



## CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

P.O. BOX 22, STATION "B"  
MONTREAL 2, QUEBEC

### Notice of Meeting

THE APRIL MEETING of the Association will be held in room 202, Transportation Building, 159 Craig Street West, at 8:15 PM on Wednesday, April 9th, 1958. You are cordially invited

to attend.

### Association News

Mr. Douglas Brown informs us that plans are presently under way for our annual banquet, which will probably be held on the date of the May meeting, Wednesday, May 14th. As usual, our banquets are planned as get-togethers of the members and their families, and the success of the function is usually judged by the number of wives, mothers and fiancées present. We hope that all of the members will keep this date open. Further details will be announced in the May News Report.

The Trip Committee is planning two further railway trips. The attendance at our March 30th spring trip has convinced us that two, and possibly three, railway trips a year are practicable. The dates of the two proposed trips are:

Sunday, July 20th: Steam train trip by CNR to the eastern Laurentian vicinity, possibly as far as La Tuque.

Sunday, October 5th: Annual Fall Foliage excursion by CPR and QCR steam train from Montreal to Sherbrooke, thence to Newport via the freight-only Quebec Central line, with a small side trip up the 2.4-mile branch to Stanstead. We are investigating the possibility of having a double-headed train on the QCR portion of the trip.

Further details of these projected trips will be announced in the News Report as they become available, and will be made by direct mail to those who appear on the Trip Committee's mailing list.

### Railway Division

The restoration of the open electric car is proceeding apace, under the direction of the Superintendent of Rolling Stock, Mr. Robert R. Clark and his working committee.

Indeed, such an extensive amount of work has been done that this project has ceased to be a "restoration"; it is rather, a complete rebuilding. While it was originally intended to replace only certain wooden parts of the original car which had deteriorated with age,

CANADIAN RAILROAD HISTORICAL  
ASSOCIATION

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the necessity for a complete rebuilding became obvious as the metal parts were stripped from the car. This fact, coupled with the availability of interested professionals in the persons of Messrs. Leonard Brook and Paul Morneau of the Montreal Transportation Commission, led the Railway Division to pursue such a plan. The car is now well on its way to reconstruction, and while all of the original metal parts (truck, posts, seat castings, brackets and small fittings) will be incorporated in the new car, the only wood parts which have been salvaged are the complete roof, and the seat backs.

In the rebuilding process, it was necessary to strengthen the salvaged roof with steel ribs or carlines, and while various structural improvements have been

made in rebuilding the car, the original outward appearance will be preserved exactly, even to the alternate dark and light varnished slats in the benches. The original builders plate will be mounted on the front bulkhead, while it is planned to place a "rebuilding" plate on the rear bulkhead, as the Railway Division believes that the Association is the first group of its size and means to effect the complete rebuilding of a piece of museum equipment.

At a future date, when this work has been done, we are planning a feature article on the reconstruction of this car, with diagrams.

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Editorial

We have little occasion to write editorials, as we believe that the subscribers and members like to have factual and constructive articles in return for their support. However, we felt that some comment should be made upon the content of this issue, and some of the factors leading up to it. This April issue, No. 88, is, with the exception of Mr. Leonard Seton's second part of his excellent history "The Intercolonial", essentially made up of material from Western Canada. Mr. George Hearn has contributed a piece on the passing of the passenger service on the British Columbia Electric Railway, which will be mourned by many, while Mr. Elwood White has sent in the second instalment of his piece on the logging railways of Vancouver Island. As an ideal supplement to this, we have some random notes from Mr. Steve Walbridge who has just returned from a business trip to the West Coast.

Messrs. White and Hearn are members of the Vancouver Island Railway Historical Association, whose formation was noted in these pages some months ago. While the Editorial Committee has several excellent and reliable sources for its information, our lines of communication with the Pacific Coast have always been rather weak, not at all in keeping with an Association whose pretended scope embraces all of Canada. Happily, this has been amended by the information which the VIRHA have been furnishing recently, and which will always find a place in the News Report, along with notes from elsewhere, to keep our members informed of the more interesting aspects of Canadian railway doings.

LOGGING RAILWAYS OF  
VANCOUVER ISLAND .....

Part Two - By Elwood White

Last month, as you will remember, we paused in our "teakettle tour" of Vancouver Island at Honeymoon Bay, in the Cowichan Valley. Returning to the eastern side of the Island, we continue northwards to Chemainus, about 12 miles north of Duncan, and the site of one of the largest lumber mills in the British Commonwealth, the property of McMillan and Bloedel Limited. This mill was formerly owned by the Victoria Lumber Company, one of the largest logging-railway operators. All that remains now is a Porter 2-6-2 saddle-tank locomotive of eighty tons which is used for yard switching.

About eight miles north of Chemainus is Ladysmith, headquarters of the Comox Railway & Logging Company. This company at one time employed fifteen engines at Ladysmith and at their operations at Comox, further north. Now, two Baldwin 2-8-2 locomotives are used on a preload operation from their Nanaimo Lake Camp to Ladysmith. Trucks dump the logs into Nanaimo Lake, and they are reloaded on the railway for the 22-mile haul to Ladysmith, where they are delivered to the E.& N. or dumped into salt water for handling to mills. Also in the Nanaimo Lake area, McMillan & Bloedel (Nanaimo Lake Division) has a Montreal-built 2-6-2 using Comox Logging & Railway tracks to the E&N interchange at Ladysmith, whence the E&N carries the logs to Chemainus, where they are handled by the switcher mentioned above. North of Ladysmith we come to Nanaimo, second largest city on the Island and at one time the scene of the coal-mining operations of Canadian Collieries Limited, and Western Fuels Company, with their extensive railways, of which only abandoned roadbeds remain.

