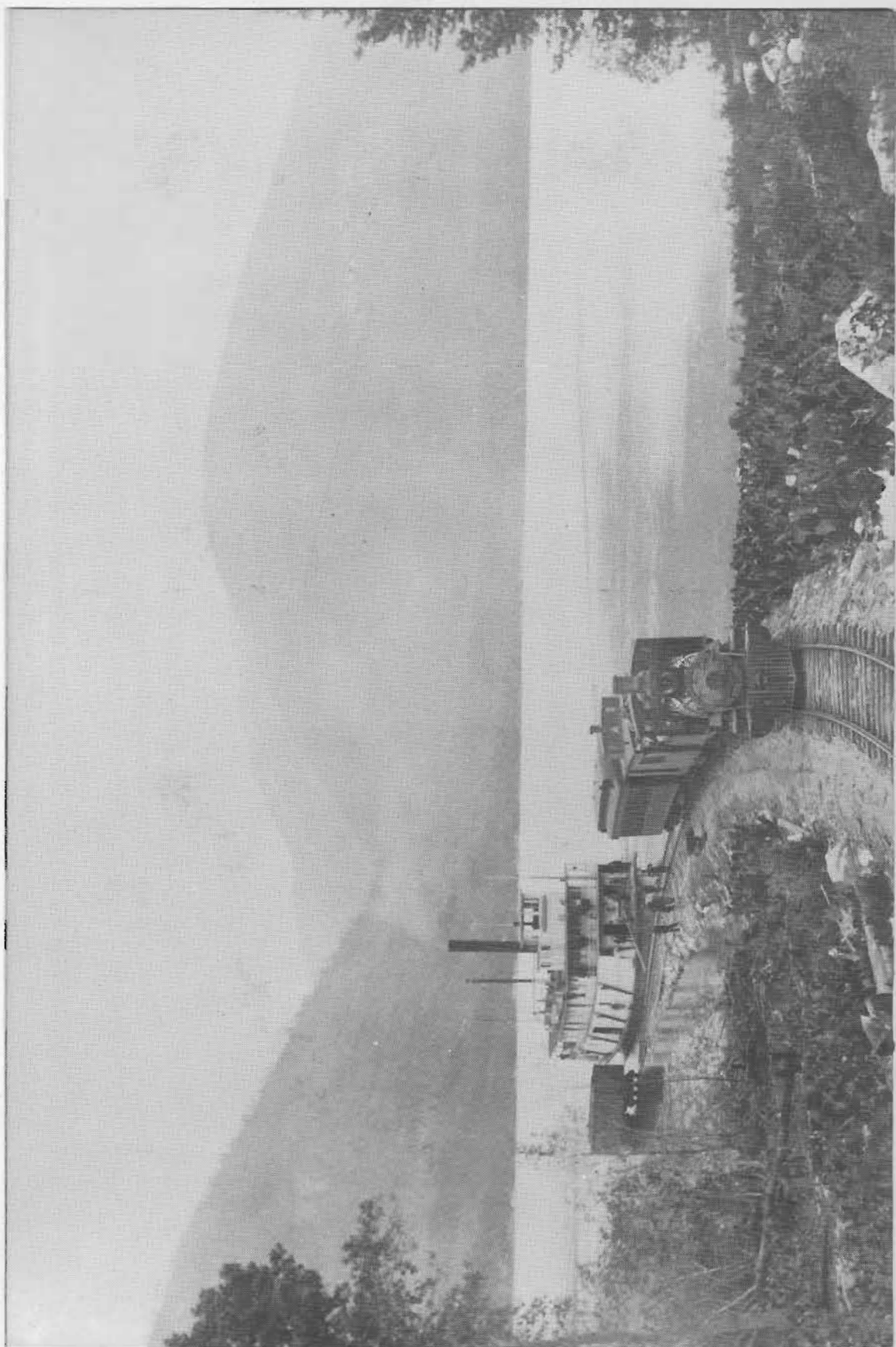


# Canadian Rail



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## FRONT COVER:

A CANADIAN NATIONAL PASSENGER TRAIN  
of heavyweight steel cars, hauled  
by Northern type steam locomotive  
6245, running on the main line from  
Montreal to Toronto in 1949. Double-  
tracking of this line was begun in  
1884 but was not completed until  
1903. Locomotive 6245 was built in  
1943 and scrapped in 1961.  
(C.N. Photo X-31549).

## OPPOSITE:

THE S.S. NELSON and a train of the  
Nelson and Fort Shepard Railway  
at Five Mile Point near Proctor,  
B.C. The N. & F.S., a subsidiary  
of the Great Northern, ended at  
Five Mile Point on Kootenay Lake.  
Steamers connected with the company's  
sister railway, the Kaslo and Slocan,  
at Kaslo, halfway up the lake.  
(Provincial Archives of British  
Columbia, A-285).

# ***A Historical Railway and Canal Atlas of Canada***

By C.A. Andreae

Why write a railway and canal atlas of Canada? What will this atlas have in it? Why include canals with railways?

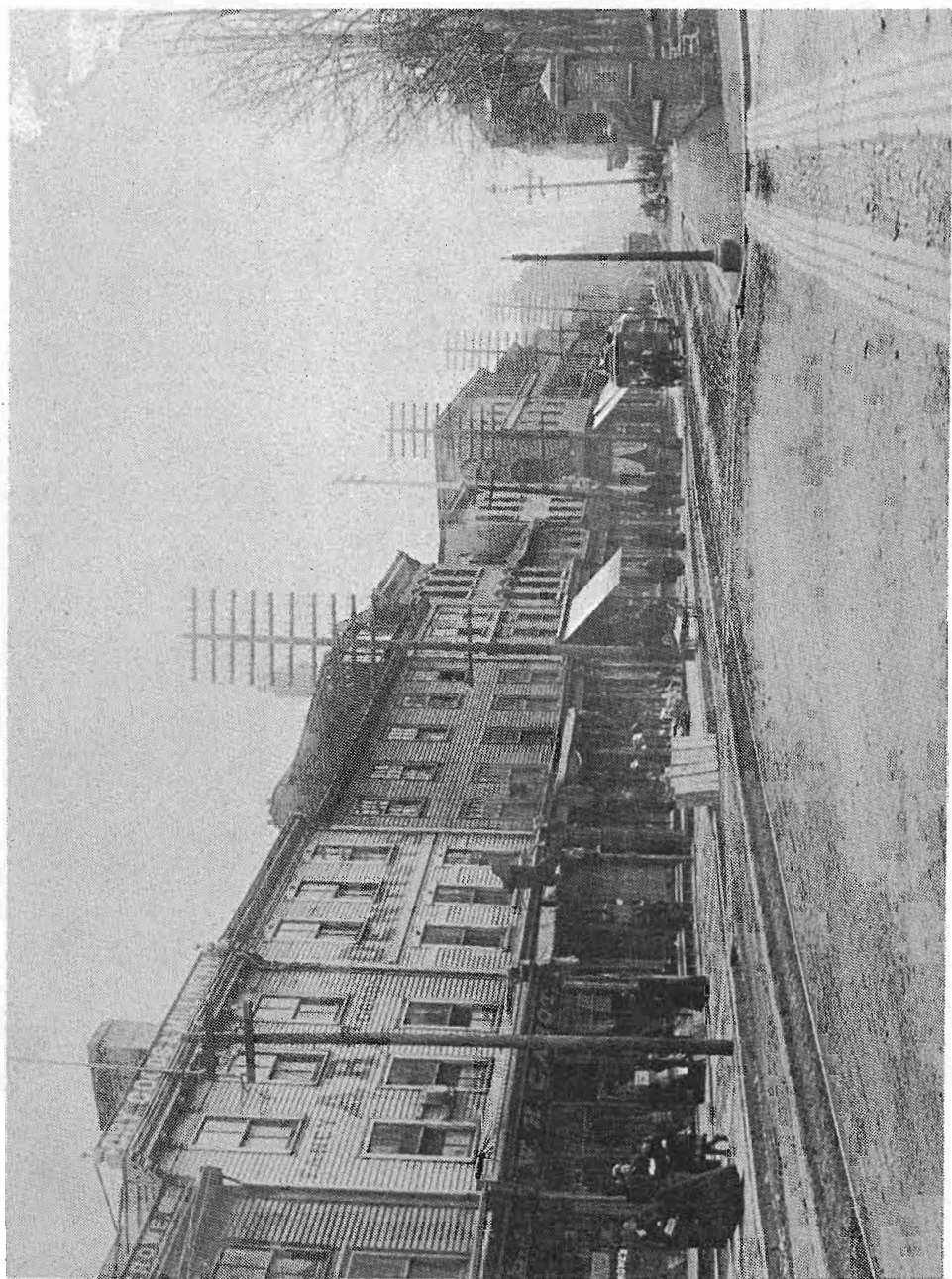
When I began research on this atlas five years ago, the motivating reason to write the book was for the fun of it. There was also the challenge to see if one could find construction information on all of the railways in Canada. In addition, I realized that there was no adequate source of basic railway data or accurate maps that could be considered a reference work for the history of railways in Canada. I imagine that most of the readers have been confronted with the frustration of wondering when a stretch of railway was built and by whom. Canals were included in the atlas because they indicate inland navigation routes and compliment the early railway history of the country. Often, early railways only ran to the edge of navigable water and boats were used to continue the transportation system. Together, railways and canals give an overview of the nineteenth century transportation system in Canada.

