crha News Report

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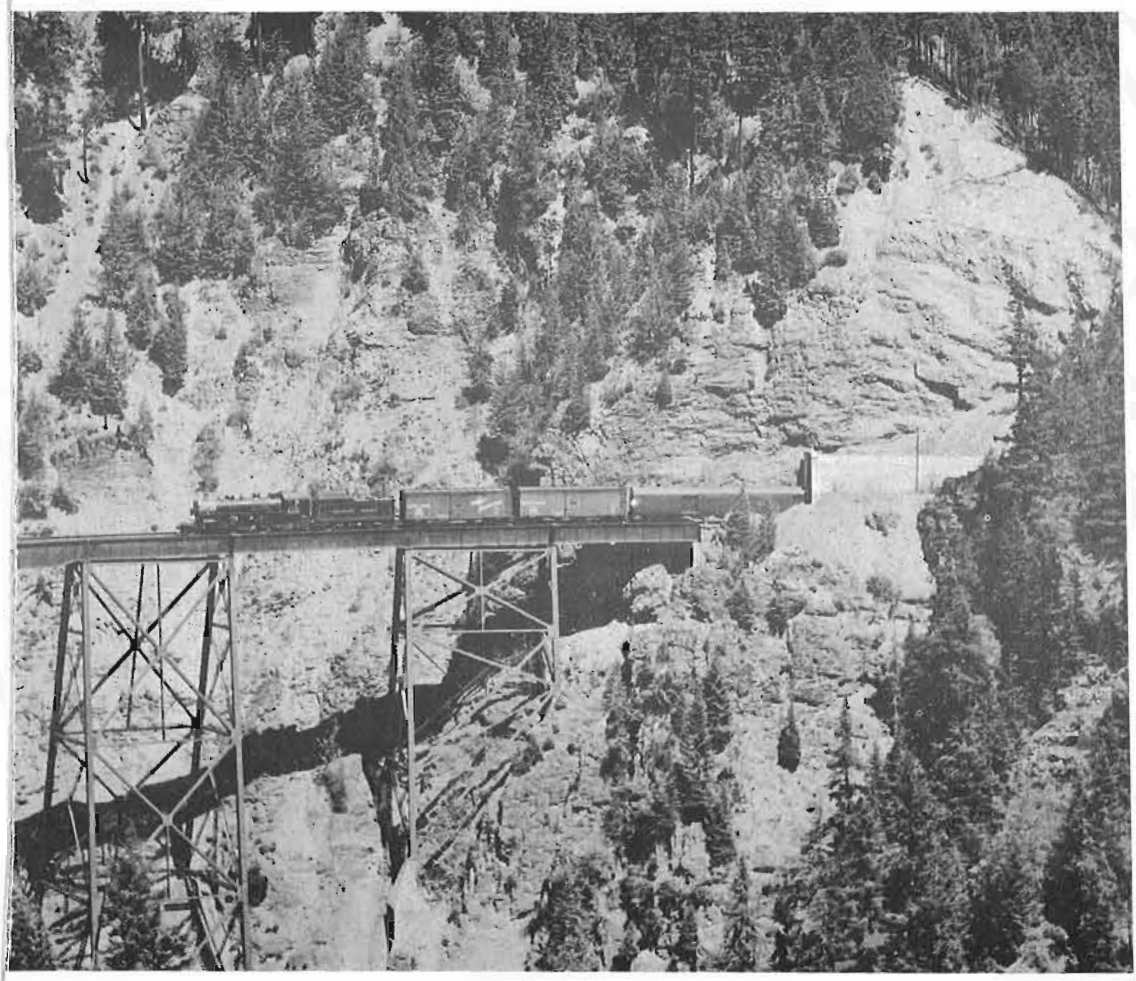


Now that the Coquihalla Subdivision of the Canadian Pacific Railway has been abandoned, scenes like this, showing westbound Train No. 11, "Kootenay Express" at Ladner Creek bridge, are only a memory. The locomotive is a 5200 series 2-8-2 of class P-1-n, rebuilt from N-2 class 2-8-0s about fifteen years ago.

--Canadian Pacific Photo.

Street Railway List: 1889

Current observance of the street railway centenaries in Toronto and Montreal has focussed interest on the subject of the early development of this form of transportation in Canada. Hitherto, such research as has been performed in urban transportation has largely been devoted to the electric railway, leaving the fascinating aspect of the animal railways almost completely unexplored.

With a view, perhaps, to stimulate sufficient interest among our readers that they might be encouraged to take up the study of such systems in cities other than Montreal and Toronto, there is reproduced below a list of no less than twenty-four street railways in existence in 1889, extracted from Poor's Manual for 1890; in that year, this publication carried its first references to Canadian street railway systems.

