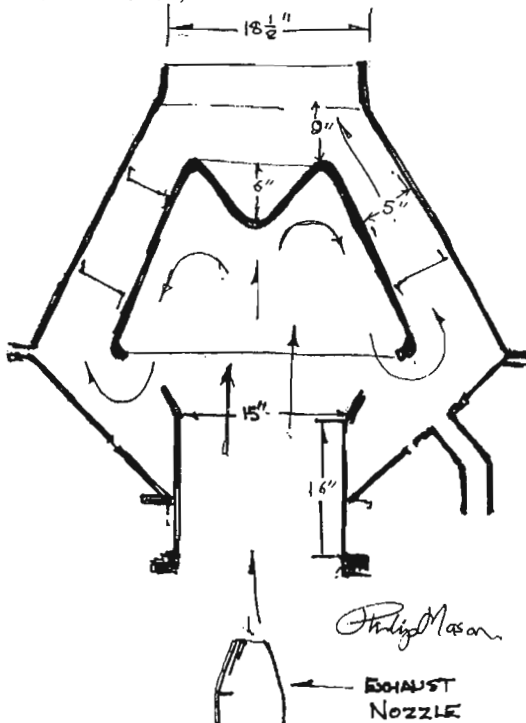
At the time the Trans Canada Highway was being constructed through the Revelstoke area this diamond type stack was found at the Illecilleweat camp site. It was bought into Revelstoke and traded for two cases of beer to a local man. There it remained until about two years ago when it was offered to the Museum.

The question is, where was it made? The initials VEW do not really identify it. The spelling is exactly as shown. The condition is remarkable there is only one spot on the cone that shows any rust, the threads on bolts are all visible. Every rivet is tight. My guess is that this is an experimental stack constructed by Davidson Spark Arrester being tested for use by CPR. Was the engine in some sort of mishap and lost its stack? Some have suggested this was off a logging locomotive, but there were no logging operations in this area. Also that it might be off some sort of maintenance of way machine, but it is far too large for that.

There is an interesting article in the last issue of Sandhouse, by David Meridew, about the transportation of coal by CPR, he mentions the wood burners were being removed from the Mountain Section about 1889. I have an out of focus photo of a wood burner on its side supposed to have been taken at Illecilleweat but the stack does not exactly match the Davidson one. A local engineer Phil Mason did the sketches of the stack.

The forum is open, we would like to get all the information we can. We are having a 10th birthday of museum on April 12th. This request is going to Branchline, Sandhouse and CRHA Canadian Rail.

Ernie Ottewell, Box 39 Revelstoke B.C. V0E 2S0



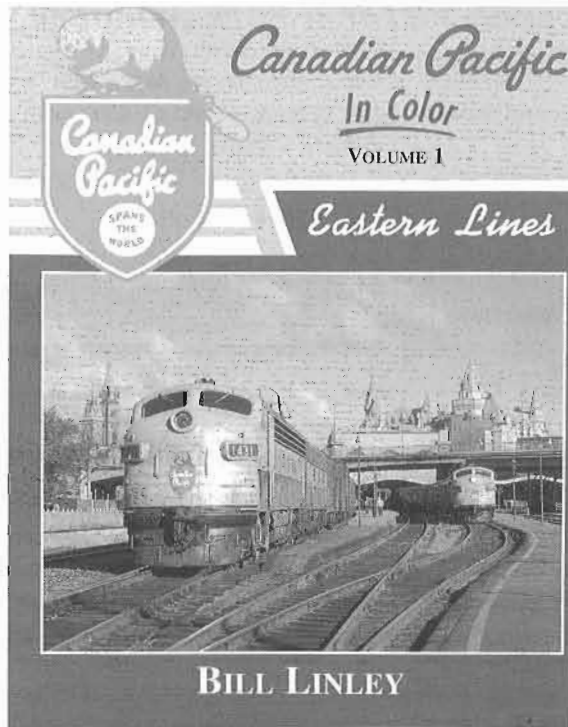
DAVIDSON SPARK ARRESTER
PATENTED No. 214727
V. E. W.