The information in the atlas includes:

- date of construction of all rail lines
- date of all railway abandonments
- gauge of all railways, and when converted
- corporate owner of each railway
- dates of operation of all train ferries
- routes and dates of major running rights
- date of construction of all canals
- date of all canal abandonments
- dimensions of the smallest lock in each canal

Presenting this information required 44 small scale maps of Canada, 14 large scale urban maps and over 300 pages of text and tables. More than 800 railway companies and thirty canals are

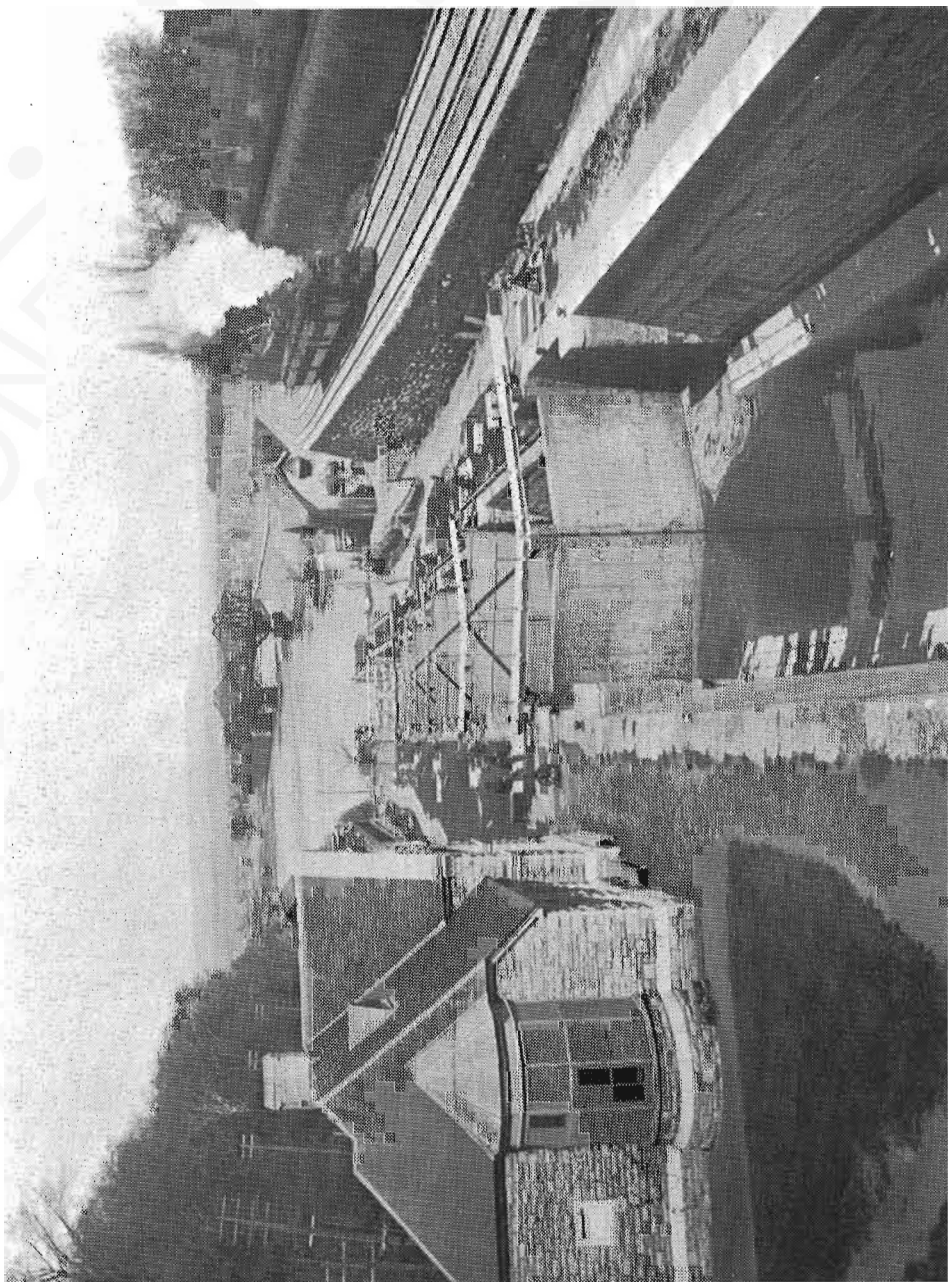




BARRINGTON STREET HALIFAX ABOUT 1890 showing two horse cars. The street railway in Halifax opened in 1866 but closed in 1875. Rebuilt and re-opened in 1886, it was not electrified until 1896, and it continued in operation until 1949.

(Public Archives of Nova Scotia).





THE FIRST EIGHT LOCKS ON THE RIDEAU CANAL photographed in 1912, showing a Canadian Pacific train about to enter Ottawa's newly-built union station, having just crossed the 1901 Interprovincial bridge. The Rideau Canal was completed in 1832 and is still in use. The track was abandoned in 1966.

(Public Archives of Canada PA8508).

described. Handling all of this information required a rigorous methodology to describe the data in a clear and logical manner.

Perhaps the best example of a methodological problem is the decision of a railway actually is. The answer is obvious for 99 percent of the railway lines in Canada. But to be a complete atlas should one include wooden railways, such as the Quebec and Gosford, cable hauled railways such as the iron ore hauling line in Bell Island, Newfoundland, mono-rails like the Ontario Southern, incline railways, street railways and mining railways? Some would say to include them all; others would say only steam and electric lines. In general I used a technological bases for deciding what to include: if the cars were locomotive hauled or self propelled over parallel metal rails, they have been included. This street railways appear in the atlas but incline railways don't.

What about mapping information that indicates the capacity of the railway? Does one include the location of double track (I did) and signalling (I didn't) to name only two variables. The information of capacity that I did include was determined by its availability in historical records. I could determine the construction history of double track but I couldn't locate historical data on all of the railway signaling in Canada.