Of the two dozen systems listed, two are already electric railway systems, while the balance used animal or steam traction. At least four gauges were in use, 3'6", 4'8", 4'8½" and 4'10¾"; the gauges of the systems in Hamilton and Chatham, Ontario, are not given. Three of the systems functioned in and around Windsor, Ontario, while two separate railways carried on services in Quebec. In some cases, significant dates are given, giving a researcher a point from which study might be initiated.

We would be glad to consider for publication, any supplementary information, however incomplete, which our readers might wish to supply. In performing research in this field, city and town archives are usually helpful in that they contain agreements between the municipality and the street railway respecting the use of streets and other public facilities, also financial aspects. In some cases annual reports of the street railway were filed with the town archives. Other good sources are local guidebooks, in which routes and service frequency might be found, while the social aspects and day-to-day occurrences were usually treated liberally in the newspapers. Weekly papers are easier to scan for information, but unless an individual is prepared to devote a considerable amount of time to a research topic, he should not attempt a day-by-day examination of daily newspapers, but confine himself in the use of dailies, to elaboration of events for which he already possesses dates.

Good hunting !

BELLEVILLE STREET RAILWAY COMPANY

Main line, 2 miles; gauge 3 ft. 6 in.; rail, 28 lbs.; owns 12 horses, 5 cars and 5 other vehicles. DIRECTORS: Horace Yeomans, Manley Roblin, John Lewis, Mrs. David Lockwood, Belleville, Ont. OFFICERS: David Lockwood, Pres.; S.A. Lockwood, Sec., Treas., and Supt. GENERAL OFFICE: Belleville, Ont.

BERLIN & WATERLOO STREET RAILWAY COMPANY

Main line, 2.75 miles; gauge, 4 ft. 8½ in.; rail, 25 and 30 lbs.; cars, 8; horses, 17;

CANADIAN STREET RAILWAYS IN 1889 (cont'd)

SAINT JOHN STREET RAILWAY COMPANY

Main line, 7 miles; gauge, 4 ft. 8½ in.; rail, 45 to 60 lbs.; owns 15 cars and 65 horses. Jno. F. Zebley, Pres. & Treas.; Austin Gallagher, Sec. New York Office, Drexel Building, New York, N.Y. GENERAL OFFICE: Saint John, N.B.

ST. THOMAS STREET RAILWAY COMPANY

Main line, 2 miles; gauge, 3 ft. 6 in.; rail, 30 lbs. Owns 9 horses and 5 cars. J. Griffen, Pres.; G. Wegg, Sec. & Treas.; W. Palmerton, Supt.; GENERAL OFFICE: St. Thomas, Ont.

TORONTO STREET RAILWAY COMPANY

Main line, 60 miles; gauge, 4 ft. 10¾ in.; rail, 30 lbs. Owns 1160 horses and 225 cars. Frank Smith, Pres.; James Gunn, Sec.; J.J. Franklin, Supt. GENERAL OFFICE: 94 and 96 King Street East, Toronto.

WINDSOR ELECTRIC STREET RAILWAY COMPANY

Main line, 1.25 miles; gauge, 3 ft. 6 in.; rail, 25 lbs.; owns 1 Van Depoele motor, 15 horse-power engine, 9 horses and 4 cars. W.M. Roomer, Pres.; A.H. Joseph, Treas. & Sec.; W.C. Turner, Supt.; T.C. Ponting, Man. GENERAL OFFICE: Windsor, Ont.

WINDSOR RAILWAY COMPANY

Main line, 4.50 miles; gauge, 4 ft. 8 in.; rail, 26 lbs.; Wm. McGregor, Pres. & Gen. Man. GENERAL OFFICE: Windsor, Ont.

WINNIPEG STREET RAILWAY COMPANY

Main line, 5 miles; gauge, 4 ft. 8½ in.; rail, 35 lbs.; owns 100 horses, 15 cars and 15 sleighs. DIRECTORS: James Austin, E.B. Osler, Toronto, Ont.; A.W. Austin, R.J. Whitla, H. Archibald, Geo. A. Young, M.R. Austin, Winnipeg, Man. James Austin, Pres.; E.B. Osler, Vice-Pres.; Albert W. Austin, Sec., Treas. & P.A.; G.A. Young, Supt. GENERAL OFFICE: Winnipeg, Man.

NOTES: The Quebec Street Railway served the Basse-Ville (Lower Town), while the Haute-Ville (Upper Town) was served by the St. John Street Railway Company, in St. John Street. (This company should not be confused with the street railway of the same name in Saint John, N.B.)

The Sandwich, Windsor & Amherstburg Railway Company and the Windsor Railway Company were under the same management, and both employed the same gauge of 4'8".

Financial statements have been limited to the capitalization of the Company.

On July 19th, 1961, the Board of Transport Commissioners for Canada authorized the Canadian Pacific Railway to abandon 49.6 miles of the 56.6-mile Coquihalla Subdivision, extending from Brodie, B.C., to the C.N.R. connection at Hope, B.C. The effect of the order, however, was only to lend formality to fact, as this rugged and difficult stretch of railway has not been used since November, 1959, when washouts rendered the line unusable.