Phil Mason

Book Reviews

CANADIAN PACIFIC IN COLOR VOLUME I, EASTERN LINES

By Bill Linley



This 128-page hard cover book illustrates, in full colour, the many and varied features of Canadian Pacific in the two decades from 1949 through 1968. At the start of this period the CPR took delivery of its last new steam locomotives, and then committed itself to full dieselation, a goal reached little more than a decade later. Thus the first half of the period covered includes the last days of steam and the ever-increasing use of First Generation diesels. The second half covers the 1960s, still in the era of First Generation diesels, but with the Second Generation beginning to appear. The book ends just before the arrival of the "new image" when the traditional CPR was replaced by "CP Rail", and the beaver by the multimark.

In all there are almost 300 photos, all in full colour, depicting not only trains, both freight and passenger, but maps, timetables, tickets and other ephemera (even your editor's 1968 commuter identification pass is pictured!).

While the price of \$59.95 Canadian is steep, the number and quality of the illustrations, as well as the descriptive matter, makes it worthwhile. We look forward to Volume II, Western lines, in the fall.

Signed copies are available, at no extra cost, from the author, Bill Linley at 16 Deepwood Crescent, Halifax, NS, B3M 2Y6 or linley@ns.sympatico.ca

Reviewed by Fred Angus, February 12, 2003.

POWELL RIVER'S RAILWAY ERA

Powell River's Railway Era, Ken Bradley and Karen Southern, British Columbia Railway Historical Association, Box 8140, VCPO, Victoria, B.C., V8W-3R8, 2000. Distributed by Sono Nis Press PO Box 5550, Stn B, Victoria, B.C., V8R - 6S4. Soft covers, format 8 1/2" x 11" (216 mm x 280 mm), x, 140 pages, 20 maps, 113 photographs, 6 appendices, index.

This is an account of the eighteen individual railways operating at various times in the Powell River, B.C. area from the middle 1890s until 1954. A first edition was produced in 1982. This second edition features the addition of a two chapter introduction to the early development of industry in the area as well as a social and town development history about the Powell River area. These chapters are the work of local historian Karen Southern.

The book is developed around short chapters each of which tells the story of the development, operation and demise of each railway line. Most of the lines were standard gauge but three were three-foot gauge lines. Fifteen of the lines were logging roads, two were mine tramways and one served a cement company quarry. One chapter is devoted to describing the development and operation of the different types of steam locomotives (Shay, Climax, Heisler and rod) used in logging service. Locomotive rosters for each company illustrate the extensive histories of the locomotives as many came to their respective roads second hand. Bradley observes that a former C.P.R. construction locomotive Old Curly may have operated at one of the early sites. One of the later narrow gauge roads used Plymouth gasoline chain driven and rod-coupled locomotives and Vulcan gasoline rod-coupled locomotives.

By nature logging railways were transient. Branches were extended or abandoned in favour of new ones as the log cutting moved on into new areas. Motive power was often transferred from one company to another as timber limits were logged out. Tracing the various locations of lines on maps and motive power movements on rosters provides a meticulous challenge for the historian. Bradley addresses those challenges very well.

Many of the photographs are crisp occupying the full page. There are close-cropped roster type photographs as well as photographs which illustrate the industrial environment at the quarry, at the cutting sites, at mills and at the waterfront log dump sites. The cover is graced with a beautiful clear panoramic view of shiny Brooks-Scanlon-O'Brien Co. Ltd. 2-8-2 locomotive number 2 drawing a long train of logs stretching over a wooden trestle in the B.C. woods close to a log cutting site.

Powell River's Railway Era successfully integrates railway, industrial and social history into a single volume. Reviewed by Colin K. Hatcher, Edmonton, Alberta, January 8, 2003.