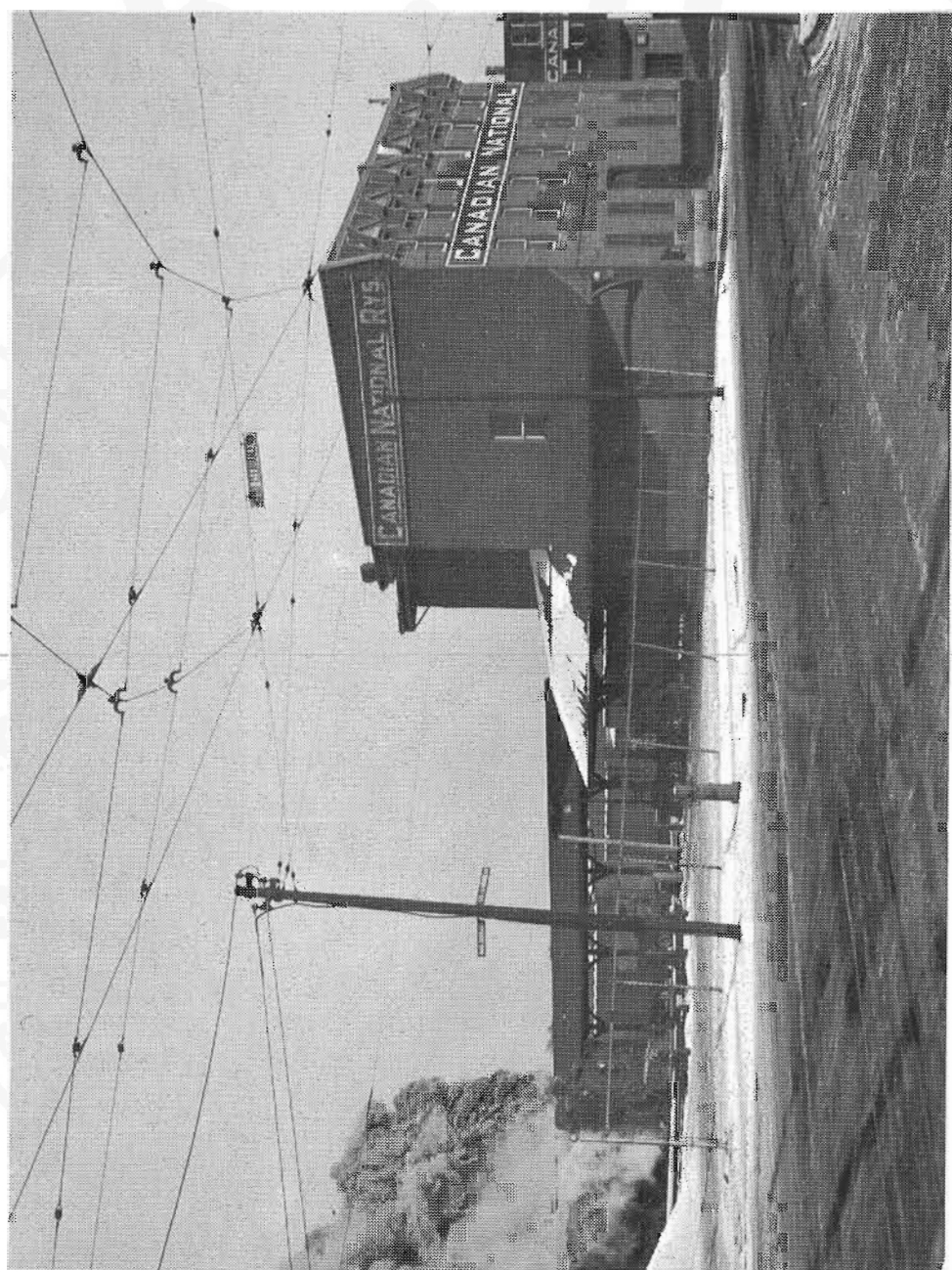
Railway companies are not static organizations. They are leased and sold to other companies, some go out of business, and many change their name from time to time to reflect changes in the ambitions of the company. The Algoma Central Railway, for example, began under that name, later changed it to the Algoma Central and Hudson Bay Railway when the company had plans to extend the line northward and then finally reverted to its original name, Algoma Central Railway, when it gave up the idea of reaching Hudson Bay. Corporate family trees were prepared for all of the railway companies in Canada to account for these changes in the companies' histories.

The text of the atlas includes information that could not be mapped. One will be able to find the location of the longest straight track on the CN and CP, when and where the last spike was driven on the Grand Trunk Pacific and why the St. Louis, Richibucto and Buctouche Railway was abandoned.

Approximately 100 photographs of construction and operating aspects of railways and canals have been selected for the atlas. These photos illustrate types of equipment, railway structures and operational problems such as accidents and winter storms. Most of these photos have not been published before and were selected from archives, railway companies and from a number of railway enthusiasts' collections.

Hundreds of sources were consulted in the preparation of the atlas. In addition to the Associations's Canadian Rail, one of the single most useful sources was the Canadian Railway and Marine World, a monthly magazine that began in 1898 and is still published as the Canadian Transportation and Distribution Management. In its heyday as a large, informative magazine, the journal published numerous feature and news items on railways and canals.

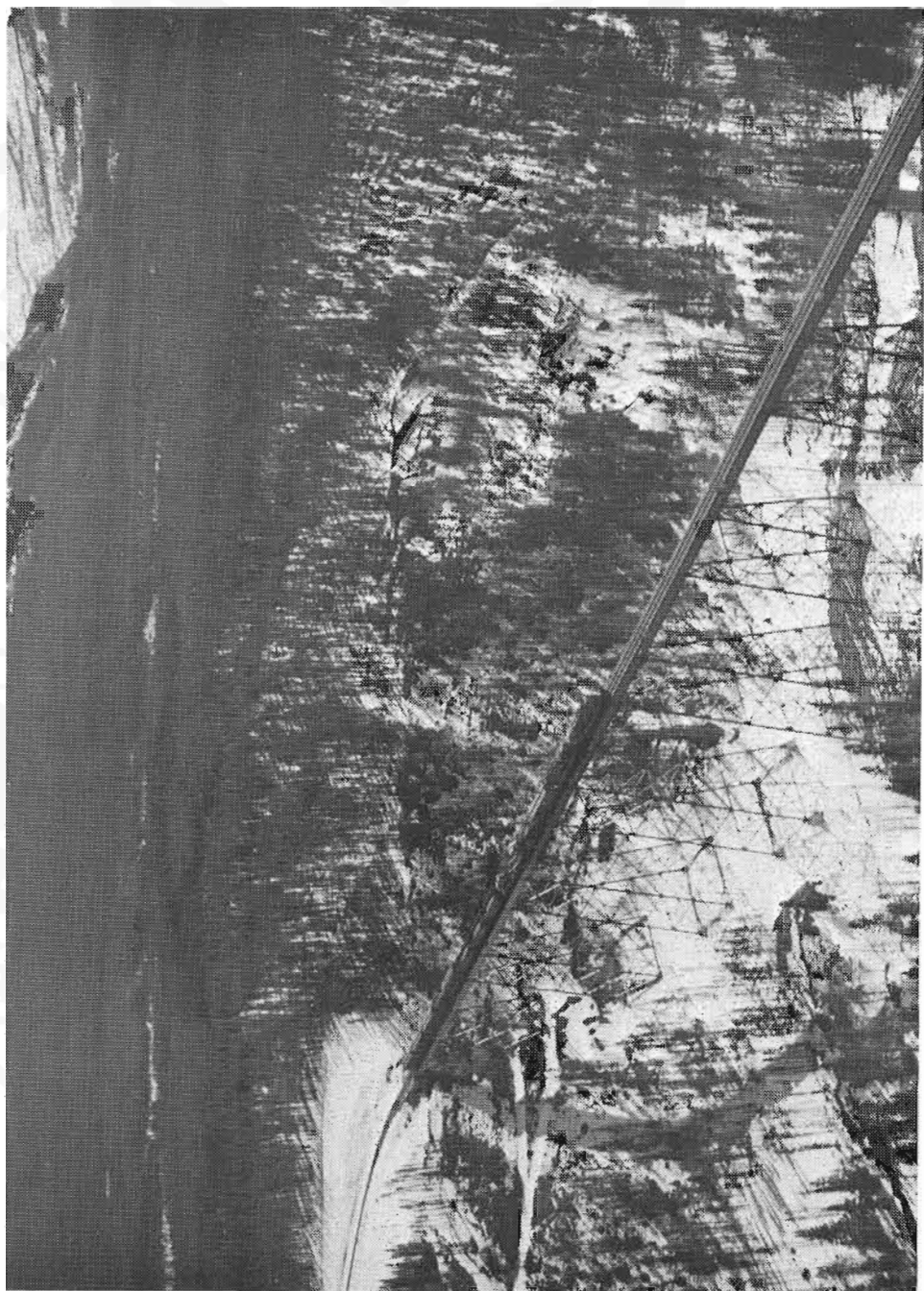




MOREAU STREET STATION IN MONTREAL, THE FORMER CANADIAN NORTHERN RY. station. Because this station was located far to the East of the City's business district the Ca. Nor. Ry. built the Mount Royal tunnel to gain a direct entrance to the city. Before the tunnel was completed the railway had become part of Canadian National Railways.