The only railway left in the accessible part of the Island is that of Canadian Collieries (Dunsmuir) Limited at Union Bay. This is also a yard operation, the coal being brought from the mine by truck. In explanation, it might be mentioned that much of the coal is shipped out in railway cars, some of it even going to mainland points, carried across on the numerous car barges operated by both railways and also by several towing companies between Vancouver Island and the mainland. At Union Bay, an ancient Baldwin 4-6-0 is alternated with a 2-6-0, as only one engine is required at a time.

The West Coast around the Alberni Canal saw the last of railway logging last fall when the Franklin River Division of McMillan & Bloedel changed to trucks. There were formerly many large railway logging operations, such as M&B, Alberni Pacific, and Bloedel, Stewart & Welch.

For the "Grand Finale" of our tour, we must take a plane or a two-day boat trip to Englewood, near Alert Bay and 40 miles beyond the end of the road from Victoria. At this point is the railway operation of Canadian Forest Products Limited. This is the last railway logging operation on the British Columbia coast, with a main line extending sixty miles from the east coast to the west coast of the Island. Only last year, a 29-mile extension was built, at a cost of three million dollars. This bypasses Numpkish Lake, in the centre of the island, and eliminates dumping the logs, towing them across the lake and reloading them on the railway. At last count, there were nineteen locomotives on the property, of which about half were steam and half diesel. Even the diesels are interesting, however, as one is a Shay and the other a Climax. One of the largest locomotives in use for logging anywhere today operates on

this line. It is a simple articulated Baldwin 2-6-6-2 weighing 145 tons, which may well be the only articulated engine in Canada. (Yes. Ed.) The company also possesses the largest conventional locomotive ever used on Vancouver Island, an Alco-built 2-8-2.

This brings us to the end of our tour of the logging railways of Vancouver Island; those that are left supply an idea of what has gone before.

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#### B.C.E.R. MAPS FOR SALE

The Vancouver Island Railway Historical Association is offering for sale a number of large-scale maps of the British Columbia Electric Railway system in Victoria, B.C. These maps, found in a printer's warehouse, were published between 1921 and 1937. A photograph of a BCER interurban car and a summary of the last run of Marpole-Steveston interurbans will be included. They may be ordered for \$1.00 from D. Parker, 3831 Merriman Drive, Victoria, B.C.

#### TROLLEYS MAKE LAST RUNS ON B.C. ELECTRIC RAILWAYS'S MARPOLE-STEVESTON LINE

by G. R. Hearn

CAR NO. 1225 made its last revenue run over the Marpole-Steveston line on Friday, February 28, 1958, thus bringing to a close the once-extensive passen-

ger service of the British Columbia Electric Railway. The car left Marpole at 12:30 AM in charge of Conductor Lawrence Lowe and Motorman Bert Hall, accompanied by Assistant Superintendent Lee Stewart. There were sixty-eight passengers on board, composed mainly of railway enthusiasts from Vancouver, Victoria, New Westminster, Richmond, Steveston and Kelowna, in British Columbia, and Seattle, Washington, U.S.A. Company security police rode the car to prevent the car from being stripped by over-zealous souvenir hunters, as has occurred on previous "farewell" trips.

Immediately upon leaving Marpole, the line crosses the north arm of the Fraser River by means of a low-level bridge containing a swing draw span. During the line's fifty three years of operation, countless thousands of passengers have cursed this bridge for the delays it has caused to the trains. It is ironic that on the last run, both the outbound and inbound trips were delayed by the bridge being opened for river traffic.

The last inbound train left Steveston at 1:00 AM and arrived in Marpole at 1:30 AM. After all passengers disembarked, the car left for the Kitsilano car shops. The station at Marpole was officially closed to passenger service at 1:30 AM after almost 53 years of service to the public.

A special commemorative trip was held about 9½ hours later the same day. Two trains were made up, each of two cars, bedecked with flags and bunting. The first of these trains consisted of cars 1231 and 1222, and the second, cars 1208 and 1207. Company officials and invited guests boarded at Marpole and the trains left at 11:00 AM. A stop was made at

Brighthouse to pick up other invited guests and the trains proceeded to Steveston where more invited guests boarded for the return trip to Brighthouse. This is the business centre and municipal headquarters for the suburban Municipality of Richmond. All of the participants repaired to the new, modernistic Municipal Hall, adjacent to the B.C.E.R., for a "farewell lunch". After lunch, all boarded the trains and proceeded to Marpole where the guests were put on buses and returned to their homes.

The trains left Marpole station for the Kitsilano Shops, stopping en route at 41st and Boulevard for railway enthusiasts to take pictures. As the trains were not turned, the cars arrived in reverse order so that car 1231 was the last car over the line. The cars arrived at the shops at 3:00 PM, were stripped of their decorations, and set out on a siding for disposal. Some of them will be preserved by railway historical associations.

The line from Vancouver to Steveston was opened for service in 1902 by the Canadian Pacific Railway, using steam-hauled trains. A timetable issued in 1904 shows that there were two trains daily in each direction. On July 3, 1905, the line was leased to the B.C.E.R., who started service the same day, having carried out a trial run on July 2, 1905.

#### CARS USED ON THE LAST RUNS:

<u>No.</u>	<u>Builder</u>	<u>Date</u>	<u>Type</u>	<u>★ Motors</u>
1207	BCER New Westminster Shops	1905	DE Wood Monitor (RR)roof	N GE204
1208	" " "	"	" " " "	N "
1222	St. Louis Car Company	1913	DE Steel, Arch Roof	N "
1225	" " "	"	" " " "	N "
1231	" " "	"	" " " "	N "

★- Controller Type. All cars have gear ratio of 57.