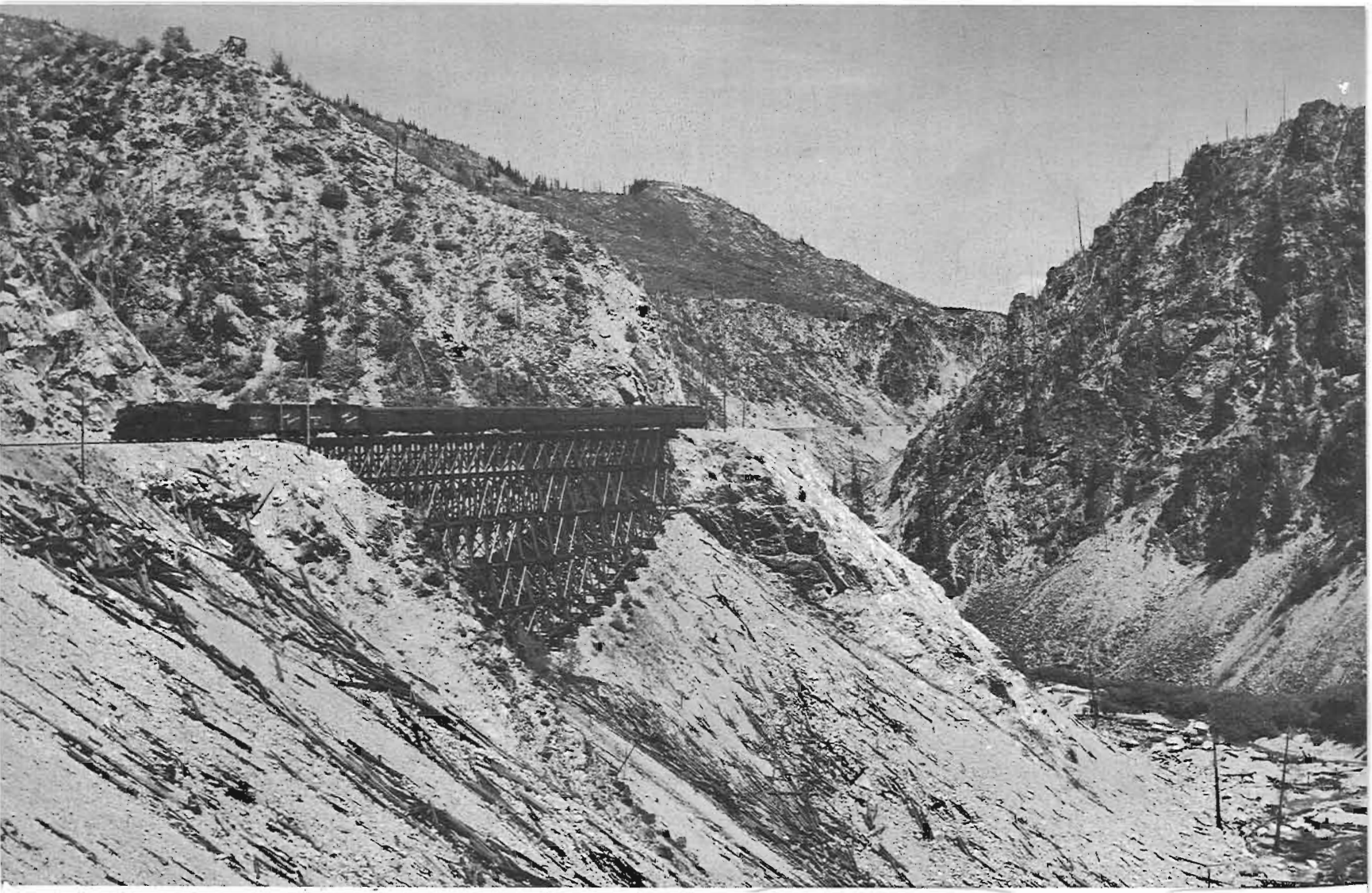
Since the Coquihalla was rendered impassable, trains leaving the southern British Columbia line of the Canadian Pacific Railway have used the alternate though longer route through Merritt to Spences Bridge, B. C., in the Fraser Canyon, some 90 miles north of Hope. The rail journey from Nelson, Penticton and other southern B.C. points to Vancouver is now more than 100 miles longer than formerly.

To the "timetable traveller", the most familiar characteristic of the line is the naming of the stations after the "dramatis personae" of Shakespearian plays, -- Juliet, Romeo, Iago, Portia, Jessica, Lear and Othello -- a touch of gentility which belies the fact that the subdivision was one of the more rugged and difficult rail routes in Canada, and a monument to the competent engineer who built it, Andrew McCulloch.