(C.N. Photo, 43859-1).





ALBERTA RESOURCES RAILWAY FREIGHT TRAIN ON THE MASON CREEK BRIDGE near Grande Cache Alberta. This line was constructed by the government of Alberta, and is operated by Canadian National.

(Alberta Dept. of tourism, 6901606).

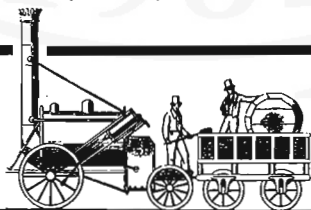
In general, the most difficult periods from which to collect data were prior to the 1860's, before government agencies and private journals, such as Poor's Manual of the Railroads, began to be published, and after the late 1950's. Surprisingly, the closer one researches towards the present day, the harder it becomes to find construction information about railways. Until World War Two the most trivial bits of information were published in trade journals. Since the war only major construction activity is reported and the details are usually sketchy.

I can't say why this should be the case. I suspect that it is due to the demise of the small railways and the development of railways into modern, big business. Much of the early construction history was provided by project correspondents. There seems to have been a sense of identification with the work and therefore a tendency to report all details. Since the 1940's projects have become less personal and hence lack interested contributors. As well, I imagine that readers of journals are only interested in hearing about large, exciting projects and not, for example a description of the work on double tracking the CN from Winnipeg to Portage-la-Prairie a few years ago.

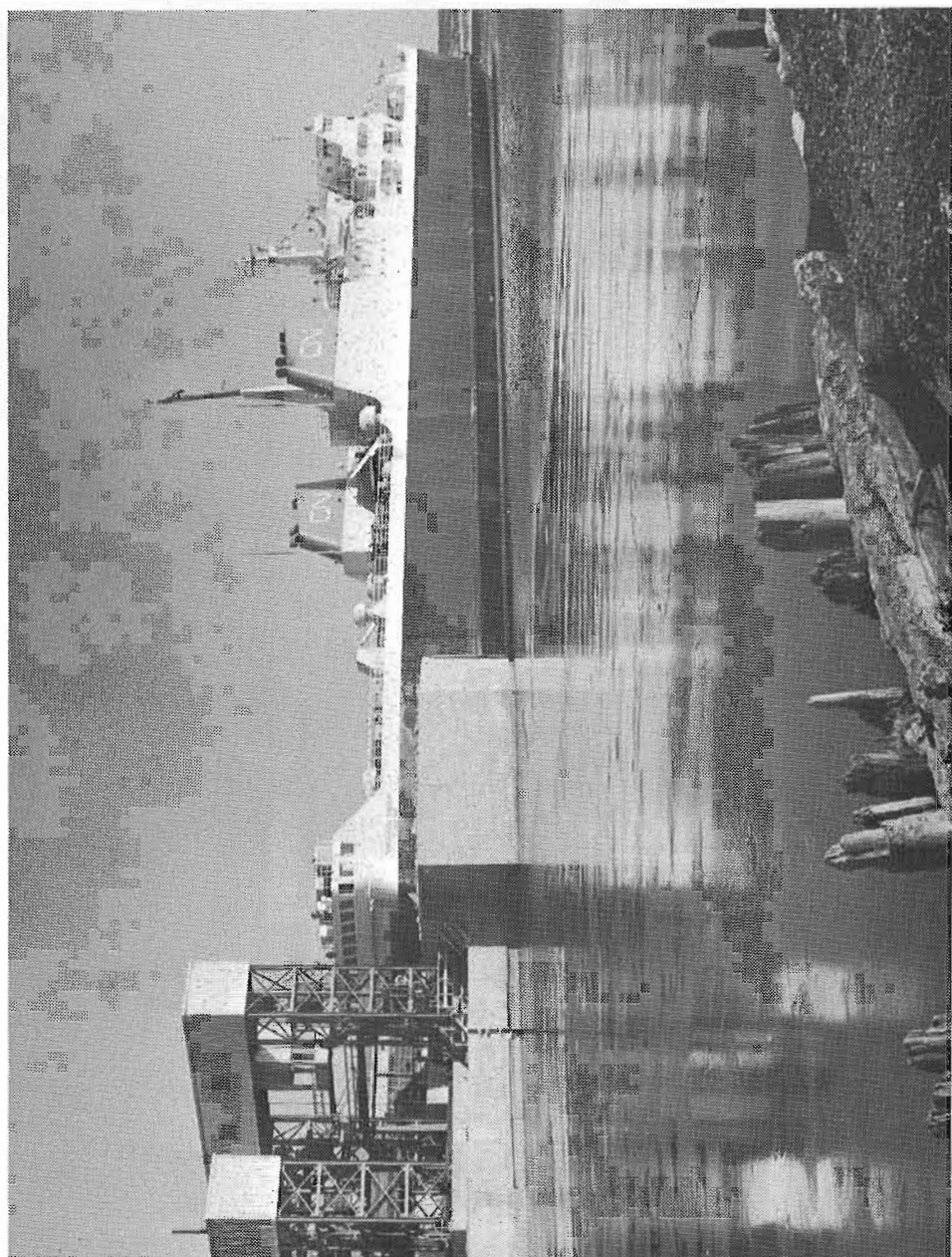
Readers of the atlas will probably not discover any surprises in the major companies' trunk and branch line systems although there are numerous regional lines that may be unknown to individual readers. The real benefit of the atlas will not be the location of the railways but rather the construction information. More surprises may be found in the information about train ferries and, particularly, canals. Two Ontario canals, the Long Point Canal and the Grand River Canal, are almost unknown to canal historians, although both have been described in historical journals. Their obscurity may be due to the regional nature of the canals and the short life of the Grand River Canal. The Long Point Canal was actually in operation for over sixty years.

Having outlined the research and content of the atlas, readers will have to be patient to see the final result. The atlas will not appear for another year. The preparation of the manuscript was easy: negotiations for publication have proven almost, but not quite, impossible. Unfortunately market place economics indicated that a large format, two colour atlas with a limited market would cost in excess of \$70.00 per copy. Few, if anyone, could afford the book at that price. I am presently negotiating with a publisher to find ways of reducing this cost.

I had always thought that the research would be the hardest part of the operation. In fact publishing has turned out to be much harder. If I had known the difficulties involved before I started, I might not have begun the research. As a word of advice, if you are undertaking a major research project, don't think about how to publish it -you may never start!