(Mr. Hearn comments that he was the last revenue passenger on the line, and hence on the BCER railway system.)

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#### RAILROADING WITH A CAMERA - WESTERN STYLE

March 1958 -

by Steve Walbridge

A business trip to Vancouver for two weeks provided an opportunity to take two trips on Saturdays in trains in British Columbia. The first was on the Esquimalt & Nanaimo dayliner, and the second on the Pacific Great Eastern dayliner, and a mixed train.

After a night trip from Vancouver to Victoria on the SS PRINCESS JOAN, there is barely an hour and a half between boat arrival time and departure of the E&N dayliner. This was sufficient time to visit the CNR roundhouse in Victoria. The last steam engine, 2194, was still warm after having been used on the previous Thursday. The other steamers previously used on the Island have been "sent back east", according to a machinist in the roundhouse, except for one which is temporarily based at Duncan. However, the CN track at Duncan is about three miles from the E&N so I missed seeing it.

At the E&N station in Victoria, Dayliner 9054 was being warmed up

by the car inspector. He was a very friendly chap and introduced me to the engineer and the agent. 9054 had been in an accident outside Edmonton some months ago, but the scars had been expertly removed. I was heading for Ladysmith, 59 miles from Victoria. The country is very picturesque, and kept my camera busy. One of the oddities seen was a former double-ended observation car called "Ladysmith" at the side of the track and now used as a cabin. It appeared to be in a very good state of repair. Most of the stations are flag stops, but passengers were waiting at most of them. At Ladysmith, I saw five engines of the Comox Logging & Railway Company adjacent to the E&N tracks. A hostler was painting a 2-8-2 Baldwin, No. 11, built in 1923, while another, built in 1929, was in the engine house. Both were hot, and are used regularly. They were very clean, and obviously well looked after. Three relics were stored on a neighbouring track, a 2-6-2 Baldwin, a 2-6-2 with saddle tanks and a tender, and a Lima Shay, built in 1927. Despite dull weather, I was happy to get pictures from several angles. A southbound E&N freight stopped for orders at Ladysmith. It was diesel-powered.

Two obliging citizens of Vancouver Island provided lifts to Nanaimo well before another Princess boat departed for Vancouver. The ticket agent suggested that I visit a small park near the wharf to see the locomotive stored there. It was the 0-6-0 coal mine engine "Wellington" and was well preserved atop a small hill. A bronze plate gave the engine's history, and stated that it had been placed in the park in 1952 "under its own steam", a not inconsiderable feat, I imagine, considering the grade on the hill.

While leaving the harbour at Nanaimo, a car barge from the mainland arrived with about twenty box cars aboard.

The following Saturday, I decided on a trip on the PGE Dayliner, despite very threatening weather. The day turned out later to be quite sunny. A bus leaves downtown Vancouver at 7:15 for North Vancouver station, a very attractive, modern structure. The train consisted of three Budd cars, BC-30 and BC-31 being express-kitchen-reclining seat coaches, while BC-11 was an all-coach car. The PGE colours of yellow and green make the cars very photogenic.

The new track from North Vancouver to Squamish, 39.2 miles, has been hewn out of the side of the mountains where they drop off steeply into Howe Sound. You travel about 150' above the water a good share of the way on track that is about 90% curves. After the rail line was built, it was decided to build a highway further up the mountainside and paralleling the railway. Blasting for the highway sent boulders rolling down onto the railway, and numerous lengths of grotesquely twisted rail abandoned at the side of the right-of-way, provide mute testimony of what a rock can do to a rail. Standing in the vestibule of the car with the window down provided an excellent opportunity for pictures, and for breathtaking views where the mountains drop away sharply from the edge of the ties. Many rocks seem to hang precariously on the slopes above the trains, seemingly ready to roll across the track and down into the water any moment. A friend, who was riding in the caboose of a mixed train, had a harrowing experience of having a huge boulder demolish the rear end of the caboose, a few feet behind where he was sitting in the cupola. At Squamish, the wharves which used to be the "end of the line" on the PGE appear to be used still. The shops a mile out of Squamish provided a quick view of the top only of one steam engine stored out-of-doors - the only sign of steam on the line, except for the water tanks.

The ride from Squamish to Pemberton, where I detrained, rises to 2100' up steep grades and through numerous cuts. The snow was deep, but it enhanced the scenery. Several sidings held logging cars, but no locomotives. It was spring in Pemberton. An obliging citizen volunteered to take me for a drive up a 30-mile-long valley which supports potato farms.

The southbound mixed train consisted of a yellow diesel yard switcher, a dozen box cars, a "piggy-back" car with a wildly swaying trailer, a caboose, two express cars that appeared to be ex-USRA cars, and an ancient PCE sleeper named "MIS LAKE". The cupola was a much better vantage point for pictures than the sleeper (temperature nearly 90°) and was equipped with a chatty trainman to point out the sights of interest. One of such sights was the view of seven shattered box cars resting in the woods down the embankment. These were the remains of the "70-Mile Wreck" of some months previous. Twelve cars of lumber jackknifed in a rock cut. After unloading the lumber, five cars were worthy of repairs. A tractor towed the other seven into the bush. Further on, the train stopped after running over two torpedoes. A flagman's message to the engineer was relayed via the radio-phone to the caboose that a bridge was under repair. Apparently, the week before, four cars in the middle of a 30-car freight, derailed and rode unnoticed for some distance, and over a bridge over a very deep gorge. Finally, they took off down the embankment.