The Business Car

OLD CPR SIGN UNCOVERED AND THEN DESTROYED



Photo by Rhoda Riemer

In November 2002, the demolition of the Lyric movie theatre in downtown Kitchener exposed a Canadian Pacific Railway sign on an adjacent building. The city had hoped that the sign could be removed and saved as part of its collection of industrial artifacts. The problem was the sign was painted on brick, and the brick was part of a structural wall. The wall itself was three bricks thick. Demolition crews tried boarding up the sign and working around it, but it was still damaged. So, the city had the sign photographed and catalogued, and the original was knocked down. It is hoped that some museum will build a replica using this information.

A CPR agency-telegraph office moved to the King Street building in 1920, filling space vacated by a tailor shop, Stieler and Siebert. At the time, the west wall of the building was exposed and provided the perfect location for the CPR logo. It was a brief advantage, for the very next year, 1921, the Lyric building went up, covering the sign. That's why, when it was exposed more than 80 years later, the sign stood out remarkably sharp and unscathed by weather. CPR remained in the shop until the early 1960s, mills says. After that, a number of businesses used the space.

SEVENTH RAILWAY SYMPOSIUM

The Seventh Railway Symposium and second Railway Exposition will be held in Quebec City on April 30th and May 1, 2003. (The Railway Exposition will be on April 30th only). The location will be the Hotel Plaza in Quebec City, phone: 1-800-567-5276.

Information on this interesting event may be had from: The TRAQ (Transportation by rail across Quebec) Group, c/o Louis-François Garceau. E-mail: traq@sympatico.ca. mail C.P. N° 45005, Charny, (Quebec) G6X 3R4 (Canada). Telephone (418) 832-1502. Fax (418) 832-2466. Cellular: (418) 955-2466. WEB: www.groupeptraq.com.

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SCHEDULE FOR CPR STEAM LOCOMOTIVE 2816

CP 2816 will be heading east in '03. Here are the dates and cities involved. The engine will depart Calgary May 11, returning June 21, overnighing in :

Swift Current May 11.
Moose Jaw May 12.
Broadview May 13.
Brandon May 14.
Winnipeg May 15.
Kenora May 16.
ThunderBay 18.
Schreiber May 19.
Chapleau May 20.
Sudbury May 21.
MacTier May 22.
Toronto May 23, departing May 26.
Hamilton May 26.
London May 27.
Windsor May 28.
Woodstock May 29.
Toronto May 30, departing June 8, after trips to Oshawa, Milton, Union Station, Agincourt, Streetsville, Brampton and Orangeville.
Parry Sound June 8.
Cartier June 9.
Chapleau June 10.
White River June 11.
Nipigon June 12.
Ignace June 13.
Kenora June 14, leaving June 16.
Portage la Prairie June 16.
Virden (possibly) June 17.
Regina June 18.
Swift Current June 19.
Medicine Hat June 20.

AN RDC FOR THE CANADIAN RAILWAY MUSEUM

Just after the last issue of Canadian Rail (the “Budd Car” issue) went to press, RDC-4 number 9250 arrived at the Canadian Railway Museum at Delson / St. Constant. This car, serial number 6306, was built by Budd in July 1956, and delivered to the CPR the same month.

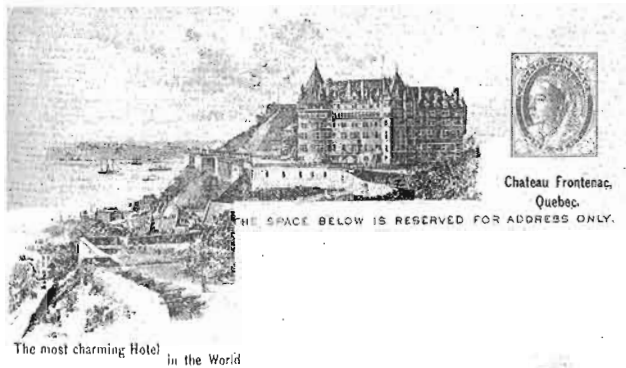
9250 was very generously donated to the CRHA by D.A. Walmsley, a dealer in railway equipment. Thanks to this magnanimous donation, the museum has an example of one of the rarest types of RDC built. A fuller description, with photo, of this car is scheduled to appear in the next issue of CRHA Communications.