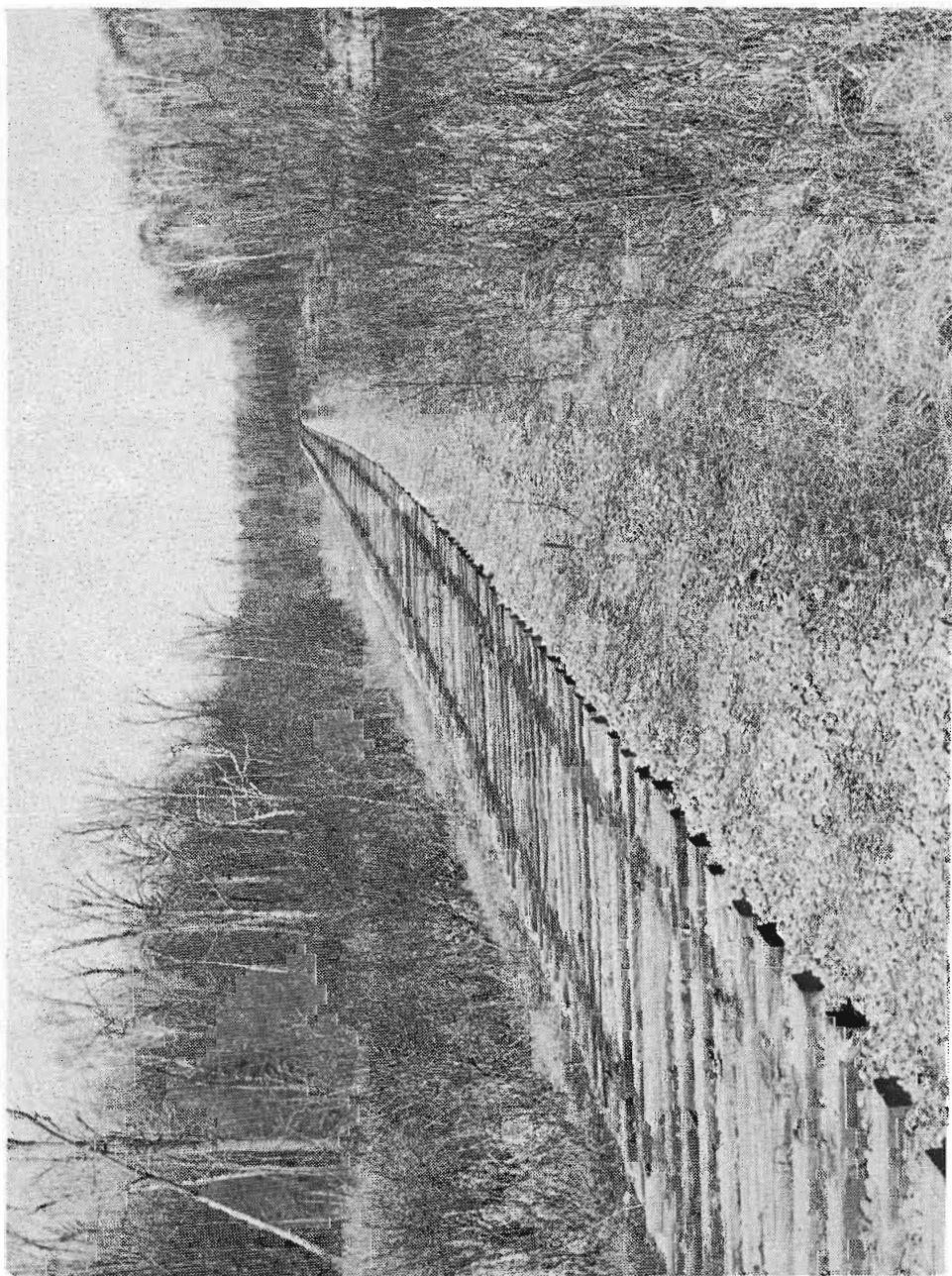




M.V. FREDERICK CARTER AT NORTH SYDNEY N.S. IN APRIL 1969. This vessel was delivered to C.N. in 1968 for its North Sydney - Port Aux Basques transfer service. This service started in 1968 and transports standard-gauge cars to Newfoundland where they are placed on narrow-gauge trucks. The Frederick Carter has a capacity of 39 cars.

(C.N. Photo 69192).





CANADIAN PACIFIC ABANDONED TRACK NEAR SHARBOT LAKE Ontario in 1972. This was part of the former Ontario & Quebec main line built in 1884 and rendered redundant by improved operation on C.P.'s 1913 line near the shore of Lake Ontario. The section of the O. & Q. between Glen Tay and Tweed Ontario was abandoned in 1971.

(Photo by C.A. Andreae).

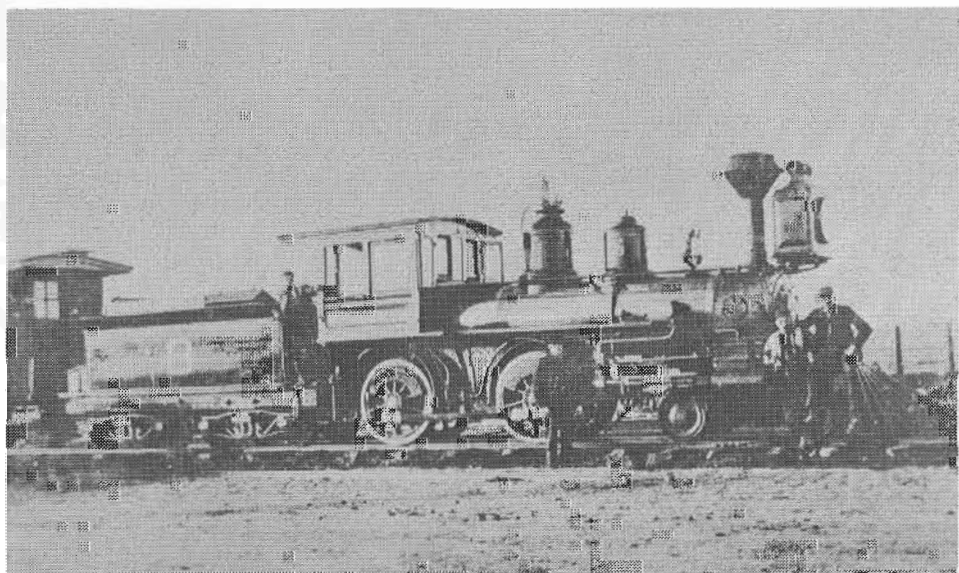


# WHOO~UP COUNTRY AND ITS FIRST THREE~FOOTER

By Patrick Webb

A brief look at the North Western Coal and Navigation Company's original narrow gauge line, 1885 - 1893. For a more complete history of the four Galt Lines, see June, 1974 and October, 1974 editions of Canadian Rail.

The only sound to break the interminable silence that summer afternoon in the late eighties would have been the worrying whine of a fly except for the occasional 'rifle shots', the expansions of the two miniscule steel rails that meandered to either horizon. The prairie of southern Alberta's Whoop-Up country would likely have been parched, brown and still, and an onlooker could have been forgiven if he forever swore off the stuff. Here, miles from any civilization, appeared the strange apparition of five, weaving, grunting, sweat-stained, bicyclists, each with a school bag slung over his back, each carefully picking his



One of the few American class engines the coal company owned, she poses here probably in the Lethbridge Yard. Neither the cab nor tender gave much protection to the crew.  
(Author's Collection)

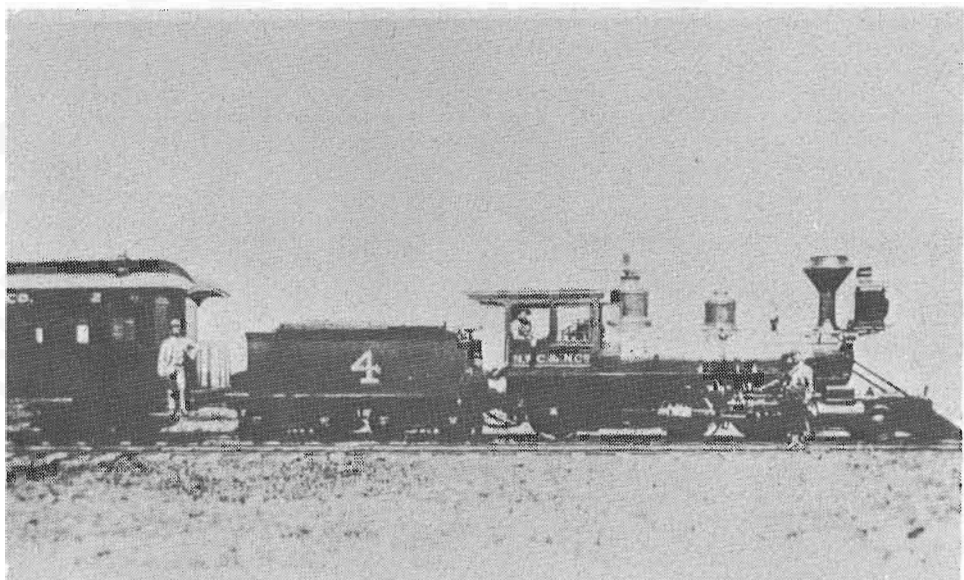
own way a long the dungplastered trail beside the track. Laboriously they pedalled eastward, pursuing the little Baldwin and its train that had pompously puffed by some hours earlier. Minutes later the marathoners were lost in the dusk of early evening. Just before 8 a.m. the next morning, they were to be found grime covered and exhausted, steadily pumping into the Medicine Hat Station moments before the eastbound Canadian Pacific train arrived.