The balance of the trip from Squamish to North Vancouver had me a little worried about the loose rocks I had seen during the morning. At the terminal, the northbound passenger daily was waiting to depart, with a bright yellow car on the rear to provide light and heat to the coaches.

Back in Vancouver, the CPR roundhouse provided us with a nice picture of No.2709, the last steam engine in the city, held as a spare. There, too, was CPR diesel-hydraulic No.13, with connecting rods on each truck. At the B.C.Electric Railway yards, an employee told us that the last passenger car had operated on February 27th, followed by a short official trip on February 28th. Seven wood and steel cars, six electric freight locomotives and sundry work equipment made an excellent display for camera shots. One wooden car, No.1202, was the subject of tender care by four members of the Puget Sound Railway Historical Assn. who had bought it for transfer to their collection in Seattle. They were exchanging window shades, seats, whistles, etc., with other cars to get the most for their money - a very prudent step. Electric freight operations carry on.

A fast taxi ride in Winnipeg showed the usually-busy CP roundhouse to have no signs of steam engine operation, a great change from my last trip in June 1957. Weston Shops yard was full of stored locomotives. CP 977 on the scrap track appeared to have been burned, while 6963 waited the torch nearby. 6939, I think, shunted in the yard nearby. A 6200 class switcher was seen at the stock yards in St. Boniface, but I missed a picture of it for the third time. At the CNR roundhouse, CN 7935 with sloping tender was doing the yard switching. 1381 was dead in the yard, 6046 was backing into the station, a very shiny 4094 with big pumps in front of the boiler was noted, and several 3300's scattered about.

The Greater Winnipeg Water District provided a few photos of their old but well-kept wooden passenger cars and yellow cabooses.

A most rewarding trip from the railroad hobby point of view !

CHAPTER TWO - PROVINCIAL RAILWAY CONSTRUCTION IN BRITISH NORTH AMERICA

The refusal of the Imperial Government in 1852 to sanction and guarantee an intercolonial railway according to the proposals of the British North American provinces, effectively killed all hopes for an early commencement of such a railway enterprise, but it definitely did not annihilate the colonial desires to authorize, construct and operate railways. Colonial statesmen, as Joseph Howe, Francis Hincks, Georges Cartier, were well aware of the advantages of this most modern method of transportation, and felt that their provinces could not compete in the world of industry, trade and commerce without railways. Closely connected with the United States and Great Britain, two countries now constructing railways at an enormous rate, the Canadian provinces must have been considerably influenced by the spirit of the current railway-building era. Accordingly, the Provinces of New Brunswick, Nova Scotia and Canada almost immediately, on their own initiative, commenced individual policies of railway construction. Under the impetus of this enthusiasm, there occurred the first great era in Canadian railway building, roughly from 1850 to 1860. An attempt will be made in this part merely to deal with those parts of this movement which directly concern the future Intercolonial Railway, namely - the Grand Trunk Railway in Canada (incidentally), the New Brunswick Railway<sup>A</sup>, and the Nova Scotia Railway. The latter will be treated at the greatest length, owing to the fact that its main line was to be incorporated into the main line of the Intercolonial Railway, and the fact that more materials are available pertaining to the details of its construction and operation. Mention will also be made of the subsequent negotiations with the Imperial Government up to 1867, as well as a general survey of the economic activities of the provinces in the early 1860's, to prepare a back ground for the final completion of the Intercolonial Railway, and to complete the story to 1867.

Canada began immediately to authorize the greater part of her portion of the trunk line through the provinces. Sir Francis Hincks had met a Mr. Jackson of the Brassey firm of railway constructors while in England, with the result that Messrs. Peto, Betts, Jackson and Brassey were given a charter to construct the Grand Trunk Railway of Canada from Sarnia to Trois Pistoles, east of Quebec City. The necessary legislation was enacted in 1852, after many financial difficulties, and after many loans from the Government of Canada. The railway was completed, in 1860, to Riviere du Loup, 120 miles west of Quebec, which became the eastern terminus of the Grand Trunk Railway.

The same firm of English contractors had also impressed the government of New Brunswick with its resources and ability, and accordingly, likewise in 1852, entered into a contract to build the New Brunswick portion of the old European & North American Railway, from the Maine boundary to the Nova Scotia boundary. Surveys were completed in 1853, and in the same year, Lady Head turned the first sod on September 14th, amidst much local enthusiasm at Saint John, N.B. Construction immediately proceeded, but in the next year, the financial crisis, universally attributed to the Crimean War, obliged the contractors to cease their operations. Of the work accomplished, the greater part lay between Moncton, on the Petitcodiac River, and Shediac, on Northumberland Strait, while a small amount of grading had been performed at the Saint John end.

In 1856, the contractors definitely retired from the contract, and the government of New Brunswick purchased what road there was for the sum of \$450,000 from the said contractors, and commenced operations under its own supervision. Three commissioners were appointed in 1857, and in that year, the section between Moncton and Shediac was completed under a contract which had been let on August 1, 1856. A further piece of three miles out of Saint John, eastward, was opened on March 17th, 1857. In the following May, the three first-appointed commissioners were replaced by Messrs. Robert Jardine, R.C. Scovill and George Thomas, who retained their positions until June, 1865.

The remaining part of the road which was to be built at that time was completed in the following sections:

Saint John - Rothesay,	9 miles,	June 1, 1858.
Rothesay - Hampton,	13 "	June 8, 1859.
Hampton - Sussex,	22 "	November 12, 1859.
Sussex - Moncton,	45 "	August 1, 1860.