The story goes that the Shakespearian names were bestowed by one of the daughters of Mr. McCulloch, who was Chief Engineer of the Kettle Valley Railway Company, when that line was a subsidiary of the Canadian Pacific system. McCullocn himself is commemorated by the station at the summit of the line between Midway and Penticton, another project of this dauntless Scot.

Thirty-five of the 49.6 miles of railway affected by the Board order, lie in the gorge of the Coquihalla River, and in this distance, the railway descends just 3500 feet, from an altitude of 3646 at Coquihalla station at the summit of the Pass, to 144 feet at Hope, on the Fraser River. The descent is on a constant grade of 2.2% compensated, while the railway finds its precipitous way down the canyon through twelve tunnels and five snowsheds and over thirty-nine bridges and trestles of assorted types and sizes. Added to this is the fact that the Pass experiences one of the highest average snowfalls in Canada, more than 575 inches annually. The gorge is totally devoid of human habitation other than the sectionmen, many of Japanese extraction, who maintained the Coquihalla Subdivision until Nature won out in a constant struggle that has lasted some forty-five years.

Railway surveys were first made in



COQUIHALLA (continued).....

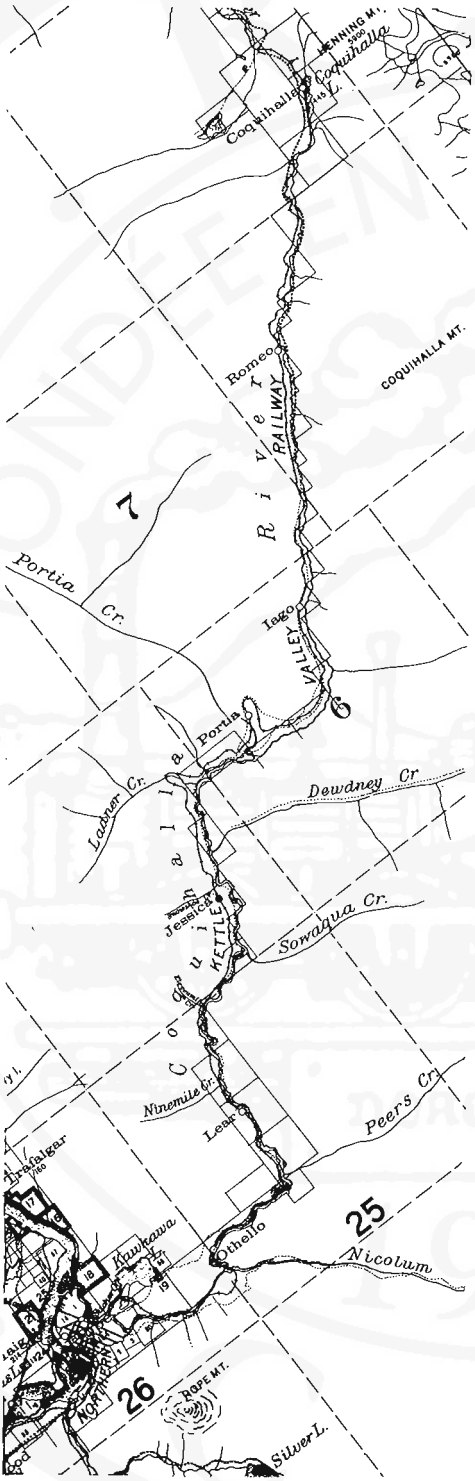
this area about 1910, when two railways sought to build connections between the mining settlements of the Kootenay and Okanagan valleys and the Pacific Coast. One of these railways, the Vancouver, Victoria & Eastern Railway & Navigation Company, was the child of the Great Northern Railway Company of the United States. The other railway, the Kettle Valley Railway Company, had pursued a somewhat unsuccessful career as an independent railway, until it was acquired and supported financially by the Canadian Pacific Railway, who leased the railway for 999 years from July 1st, 1913. In 1910, J.J. Warren had been appointed President, and Andrew McCulloch made Chief Engineer, of the KVR.

For a time, the rival CP and Great Northern subsidiaries carried out surveys in the Coquihalla, each intending to effect its outlet to the Pacific Coast by that route. Eventually, as a matter of record, the Great Northern did build from Oroville, Wash., into B.C., via Keremeos and Princeton to Brookmere, while the KVR built from Penticton to Princeton in 1915. After much discussion, geography made the contending parties come to terms, it being clearly impossible to build two railway lines down the Coquihalla Gorge. Accordingly, the two railways divided up the territory, the VV&E building from Princeton to Brookmere, 38 miles, and granting the KVR joint section privileges, while the KVR would build from Brookmere to Hope according the same privileges to the VV&E.