That feat - Lethbridge to Medicine Hat, 105 miles by bicycle received no publicity perhaps because at that moment, though born of necessity, it was better forgotten. However this is only to recall the happy conclusion of what began as a near disaster and which might have ended under a hanging tree! At that time the tri-weekly eastbound was timetabled to leave Lethbridge at high noon, making its connection for eastern Canada at Dunmore Junction near Medicine Hat. This in turn precipitated Lethbridge's first noon rush hour each train day at the post office drug store. Eventually the inevitable happened; an impatient conductor took the train out without the mail. As it would be two days before the next train departed and since the wrath of the

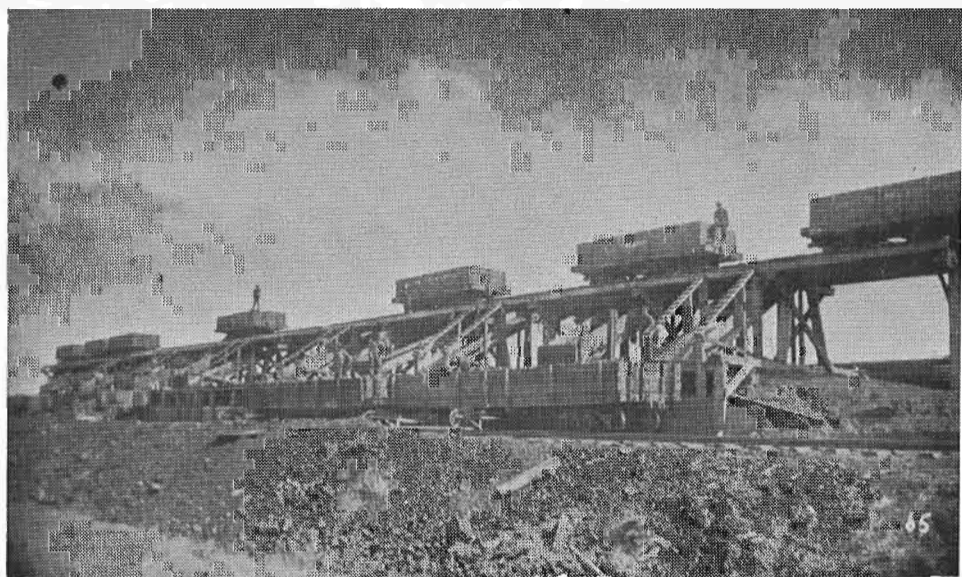


The A.R. & C. Co. track near Lethbridge, Oct. 1, 1890. There is some grading under the track, however, just behind the right hand figure, it is on the virgin prairie. The furrow in the foreground acted as a sometimes ditch, and at first, until overgrown, a firebreak from the periodic grass fires which ravaged the area.  
(Author's Collection)

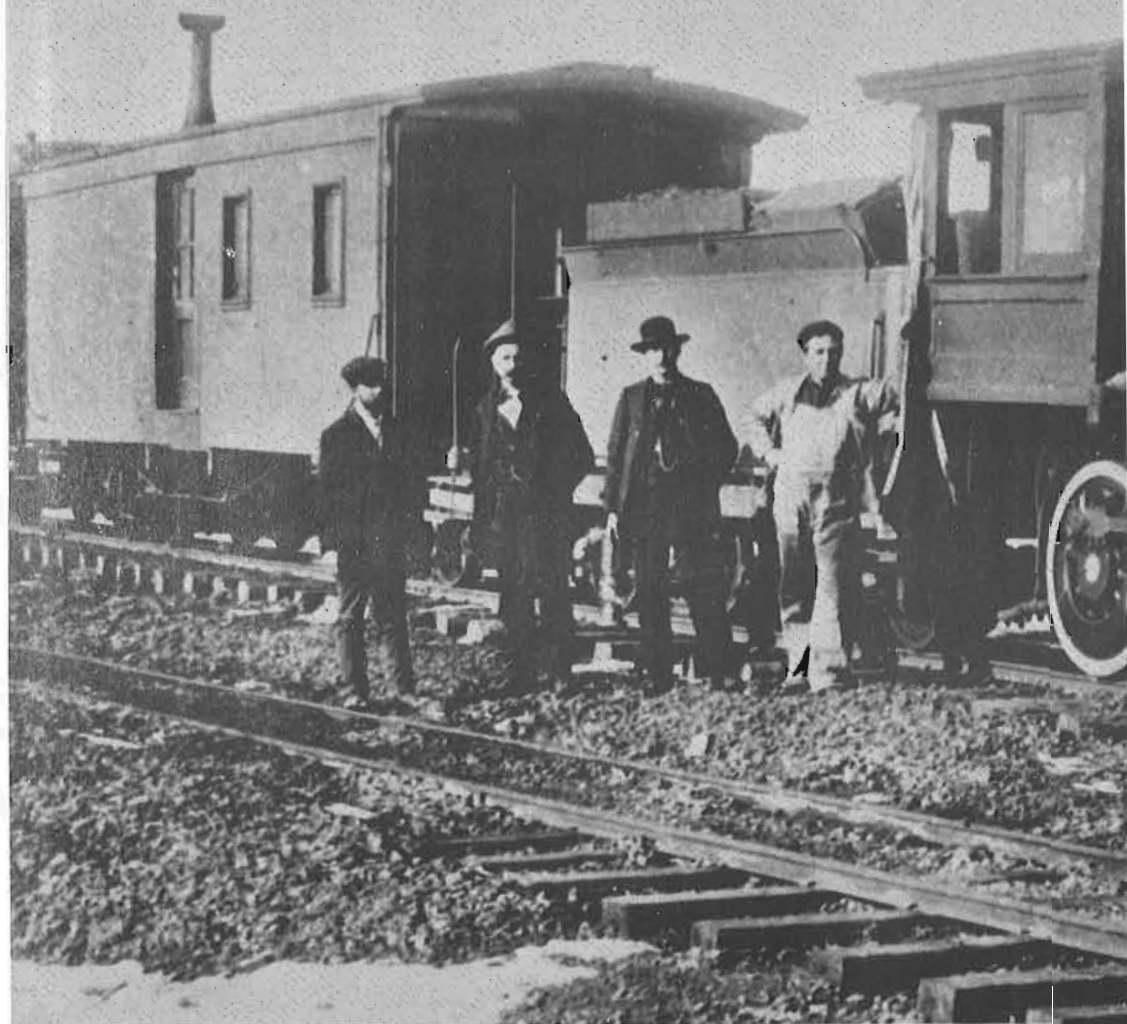




Baldwin build Number 4 seen here in 1885 with coach Number 2. The engine does not yet carry a winter tarp at the back of the cab. (Author's Collection)