This completed the line from Saint John to Shediac, amounting, in all, to 108 miles. In 1861, the total amount expended on construction and other capital investments was \$4,548,564.59, which works out at a rate of \$42,116.34 per mile. A short account of this New Brunswick railway in 1862 states that it was "of superior quality, well-built, well-drained, well-ballasted, with wider cuttings and embankments than the Nova Scotia and Canadian lines, and, therefore, not costing so much for yearly upholdance and improvements."

It will be noted that the railway construction policy of New Brunswick, as thus carried out, did not coincide with the Imperial Government's desire for an Intercolonial Railway, based on military considerations, but rather seemed to be directed towards the fulfilment of the European & North American scheme initiated at the Portland convention. New Brunswick could not possibly have sunk over four million dollars in a line up her east coast, for which the former alternative would have called. The great majority of her population, mostly agriculturists, were centred in the west, in the Saint John valley, as were likewise her principal towns, Saint John and Fredericton. Saint John was the premier port and any railway constructed in the province, for the province, must have connected with that city. New Brunswick was never very partial to the north-east shore route, for her principal interests lay in the south and in the Saint John valley which was ideal for agriculture, the province's foremost occupation. In the meantime, nothing was done about the portions between Saint John and Maine, and Moncton and Nova Scotia until 1864, when surveys were authorized for those stretches. Companies were formed to construct them, but practically nothing was constructed prior to Confederation. At this date, the New Brunswick Railway proper was under the General Superintendency of Lewis Carvell.

Nova Scotia likewise early formulated her own policy of railway building, and she had very definite ideas as to what she required, and what she intended to construct. The policy was to construct just so much of the contemplated main line of the Intercolonial Railway as coincided with her own interests and as lay within her resources. Halifax, the capital and foremost port, from which any provincial railway enterprise was bound to commence, was to be connected eventually with Truro, and thence to the valuable mining area of Pictou County, and also with the settled farming district of Windsor and Annapolis on the Bay of Fundy side of the Province.

Legislation authorizing cooperation with the other provinces for an intercolonial railway was withdrawn, and in 1853 an Act was passed in the provincial legislature, creating the Nova Scotia Railway. Supplementary legislation the following year authorized the construction of railways in the province and the passing of a loan for such construction. Royal Assent was given to this on March 31, 1854. The railway was to be placed in the charge of a board of commissioners, of whom the chief, Mr. Joseph Howe, was a member of the Government. In order to take up this position, Mr. Howe resigned the office of Provincial Secretary. According to their first report, they met for the first time on April 5th of the same year. They had much work to do; there was an engineering staff to organize, and there were contractors and skilled workmen to be found before actual construction operations could be commenced. To make matters worse, no member of the board had any practical knowledge of railway making, yet they were expected to supervise the efficient construction of a railway! It has been a continuous story throughout Canadian history, that those who know least about practical matters have the vital and most important say, and railways have been subjected to much mismanagement, and many unwise policies, on this account.

On May 4th, the first contract for grading was advertised, and on June 13, 1854, the first sod was turned at Richmond, just outside of Halifax, which was to remain the Atlantic terminus for some time to come. The Commissioners' first Report, dated February 6, 1855, addressed to the Provincial Secretary, summarizes the amount of work completed in the nine months previous, and states that contracts have been let for three sections, extending over ten miles, and that eighty miles beyond have been surveyed, four miles have been completed, and "cars run daily from the depot to the four mile house".

Much difficulty was experienced during the initial stages of construction owing to the fact that heavy embankments had to be formed across the numerous arms and coves of the harbour basin, and that much rock and gravel had to be removed, owing to the rocky nature of the country. To add to the expense, the cost of labour, as was reported, was one-third higher than at any time during the previous twenty years. The cost was estimated to be about £7840 per mile for grading and permanent way. A temporary station and engine houses were being erected at the Halifax terminus, and two locomotives had been ordered from Scotland. Already, one locomotive was in operation, together with several other miscellaneous items of rolling stock, such as snow plows, passenger cars and trucks and waggons.

By the end of 1855, eight miles had been completed to Bedford, opened during July of that year, and over sixty miles had been located and placed under contract. Over the completed portion, trains were now passing daily, to the number of four each way during the summer months, and three during the winter season. Passengers during the year numbered 30,563. Freight carried included horses and waggons, single horses, mail coaches, barrels, boxes, bags, baskets, iron bars, fish, lumber, tea, tubs, cows, pigs, sheep, calves, stoves and iron rails, so evidently a very extensive and varied freight traffic was developing. It appears also, from contemporary statistics, that the item: "horses and waggons" was a very important one.

Grading was by now not only proceeding on the main line in the direction of Truro, but likewise on the Windsor Branch. The Engineer reported that during the year 1855, the average daily number of men employed was 630, the maximum on any one day being 1242. Such portion of the line as was completed was declared to be in good order, and to be withstanding the elements. Several new items had been added to the motive power and rolling stock. According to the Commissioners' Report for 1855, the revenue derived from passenger traffic was overwhelmingly greater than that from freight, roughly £1659 as against £133, for the last six months. Total revenue amounted to £1898, as against running expenses of £996. At December 31, 1855, however, over £202,482 had been paid out in contracts.