Grading of the railway started in 1913 and took quite a while to complete owing to the narrowness of the gorge and the general inaccessibility of the line. In the same year, a start was made on a four-span bridge over the Fraser River at Hope, and a two-mile section of track from the bridge to the CPR main line at Petain, B.C., which was renamed Odlum for political reasons during the second World War.

In 1914, grading was almost completed between Coquihalla and Hope, and rails had been laid from Brodie to Coquihalla. Early in 1915, the railway was completed out from Midway, via Brodie to Spences Bridge, and on May 31st of that year, the first train, a mixed, ran from Midway to Spences Bridge, the Kettle Valley crew taking the train to Merritt, and a CPR crew the rest of the journey to the CP main line. The whole of 1915 was devoted to work on the Coquihalla, which proceeded slowly, owing to the necessity of constructing the many bridges as the railhead reached each site, it being impossible to bring in bridge materials by team, as was normally done. The timbers were cut and framed, then shipped in for installation. Most of the trestles and some of the bridges were of wood, but there were a number of steel spans required, notably at Boston Bar Creek and at Ladner Creek, where the railway was diverted out of the main valley up into side valleys for the purpose of losing altitude at the established maximum of 2.2%.

Construction was carried out from both ends, simultaneously. Some of the engineering features were rather interesting, such as the "Quintet Tunnels" near Hope, in the lower reaches of the Coquihalla, where the river pursues a serpentine course between high rock walls. The railway was cut through on a tangent, alternately intersecting the river and the rock, leaving five short tunnels on a straight track, separated by bridges spanning the river. In later years, one of the tunnels was removed, leaving four in a row still visible. The remaining tunnels were those at mile 49.5, 49.55, 49.65 and 49.8. The "daylighted" tunnel was at mile 49.75.



The winter of 1915-16 was a very severe one, snow coming early and stopping all work by the end of November. Track had now been completed to mile 36 from the Brodie end, while the railhead from the Hope end was only 1.7 miles away. The snow remained late in the spring of 1916, but by the end of July, the track was connected between Portia and Jessica, ballasting completed and through trains in operation over the Subdivision. An official inspection party travelled down the gorge on September 14th and 15th, 1916, the party including Lord Shaughnessy, and Mr. (later Sir) Edward W. Beatty. These officers were much impressed by the Coquihalla line, whose completion marked the termination of work on the Kettle Valley line through southern British Columbia.

The Vancouver, Victoria & Eastern never operated trains through the gorge, being content to turn traffic over to the CPR west of Brookmere. In December, 1945, Canadian Pacific purchased the joint section between Brookmere and Princeton from the Great Northern.

The rigours of winter plagued the line throughout its existence. Frequently, a particularly heavy snowfall during the course of a winter would prove to be more than a match for the engines and rotary ploughs, and the line would be "abandoned" until spring thaws could be enlisted to aid in the reopening of the railway.

For many years, the Gorge was one of the points of interest to passengers on the Medicine Hat-Vancouver service via the Kettle Valley route, served by Train No. 11, the "Kootenay Express" westbound, and No.12, the "Kettle Valley Express" eastbound. The RDC car service which supplanted these trains used the Gorge route for a while, until the washouts in 1959. Occasionally, when slides obliterated the main line in the Fraser Canyon, the main-line "Dominion" would be diverted through the Coq-

COQUIHALLA (continued).....

uihalla, giving the passengers an unexpected trip through the wild and uninhabited valley. In the days of steam locomotives, the gorge, and, for that matter, most of the Kettle Valley system, was the especial preserve of the 2-8-0 and 2-8-2, two of these engines frequently heading trains 11 and 12, doubleheaded.

As an interesting appendix, we are reproducing some physical notes on the Subdivision, from the files of the Canadian Pacific Railway.