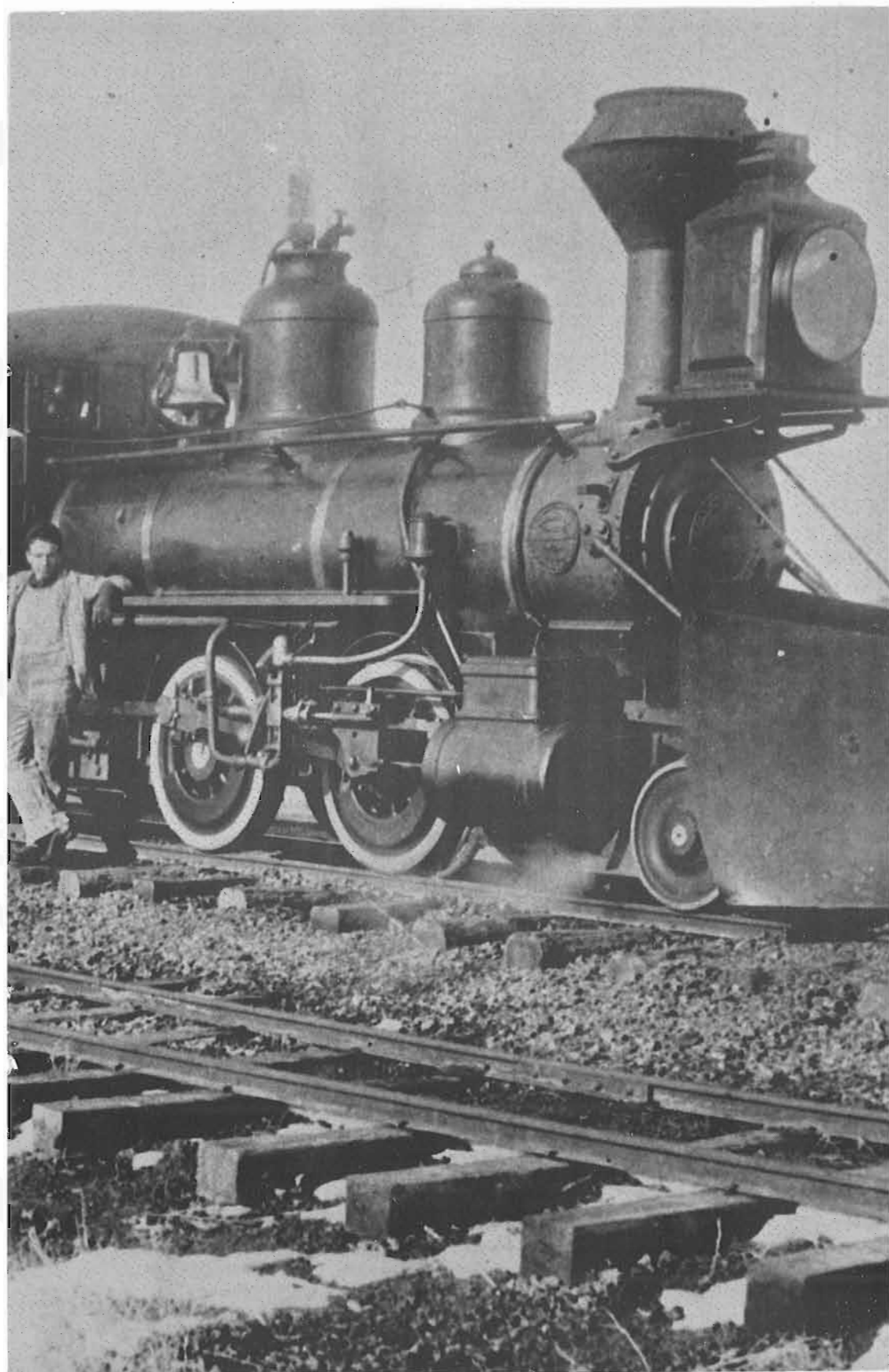
The NWC & N Co. gondolas are seen on the upper track, capacity 9 tons, with Canadian Pacific cars on lower track. The shutes underneath indicate a center unloading capability, thus the picture was probably taken after the 1890 arrival of the Crossen Hoppers. (Author's Collection)



This Mogul is believed to be one from the first order from the "Kingston Works" bought for the Great Falls line. It is pictured here at Lethbridge soon after its arrival from the East in the Fall of 1890. Despite the pilot plough the engine's light weight was to be no match for the snow conditions it would occasionally encounter.

(E. Hay and Sir Alexander Galt  
Archives).





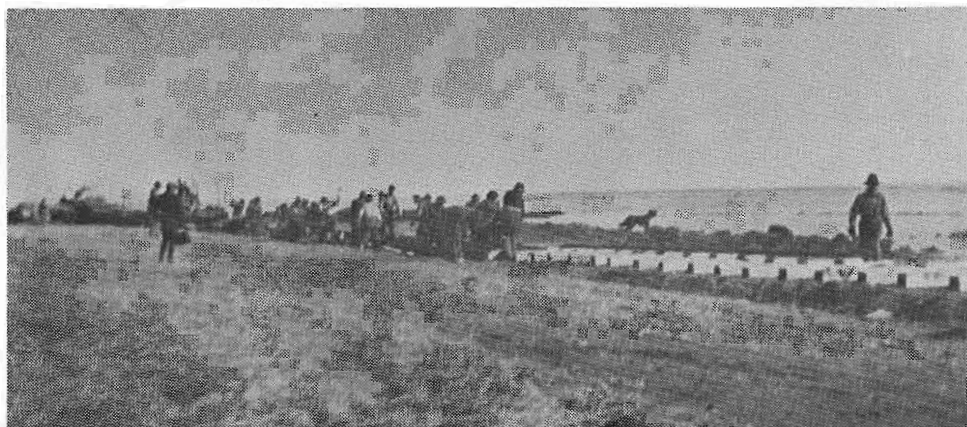
department would only be surpassed by the anger of the miners, the postal clerk, J. Higinbotham, did the only thing possible. Quickly summoning five willing members of the fledgling Lethbridge Bicycle Club, he dispatched them eastward with the Royal Mail.

It's believed that the Turkey Trail was so named by a disgruntled out of work stage driver. Whatever its origin the name stuck and was eventually loosely applied to all four narrow gauge lines of the Galt Companies. Nevertheless the original three-footer, shortcoming and all, proved a capable successor to the boats and barges which had unsuccessfully attempted the nearby tricky Belly River. The railway in many ways resembled the Colorado three-footers because Baldwins predominated although they would later be joined by Kingston products. Trailing them were the inevitable strings of wooden gondolas, box cars, a caboose, and often an open-vestibuled passenger car. Unlike Colorado however, the Rockies here lay low on the western horizon, the Turkey Trail trains instead treading a gently rolling line, their progress marked only by the frequent stops at the windmill powered watertanks, singular landmarks in the otherwise vast grasslands. And though it received a land grant, it was built for but a single reason to get coal out to the Canadian Pacific at Dunmore and bring mine supplies in.

Born in strife, it died in its sleep while still an infant, yet in its just less than eight years it probably carried as much color as any 109 miles anywhere, indelibly carving its place in western Canadian history. Kootenai Brown, wanderer, naturalist, and first superintendent of Waterton Park, rode the trains as did Window Pane Chief, rancher and monocle wearing Lionel Brooke, whom the Indians had named in their own peculiar way. Cochrane Ranch cattle grazed near it, while the Mounted Police transported the convicted over it to Manitoba's Stony Mountain Penitentiary. In 1885 the road's construction gang was guarded by the members of the Ninth Battalion of Rifles of Quebec who inspired unabashedly shameless poetry in the Lethbridge News upon their return to the East. No sooner were trains operating than one returned the entire H Troop - horses, wagons, baggage, and men - of the Mounted Police after the subjugation of Riel. That same austere passenger equipment at various times ferried Vice Regal parties, madames and their girls, cowboys, occasionally Bloods and Peigans, the Rocky Mountain Rangers, mail order maidens, tramps, drummers, booze - legal and otherwise - and, in its boxcars everything that a pioneering country needed including an inordinate number of pianos. Seven years and ten months later Canadian Pacific trains were operating over its roadbed, the three-footer having succumbed without a whimper to its own shortcomings. But it hadn't started out that way.

If there was a Golden Spike Ceremony, it paled in the spectacle at Lethbridge where on September 24th, 1885, the station must have been a sight to make Victoria proud. Surrounded by fluttering Union Jacks, Lord Landsdowne, the then Governor General of Canada, addressed a Father of Confederation - Sir Alexander Galt, his son, coal company officials and members of the North West Mounted Police appropriately 'scarletted' for the occasion, as well as the locals dressed in whatever finery a coal mining wage earner of \$2.00 a day could muster. The rawness of the wooden station building and platform was tempered by a carpet brought in for the





Note the square-cut ties, this is likely the A.R. & C. Co. line near Lethbridge. The subsidiary was built south to Coutts while the Great Falls and Canada built north from Shelby, the second three footer being completed in October, 1890.

(Author's Collection)

event and upon which some of the citizens were presented to his Excellency. That same postal clerk was there and recorded the HIGHLIGHT of the day for posterity:

"While the 'bowing and scraping' was in progress, a cowboy rode up to the edge of the platform, and without dismounting called to his Lordship, 'Hello, Governor, come here!' Lord Lansdowne, looking the picture of neatness and aristocratic suavity, smiled, and walking over to the 'puncher', extended his small, delicate hand, which was instantly enclosed in the rough, weather-beaten grip of the cowboy, who said, 'Put it thar, Governor, for forty days', then, with a wave of his hat turned his horse, dug in his spurs, shouted, 'So long, Governor,' and disappeared in a cloud of dust."