During 1856, the freight traffic steadily increased, but the railway was described by the Commissioners as being yet too short to command the conveyance of the staples of the country. Amongst the revenue items for that year, there is an interesting one for £25 for the conveyance of troops. Passenger traffic, of course, continued to gain, and some 50,844 persons were carried during the year. The complaint was being made that labour and other commodities were costly, owing to a general rise throughout the markets of the world. Labourers were seldom paid any less than five shillings per day, and six shillings per day was a frequent wage. Masons usually made 10/- to 12/- per day. The average number of men daily employed was 1622. There was no attempt at false economy in construction, and the work was reported to be of a durable nature and in excellent condition. There were no manifest signs of any want of solidarity. Bridge piers were being constructed of the best stone, including granite, and the bridges were being constructed of iron girders. A workshop was provided for at Richmond, where platform and other trucks were being turned out. From the "Repairs of Stock Account" for 1856, is obtained the interesting information that the three locomotives were named respectively, the "Mayflower", the "Sir Gaspard" and the "Joseph Howe". A high standard of safety was evidently maintained to date on the road, for both passengers and horses had been carried without the slightest injury, it was reported.

During the next two years, 1857-58, the main line and the Windsor Branch were completed. Early in 1858, the line as far as Grand Lake, 22.5 miles, was completed; by February 3, it reached the Truro Road 31.5 miles from Richmond, and in November, it arrived at Shubenacadie, 39 miles out. On December 15, 1858, the completed road to Truro, 61.2 miles, was brought into use. In the meantime, the Windsor Branch was traversed by a locomotive and car on December 31, 1857, and on June 3, 1858, the line was opened for public travel. To accommodate the increased services necessary, the number of engines had been increased to sixteen, of which six were of Scottish construction, and five were from Portland. A machine shop, a substantial brick building, had been erected at Richmond, but engine-house accommodation was still wanting, the house at Richmond only holding twelve engines at most. The passenger and freight cars were likewise augmented in number.

The railway was by now beginning to influence the development of the Province and to stimulate new industries. New branches of business were developed, such as -- the supply of cordwood, timber, plaster, bricks, etc., and to the coming of the railway was due the erection of brick-making establishments in the interior. Considerable quantities of these products were carried by rail to Halifax, and augmented the freight revenue of the railway.

About the end of 1858, a new tariff, which had recently been prepared, came into operation. It was designed, according to the new Commissioners, Messrs. James McNab, A.Scott, and L.L. Shannon, to secure that which the traffic would bear, and also to secure a fair return to the revenues on the services performed. It was decided to put the rates on trial for a time and to make modifications, if experience should deem it necessary. The Engineer at the time, James Laurie, did not believe that the railway had a fair chance to develop the passenger traffic of the country. Railways induce the public to travel by offering speedy transit at a lower cost than that of other means of conveyance. On the Nova Scotia Railway, however, the trains were all mixed, and no separate passenger trains were provided, with the result that the saving of time was invariably neutralized by detentions at stations to load and unload freight. It was only recently that sufficient locomotives were available for a double service, and it would probably not pay all the year around. It was suggested, however, that separate passenger trains might be run during the summer, at least. The railway having no intersecting connections, could not depend on traffic from feeder or competing lines, and accordingly, was obliged to wait the slow development of the country. Service now included two trains per day each way on both the main line and the Windsor Branch. It is of interest to note that, during the period July 1 - December 31, 1858, the total receipts of the main line aggregated over £4624, while those of the Windsor Branch were over £6977. It was obvious from these figures where the wealth and industry of the province lay.

The remaining years up to Confederation were mainly concerned with the improvement of the railway, and the development of traffic and accordingly, this period will be dealt with in brief. The only additional piece of rail construction, that between Truro and Pictou, occurs at the end of this period, so it will be neglected for the moment.

During 1859, there occurred a deficit in the operation of the road, which was possibly due to the new tariff recently placed in operation, as it was now considered as fixed upon the lowest scale compatible with a due regard for the revenue. Passenger revenue still exceeded that of freight, bearing a ratio to it of three to two. The supply of such articles as cordwood, timber, plaster, bricks, carried over the road was increasing, however.

Some difficulty was experienced in the perfecting and completing of the permanent way. Clay cuttings constantly slipped in, and spring freshets washed away embankments, while the roadbed itself was still settling. Constant attention was thus required by these matters, as well as by the breaking of rails, chairs and plates. Damage was likewise done to bridge structures by ice and streams, and protection had to be afforded them.

The action of frost upon embankments was particularly damaging; much work was done during the year in widening the cuttings and reducing the steepness of embankments. Some consideration was now being given to a branch to Pictou, and surveys were being made. During the same year, four large engines were received from Neilson & Co., Glasgow, Scotland, making a total locomotive stock of twenty engines of which four, however, were now considered unfit for traffic on the road. Of all the engines, fourteen were built in Scotland, five at Portland, and one, No.1, at Bridgewater, Massachusetts, USA.

On February 10, 1860, Mr. J. McCully was appointed Commissioner of Railways, succeeding the old Board of Commissioners, which had brought the railway through the construction stage. This gentleman, realizing that economies were necessary, felt obliged to reduce the salaries of employees, on account of the deficit of the previous year. He followed this up by reorganizing the working department, and made the following appointments:

Alexander Moir, continued as Superintendent of the  
Locomotive Dept.,  
George Taylor, Superintendent of the Traffic Department,  
William Marshall, General Inspector of upholdance  
and construction.

In 1859, an express train for mails and passengers had been introduced, but in order to maintain a speedier schedule, it had been necessary to pass the smaller stations without stopping. McCully found that this had many disadvantages in a sparsely-settled country, as it was too expensive to add local passenger trains, and accordingly he directed that a nearly uniform speed should be adopted by all trains, and that they should call at every station. During the year 1860, the number of passengers carried on the Main Line exceeded that on the Windsor Branch, the figures being 50,570 and 37,454. The quantities of freight were now likewise greater, as well as the respective revenues derived from all sources. In the meantime, many new stations had been constructed on the line and terminal facilities were being provided, including the engine-shed at Richmond which, according to the Railway Report of January 25, 1862, compared favourably with the best constructed engine sheds in Canada and the Western States.