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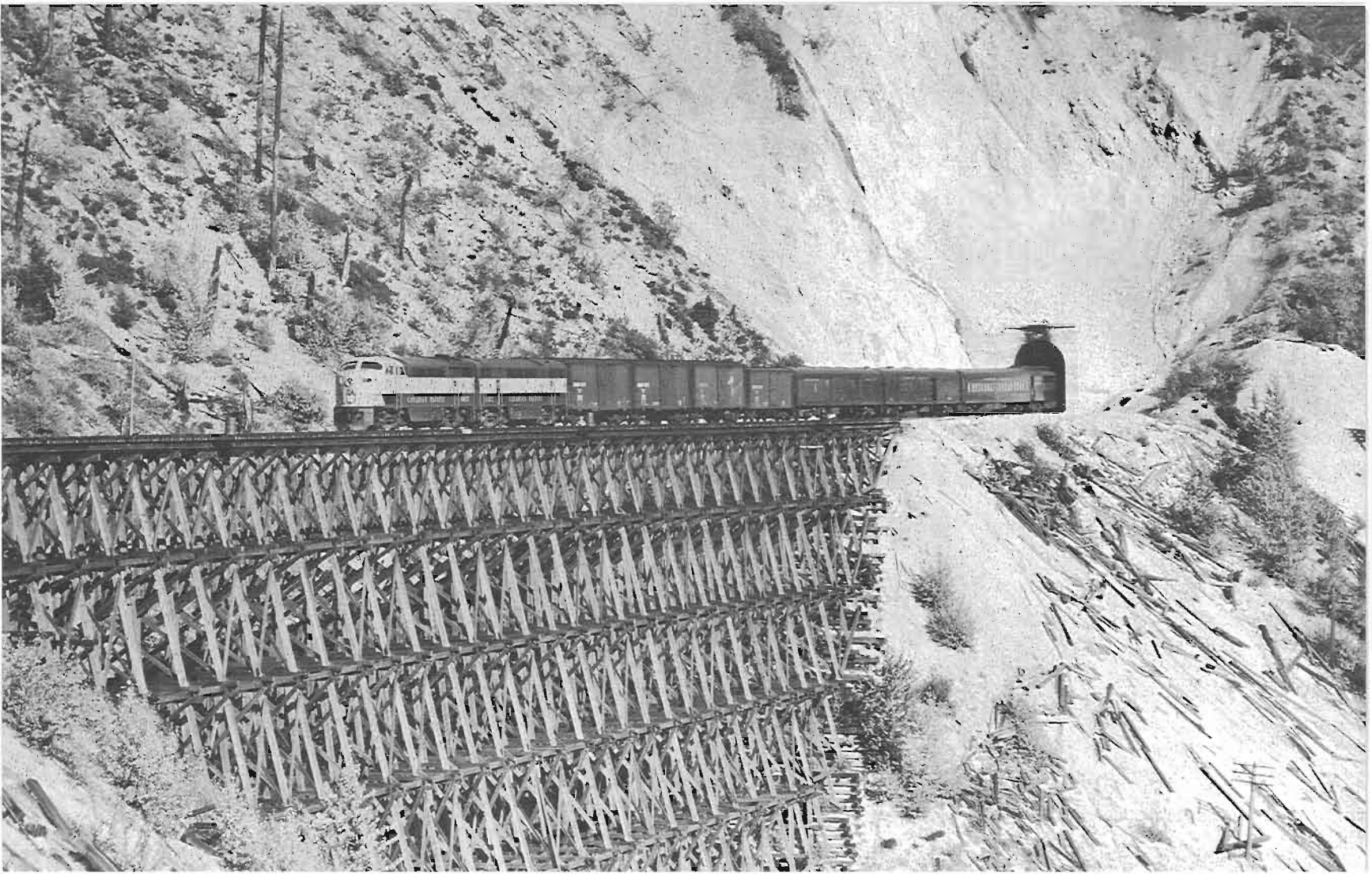
COQUIHALLA SUBDIVISION - PHYSICAL FEATURES

Mile	Description
0.0	BROOKMERE
0.8	Trestle - 45' - Pass Creek
0.9	" - 60'
1.85	" - 45'
4.0	BRODIE - Junction with Merritt Subdivision.
4.1	Deck Truss Bridge - 108' - Coldwater River.
9.8	JULIET
10.2	Through Plate Girder Bridge - 106' - July Creek.
16.4	Through Plate Girder Bridge - 80' - Coldwater River.
18.0	COQUIHALLA - Elevation 3646'. High point on Subdivision.
19.7	Tunnel - 218'.
19.9	" - 280'.
20.3	" - 180'.
20.6	Trestle - 150'.
20.7	" - 405'.
21.0	" (eight bents).
21.2	Deck lattice spans and trestle- Bridal Veil Falls Creek.
21.5	Trestle - 150'.
21.7	" - 315' - Tack Creek.
22.3	" - 385'
22.5	Tunnel - 250' -
22.7	Trestle - 630' - Cultus Creek. Largest timber bridge on the Subdivision.
23.1	Tunnel - 306'.
23.2	Trestle - 135'.
23.3	" - 195'.
23.5	Tunnel - 220'.
23.6	Trestle - 330'.
24.1	ROMEO.
24.4	Snowshed - 374'.
25.8	Bridge (3 spans: 1 through truss, 2 deck plate girder)-430' -Slide Creek.
26.3	Snowshed - 230'.
26.6	" - 420'.
26.9	" - 290'.
27.6	Tunnel - 164'.
28.2	Snowshed - 322'.
28.3	Trestle and concrete wall - 435' - around rock points.
29.6	IAGO.
32.0	Bridge (3 spans: 1 half deck plate girder, 2 deck plate girders)- 162'.
33.9	Trestle and deck plate girder on timber towers - 346' - Boston Bar Creek.
34.4	PORTIA. Wye.