BOMBARDIER, 110 YEARS IN SWEDEN?



On a recent trip to Sweden, your editor spotted this sign in the Central Station in Stockholm. At a glance one would think that Bombardier had been in Sweden “non stop” for 110 years. That would be 1893, long before Armand Bombardier built his first snowmobile! The answer is, of course, that Bombardier has an interest in a Swedish company that has been in business for 110 years. It is nice, however, to see an ad for a Canadian company so prominently displayed in a country so far away.

CHATEAU FRONTENAC, 110 YEARS



One Canadian railway institution that HAS been around for 110 years is the Chateau Frontenac hotel in Quebec City. Opened in 1893 by the CPR, the Chateau is probably the most famous hotel in Canada. It was featured on one of Canada’s first picture postcards, a freight advice card printed by CP in February 1898. Both sides of the card are illustrated (above and at the top of the next column). It features a view of the Chateau as it then was, together with

FREIGHT ADVICE. FORM 18-10-2-2-38.

CANADIAN PACIFIC RAILWAY COMPANY.

Station, _____ 189

The undermentioned Goods having arrived at this station to your address, you will please remove them as early as possible, as they remain here entirely at owner's risk (from any cause whatever) and expense.

Freight Agent.

FROM	No. of Way-Bill	No. and Description of Packages	Paid on	Weight in lbs.	Total.

the slogan “The most charming hotel in the world”. The card also has imprinted the one cent Queen Victoria maple leaf stamp, first issued in 1897, and modified to show the value in numerals in 1898. In later years the Chateau was greatly enlarged, including the tower which today is such a prominent feature of the Quebec City skyline.

STRASBURG ENGINE HOUSE ROBBED

On Sunday, 9 February 2003 thieves forcibly broke in at the Strasburg Rail Road’s engine house, and took the following items:

- The number plates from engines #31, #90, #475.
- Classification lights from engines #31, and #89.
- 1 new classification light.
- 6 rear end marker lamps, 4 kerosene, and 2 converted to battery operation.
- 1 photograph of engine #89 on the Green Mountain. Side view with specifications.
- 1 Strasburg Rail Road rule book. Red loose leaf format.
- 1 Small (about 1/2 normal size) locomotive brass bell and yoke.
- 1 ICC steam locomotive defect chart.

They also forced open (and destroyed in the process) a steel door to the back shop, but we haven’t spotted anything missing from in there yet. It appears that there were two perpetrators in that they left many footprints and tire tracks in the snow. Pennsylvania State Police are investigating. The thieves seemed to have a specific “shopping list” in that they took only railfan collectibles, and only specific ones at that.

The Strasburg Rail Road asks for the help of the community to return their property, and to bring these criminals to justice. If anyone has any information, please call the Strasburg Rail Road at 717-687-8421.

This notice is being placed in Canadian Rail as a public service, and as a warning to anyone who might be approached to buy any of these items. If you are so approached please call the police as above. It also goes without saying (but we will say it anyway) that these items are **STOLEN PROPERTY** and the sale or possession of any of them is illegal. Be warned! Editor.

BACK COVER TOP: The Canada & Gulf Terminal Diesel car makes short work of a snow drift (intentionally piled on the track) during a CRHA special excursion on March 14, 1964. Photo by Peter Murphy

BACK COVER BOTTOM: A velocipede, still in service in the 1960s, sits by a maintenance-of-way shed at Golden B.C. on August 23, 1964. Photo by Fred Angus

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