During 1861, passenger traffic took a decided drop, while freight traffic made a healthy advance, with increased revenues. This was accomplished despite the advent of depression in the United States, occasioned by the Civil War. The drop in passenger traffic was believed due to the fact that 1860 was an abnormal year due to the presence in the Province of His Royal Highness the Prince of Wales, and the consequent increase in public travelling. Hence, by comparison, 1861 seemed a poor year.

The Report for 1862 states: "The telegraph connections which have already been made at several of the important stations on the line, will enable operations to be conducted more satisfactorily, particularly during snow storms, or in case of accidents." This was an improvement which had been recommended for several years, now, in various reports by the railway officials.

In January 1864, Mr. James McDonald, the succeeding Railway Commissioner, made his first report at the same time. H.F. Perley, Civil Engineer, appointed by the government to ascertain the condition of the road, made a report in which he found many deficiencies, especially with regard to the permanent way and buildings. In his report of October, 1864, McDonald reported that the constant and heavy work was beginning to tell very heavily upon the rolling stock, especially on the freight and flat cars.

Let us now turn to the one remaining railway line built by the Nova Scotia Railway, that from Truro to Pictou, to serve the great coalfields area. In 1864, Sandford Fleming had been appointed Chief Engineer of the Nova Scotia Railway, and accordingly, one of his duties was to oversee the construction of this line. The line was let in very small contracts, but the system did not succeed, and some of the original ...

contractors abandoned their contracts. By the end of 1865, the government, in desperation, offered Fleming a free hand to complete the work in any manner he desired. According to statute law, the work had to be performed by contract, so the Government took the work out of the hands of the contractors and re-let the whole to Fleming, who naturally had to resign as Chief Engineer. The road had to be completed by May, 1867, yet Fleming completed his organization and finished the road on May 31, 1867, despite the prevalence of most unfavourable weather and difficulties caused by a hostile press in Nova Scotia. The road was severely condemned by these , who knew nothing, yet engineers described it as "the finest half hundred miles of railway in British North America." His contract price, incidentally, was \$100,000 below his own original estimate. Thus this honest and scrupulous Scotsman set a worthy example for future public servants to adopt, but there were few to come who could emulate his conscientious attention to his duties. Fleming still had the greater work of the Intercolonial Railway ahead of him at that time, however.

With the completion of this stretch of 52 miles, the Nova Scotia Railway was brought to a total length of 145 miles. These were built at a cost of \$6,791,012.46 or \$48,834 per mile. The financing of the railway was accomplished by the issue of debentures which were sold in England for the most part, with interest at 6%. The greater part of this interest was paid out of the general revenue of the country. Cost of travel in 1862 was 3<sup>d</sup> per mile, first class, and 2<sup>d</sup> per mile, second class. The gauge throughout was five feet, six inches, or broad gauge. The average speed maintained was 20 m.p.h. including stops. With this general description of the Nova Scotia Railway, its separate history may now, perhaps, be brought conveniently to an end.

There still remains, in this chapter, to include a brief survey of further inter-colonial railway negotiations, which took place during this period. Both in 1857 and 1858, the Provinces sent deputations, and in 1858, addresses, to London, in the hope of winning the support of Her Majesty's Government, but in each case it was obliged to decline, stating that the resources of the Empire were already being severely taxed, and that national expenditure must be maintained within the limit of national resources. Colonial observers at this time believed that the only way in which to fulfil the hope of Confederation, was to construct an intercolonial railway. In other words, the Provinces must be united materially before they could be united politically. The railway must develop trade and commerce between the colonies, and union would follow.

In 1861, Civil War commenced in the United States, and the proximity of an aggressive and warlike neighbour caused much alarm in the colonies. At that time, there had been nothing approaching the "one hundred years of peace", and the United States had been engaged upon a none-too-scrupulous policy of expansion. Accordingly, the time was deemed ripe for a further suggestion of the necessity for the railway between Halifax and Quebec, as a measure for military protection. A further address to the Queen met with the same negative reply, however. Representatives of the Provinces met at Quebec on September 30, 1861, and in October, a despatch conveying the resulting resolutions was sent to London. The Provinces were to renew their offers of 1858, and that a delegation was to proceed to England to deliver the colonial arguments.

A delegation composed of Messrs. P.M. Vankoughnet, Joseph Howe and S.L. Tilley proceeded to England, where news of the "Trent Affair" reached them. War between Great Britain and the United States seemed imminent, and public opinion was decidedly in favour of the railway. The difficult position of Canada in the winter when ice closed the St. Lawrence was emphasized, as well as the exposed position of the long frontier. The Provinces proposed to raise one-half the interest on £3,000,000, estimated to complete the railway, if Great Britain would raise a like amount -- namely, £60,000. The Imperial Government declined, but repeated Earl Grey's offer of March 10, 1851. This was dated April 12, 1862. Delegates of the three Provinces met again in Quebec in March and in September. An agreement being reached that Canada should contribute 5/12 of the necessary expenditure for constructing and working the railway, and that the Maritime Provinces should divide the remainder, another delegation proceeded to England composed of Messrs. Howland, Sicotte, Howe and Tilley. In London, an agreement was reached and it seemed as