35.2 Trestle - 404'.
35.5 " - 112'-
35.9 " - 360'.
36.6 Tunnel - 184'.
36.8 Bridge (9 deck plate girder spans) - 560' - Ladner Creek.
36.9 Trestle - 135'.
37.0 " - 45'.
37.1 Bridge (2 deck plate girder spans) - 130' - Twenty-mile Creek.
38.3 Trestle - 285' - Tangent Creek.
38.5 Steel span - 20'.
39.0 Trestle - 224' - Fifteen-mile Creek.
39.4 " - 75'.
39.45 " - 105'.
39.6 " - 458'.
39.8 JESSICA.
40.2 Trestle - 105'.
40.3 " - 360'.
40.5 " - 240'.
40.9 " - 45'.
42.5 " - 285' - Eleven-mile Creek.
43.0 " - 45'.
43.1 " - 120' - Ten-mile Creek.
44.4 " - 15'.
45.2 LEAR. Water tank - 40,000 gallons.
48.9 OTHELLO.
49.5 Tunnel - 556'.
49.55 " - 100'.
49.6 Bridge (1 half deck plate girder) - 75'-. Coquihalla River.
49.65 Tunnel - 405'.
49.7 Bridge (2 spans: 1 deck truss and 1 deck plate girder - 174' - Coq-
49.8 Tunnel - 246'. uihalla River.
53.4 Bridge (1 deck Howe truss and trestle) - 378' - Coquihalla River.
53.6 Level crossing - Canadian National Railways.
53.8 Trestle - 28'.
54.3 HOPE. Elevation 144'.
54.7 Bridge (4 238'-through truss spans) - 955' - Fraser River.
56.5 Trestle - 283'.
56.59 " - 135'.
56.6 ODLUM - Junction with Cascade Subdivision.

MARITIME RAILWAY CEASES OPERATION

Another of Canada's few remaining short-line railways closed for good during the month of September, when, in accordance with a ruling handed down by the Board of Transport Commissioners for Canada in July, the Maritime Coal, Railway & Power Company's railway was abandoned. This twelve-mile railway extended from Maccan to Joggins, Nova Scotia, twelve miles, and at the time of closing, owned three steam locomotives: No.5, an ancient 4-6-0, and Nos.9 and 10, two ex-Canadian National Railways 2-6-0s. The railway also owned a wooden combination baggage-passenger car, and a conductor's van, No. 101.

The coal-mining town of Joggins is situated at the head of the Bay of Fundy near the isthmus of Chignecto. At this point, the forty-foot tides of the Bay can be seen to advantage. Coal mining has been carried on at Joggins since the time of the French Regime, and it was coal which first was responsible for bringing the railway to the town seventy-three years ago. The nearest railway point to Joggins at this time, was Maccan on the Intercolonial Railway Halifax-Moncton main line, twelve miles distant, and accordingly, the JOGGINS RAILWAY COMPANY was incorporated in 1883 to build such a line. Raising of funds and construction of the railway took nearly five years, and it was not until January 15, 1888, that the railway was opened. This was the occasion for a lengthy account in the Moncton "Herald", of which a portion follows:

" The formal opening of the Joggins Railway yesterday was a success in every respect. The half dozen who boarded the excursion train at Moncton, though increased by an equal number at Dorchester and by single stragglers at intermediate points, were quite indistinguishable when a contingent of thirty poured in on them at Sackville. These, with a stray Aulackin, composed the N.B. representation at the little Maritime Union, as Mr. Wood subsequently called it. "

The "Times" went on to enumerate the names of many personalities, including leaders in social and political life, led by Premier W.S.Fielding of Nova Scotia.

" Maccan now acquires the title of Junction, and the Maccaners are duly elated, though travellers' experiences at junctions do not often lead them to purchase building lots at those cheerful localities. Maccan, however, will be the exception, its natural advantages will overcome or assuage the oppressiveness of its assumed dignities. Joggins was born great, River Hebert has achieved greatness, but Maccan has had greatness thrust upon it.

As the Inaugural Train moved out from the Junction of the two Railways, our attention was first attracted by a magnificent bridge, the largest on the new railway, having two spans, each 125 feet in length, with pile approaches and Howe super-structure. The surrounding country was at first woodland but before long we were rattling past smiling valleys and fertile marshes, while in the distance might have been heard the busy mills of all kinds that dot the countryside, and only await this avenue to transfer their products in large quantities and with greater ease and profit.

At River Hebert is still another bridge, this one having crib approaches; one span is 125 feet long, and the super-structure is truss work of the Howe Pattern. Just past the bridge is the station, a very neat and commodious building presenting a handsome appearance. The depot at the terminus is not yet completed. The Track throughout its entire length is in first class condition provided with the best materials, and remarkably well ballasted for a new line. It is as well as all the bridges have received the unqualified approval of the government engineer, who I am told is not only skillful and accurate, but also most particular with the details of any work submitted to his inspection. The rolling stock is of the most approved and fashionable patterns and has been built regardless of expense.