though the railway was about to be realized at last, when the necessity of a sinking fund, to be established by the Provinces, was put forward by Mr. Gladstone. The Canadian delegates were indisposed to accept this condition, and, as the Imperial Government was prepared to accept only on these terms, the issue was squarely placed upon the shoulders of Canada, seeing that Nova Scotia and New Brunswick had assented, and even passed, by 1863, the necessary facilitating legislation. As a preliminary survey by three engineers had been made a necessity by the Imperial Government, the Canadian Government at this time felt that it could do nothing beyond agreeing to the survey. In August, therefore, it nominated Sandford Fleming as its chief representative. New Brunswick and Nova Scotia likewise accepted him as their representative, and the Imperial Government, recognizing his character and qualifications, and desiring to expedite the arrangements, made the selection unanimous, by accepting him as its representative, also. Accordingly, Sandford Fleming was given a free hand to organize and execute the required survey.

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NOTES AND NEWS

by Forster Kemp

- e Canadian Pacific Railway has received six RDC2 units from the Canadian Car Company, and has placed five of them in service between Vancouver and Penticton, BC, and Nelson, BC and Medicine Hat, Alta. They are equipped with two washrooms and reclining seats (those against bulkheads do not recline). The cars are numbered 9194 to 9199 inclusive. No.9194 has been retained in the Montreal area for the time being.
- e Canadian National Railways have ordered two RDC1 units (D-107 and D-108) and three RDC2 units (D-201-D-203). It is not known where these will operate but one report states that they will serve Borden, Summerside, Charlottetown and Tignish, PEI, while another mentions that they might replace trains 25 and 26 "The Moccasin" between Montreal and Brockville. They are being built by the Canadian Car Company. (CNR has stated that RDC cars will not be placed on the PEI services on April 27th timetables, at any rate. -Ed.)
- e Another unusual sight now visible at the "Can-Car" Plant is the outshopping of 200 livestock cars for the Canadian Pacific. Numbered 277000 to 277199, they are the first such cars to be built for the CPR since 1915.
- e Canadian Pacific has extended its "piggyback" services for common-carrier truck trailers to Saint John, N.B. Most of the trailers hauled are the property of Smith Transport Limited, and Speedway Transport Limited.
- e The Board of Transport Commissioners was scheduled to hold two hearings on applications to abandon railway lines in Nova Scotia. The application of the Cumberland Railway & Coal Company to abandon its line between Springhill and Parrsboro on March 26th, while the CPR application to abandon the Weston Subdivision of the Dominion Atlantic Railway between Centreville and Weston was to be heard in Kentville on March 28th.
- e Work is now under way on two main-line Centralized Traffic Control installations in Canada. The lines affected are the Canadian National

between Napadogan and Edmundston, NB, and the Canadian Pacific between Glen Tay and Trenton, Ontario. The latter installation is the first main-line CTC on the CPR system, although a total of 52 miles of terminal trackage is operated at ten locations across Canada. Eight of the sixteen sidings in the 87-mile line are to be eliminated, and the others lengthened to hold 150 cars each. Provision has been made for extension from Trenton to Agincourt, Ontario.

- e The Eastern Shipping Corporation has announced that it will operate the 500-passenger vessel S.S. "Yarmouth" between Boston and Yarmouth, N.S., during the summer of 1958. This route has not been operated since the summer of 1954. Three sea routes to Nova Scotia will therefore be available to travellers: SS YARMOUTH, Boston-Yarmouth; MV BLUENOSE, Bar Harbour-Yarmouth and SS PRINCESS HELENE, Saint John - Digby.
  - e Passenger service on the 4.5-mile Thousand Islands Railway has been reduced from four to two trains in each direction. The night trains which connected with CNR trains 18 and 19 at Gananoque Junction were eliminated. Daytime service, connecting with trains 5 and 14, is still operated. The line may be visited in a pleasant one-day excursion from Montreal.
  - e The Queen Elizabeth Hotel, owned by Canadian National Railways, but operated by the Hilton chain, and located above Central Station in Montreal, opened its doors and welcomed its first guests on March 14th. Finishing work on the 1216-room building is being rushed to completion, in time for official opening ceremonies April 15th-16th.
  - e New stations and yards continue to make news on Canadian National Railways. Construction may soon begin on a new station at Kingston, Ontario to cost between \$400,000 and \$500,000 replacing the present structure, parts of which date back to the completion of the Grand Trunk between Montreal and Toronto in 1856. A new yard is to be built on land filled in along the shore of Humber Arm at Corner Brook, Newfoundland, which will cost approximately \$1,500,000, and which will accommodate 470 cars, in addition to a turntable, oil bunkers, sand tower, diesel shop and car repair building, wheel storage facilities and a track scale. A new express building will be constructed to the west of the present station, and the station itself will be renovated and practically doubled in size. The National system have also purchased 25 acres of land in Neelon Township, near Sudbury, Ontario, on which it is intended to build a station and yard.
  - e Canadian National Railways recently tested an experimental box car, heated by charcoal burners under its floor, by delivering potatoes successfully from Prince Edward Island to Cochrane, Ontario. The car has greater capacity than a refrigerator car, and is cheaper to build, it is reported.
  - e To provide motive power needed for its extension from Prince George to the Peace River, the Pacific Great Eastern is currently taking delivery of five new diesel-electric locomotives from Montreal Locomotive Co.
  - e Surveying has been completed on CNR's new line, 52 miles long, between Optic Lake and Chisel Lake, Manitoba and it is expected that construction work will begin in June, for completion in two years, of the third branch to be built by the CNR in Manitoba within a six-year period.
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