Having arrived at Joggins, our party rambled over the Mines and watched the proceedings with great interest: some of the neophytes expressed a hearty desire to descend in an empty coal car 1300 feet to the bowels of the earth, as the poet says. But the veteran dissuaded them, and the secretary kindly promised us a great treat to have them all conveyed in a coal trolley of exactly the same pattern to the elevator beside the seashore. We accepted and soon found ourselves drawn by an endless chain over a billowy road at the rate of 60 miles an hour; only fortunately for us it did not last an hour, the distance being less than two miles. Before we got that far, however, all doubts as to our being at the Joggins had forever left our minds. Mr. Fraser said he wouldn't have missed that ride for a thousand dollars, but he wouldn't take a thousand dollars to go over it again. Below us were the schooners loading coal for foreign ports. At each side looking out along the shore we could see those conspicuous geological formations which Sir William Dawson first disclosed to the scientific world, and by which Joggins first acquired notoriety. Long after, the Leary rafts once more rivetted the attention of the world generally on the Joggins shore. But now the railway has given it a more abiding claim on popular attention, and it will no longer be said to its approach that the fame rested solely on erratic rafts and very much ante-deluvium fossils.

On our return, we found awaiting us at River Hebert a sumptuous repast provided by the thoughtful and generous railway authorities who had secured expressly for the occasion the fairest maids from the surrounding hamlets to act as waitresses at the festive gathering. "

Following the opening, the name of the Company was changed to the JOGGINS COAL & RAILWAY COMPANY. On November 1st, 1892, the railway was purchased by the CANADA COALS & RAILWAY COMPANY, which had been incorporated previously in the same year. In May, 1904, the railway went into receivership and in 1905 sold at auction to the CANADA COAL & RAILROAD COMPANY LIMITED. The final change of hands took place in June, 1907, when it was acquired by the MARITIME COAL, RAILWAY & POWER COMPANY, a company which itself had been acquired in 1903-04.

In 1910, the railway was empowered to build other branch lines, and also street railway lines in Amherst and Parrsboro, but these latter never materialized. Branches were, however, built from River Hebert to Minudie, from Maccan to Chignecto, and from River Hebert to Maple Leaf Mines. The Minudie tramway was abandoned in 1917, and the Chignecto branch in October, 1934.

In addition to the railway, the Company owned mines in the Joggins area, and in comparatively recent times built the modern power plant near Maccan, which utilizes mine by-products to produce electricity.

The official closing of the railway came on Saturday, September 23rd, 1961, when an excursion, sponsored by the Canadian Railroad Historical Association, with the cooperation of the President, Dr. N.T. Avard, and the General Manager, Mr. P.A. McPherson of the Maritime Coal, Railway & Power Company. The train consisted of steam locomotive No.10, one of the ex-CN 2-6-0s, Canadian National passenger coach No. 4908, a steel-sheathed car, and Maritime Railway conductor's van No. 101. The Conductor was Mr. Herbert Hood, the Engineman, Mr. Hance Leblanc, the Fireman, Mr. Harry Melton, and the Brakeman, Mr. Austin Brown. Dr. Avard and Mr. McPherson were on board also, while the CRHA was represented by our President, Dr. Nicholls, the Treasurer, Mr. A.S. Walbridge, and Mr. Robert H. Tivy of Gunningsville, N.B., the latter making all the arrangements for the train and operation with the Maritime Railway, and to whom the credit for organizing this outing must go. In his "spare time", Mr. Tivy is General Superintendent of Transportation for the National System at Moncton, and he and his associates carried the trip out in the best traditions of the trips organized out of Montreal. CRHA members in New Brunswick and Nova Scotia turned out en masse for the trip; several went from Montreal.

The special train left Maccan at 11:33 AM, after the arrival of CN #4 and #53, from Montreal and Halifax, respectively. Moving picture runs were made at the Maccan River bridge at mile 0.3, at Top Hill Siding at mile 3.2, at mile 3.6, and at River Herbert. The arrival at Joggins was made at 1:01 PM, where Mr. McPherson had thoughtfully arranged to have No.9 moved out under steam, and No. 5 pulled out of the enginehouse for photographs. The special left for the return trip at 4:01 PM and after a non-stop run arrived Maccan at 4:53 PM.

The officers and members of the Association wish to acknowledge their indebtedness to the officers and employees of the Maritime Coal, Railway & Power Company, who made this appropriate observance possible. Our thanks go particularly to Dr. Avard and Mr. McPherson, gentlemen whose names have long been connected with their railway company, whose passing is viewed with sincere regret by the many railway amateurs who have enjoyed the generous hospitality always proffered at Joggins to visitors. It is hoped that some suitable memento of the Railway may be preserved at the CRHA Railway Museum, and negotiations are going on as this is being written.

CANADIAN RAILROAD HISTORICAL ASSOCIATION

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