No record however exists of what inevitably must have followed in Lethbridge's 18 saloons.

Where life was at best difficult any occasion was reason for celebration in the little community and so, on October 16, 1889, the mines were closed early. Another Governor General was expected and a large crowd had customarily gathered for his 4:30 p.m. arrival after carefully decorating arches along the streets with red, white, and blue bunting. By 5:15 when the four car special arrived, a chinook had much of the bunting in tatters, the rest no doubt on its airborne way to Medicine Hat. The wind notwithstanding, the Baldwin pulled into the station sprouting flowers, evergreens, and flags, prompting the colliery band to strike up its long-rehearsed version of God Save the Queen. Simultaneously the police presented arms as Lord and Lady Stanley stepped down and after brief greetings the Vice Regal Party was



Engine Number 6 is seen near Winnifred just west of the station locked in by snow in 1887, probably in February.

(Glenbow Archives)



Dunmore Junction was not the most hospitable location built as it was on the treeless prairie. The coal dock appears at left, the engine shed centre, the freight shed at right.

(Sir Alexander Galt Museum)



presented with the traditional tedious and interminable petitions as was the custom of late Victorian times. The following day was at least more interesting when they met the Blood chiefs on the reserve.

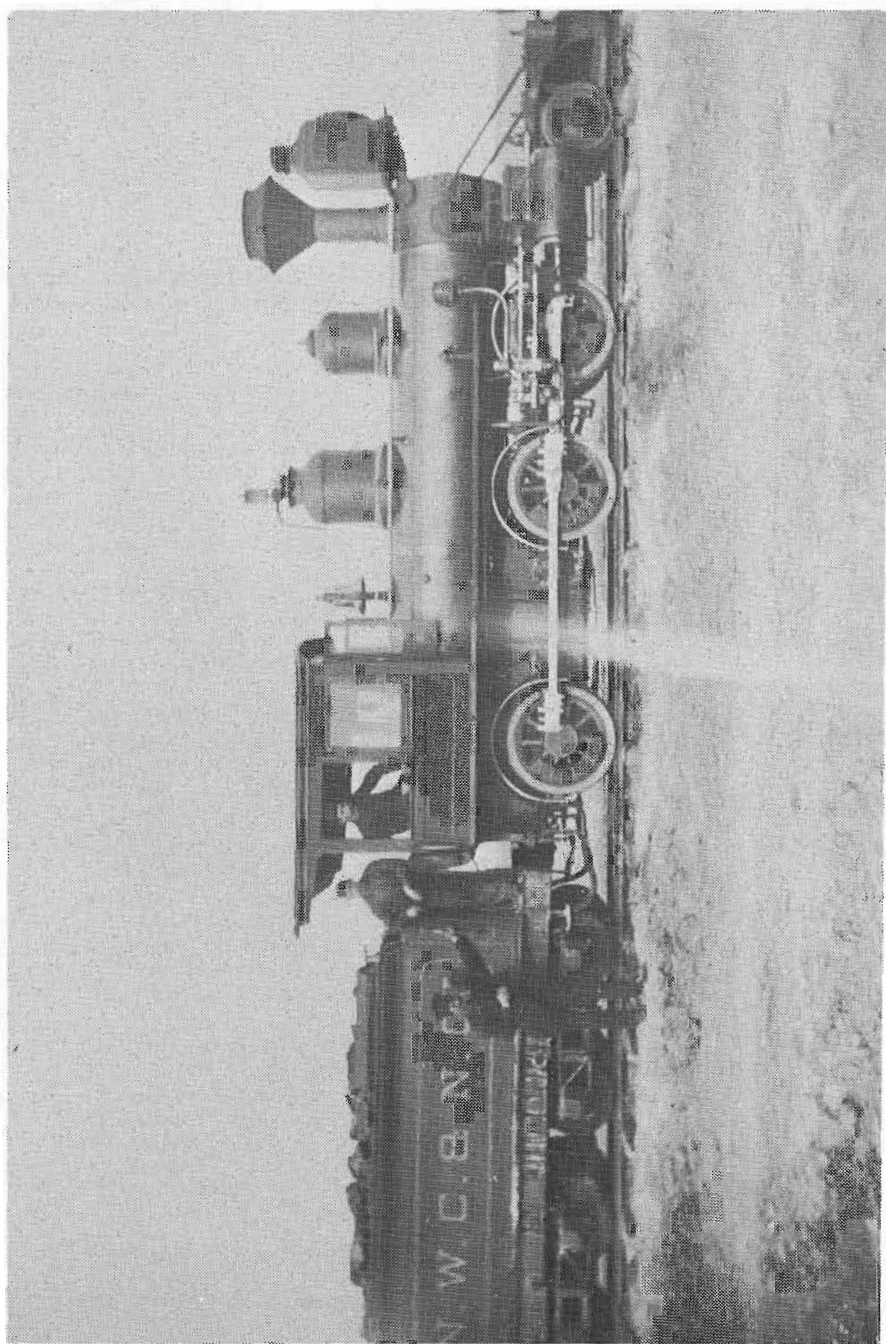
Nor was the Governor General's train the only special the Turkey Track operated. Holiday extras were run to Dunmore (where a Canadian Pacific extra connected to Medicine Hat) and later, when the Great Falls line was completed, holiday specials (akin to later Grey Cup trains of another period) were run south. Briefly, a race track existed some three miles east of Lethbridge and during the meet an advertised shuttle ran back and forth for the sporting element.

Prohibition was a darker part of the history of Whoop-Up Country, the name itself describing the earliest and worst concoction known to the region's inhabitants. Alcohol was illegally carried in every conceivable way and outsmarting the Mounted Police became a profitable way of life to some. On their part the Police did everything they could to administer impossible legislation including the careful surveillance of station platforms such as Dunmore's. Here, an overzealous constable became as much a nuisance as a hazard to passengers who appeared to bulge or in any way look suspicious. Ultimately he stopped just about everyone and only vanished from the station after being laughed out of a Medicine Hat courtroom. Alcohol could be purchased in limited quantities under the permit system but that only seemed to induce the railway's shippers to order more baled hay, casks of sugar, firkins of butter, kegs of pickles, cans of fruit, crates of eggs, bibles and coffins, or anything else which might conceal the contraband.

J. Higinbotham, the druggist cum recorder of the period, attributes the following story to his brother:

One day a large keg of 'vinegar' was unloaded on the platform of the old freight warehouse of the Turkey Trail. Before the consignee had time to call for the keg, the Mounted Police became suspicious and assigned a constable to guard the shipment and arrest anyone trying to remove it. The consignees were quick to note the situation and devised other means for obtaining it. The freight shed and platform were built on piles five feet above the ground and as night fell the only figure to be seen was the Rider of the Plains pacing restlessly up and down. The conspirators, carefully surveying the keg's exact location, disappeared beneath the platform with a washtub and auger and removed the 'vinegar' to a more convenient locality. The next afternoon one of the knowing arrived and asked the constable if he was spending his vacation there, to which the Policeman replied that he was doing his duty watching the cask. At this point the resident gave the cask a kick, sending it rolling down the platform with a dry and hollow sound and exposing the neatly aligned hole in cask and platform.

Apparently alcohol was still causing concern to company officials in January 1892 because they issued strict instructions



One of the Road's Baldwins, the engine being in pristine condition while the tender appears the worse for wear.  
(Glenbow Archives)



to the employees "to avoid indulgence in intoxicating liquors on the penalty of discharge."

With the opening of the line, trains quickly settled into a routine shuttle service across the tableland, the first winter being relatively free of interruption. But the following year proved entirely different. This was the infamous winter of 1886-1887, one that all but wiped out the fledgling cattle industry. It struck the area north of the Belt Mountains in central Montana hardest and raged along the foothills north to Edmonton, spilling out over the plains to the east and dealing death to the longhorns with deep snow and abnormally low temperatures. The railway reeled from its first blockade late in 1886 but was able to reopen briefly. The second major storm struck at the end of January, 1887. On February 1, an eastbound freight was blockaded and had to be abandoned, the wild sweep of wind-driven snow all but burying the entire train. It wasn't until March 17 that it was freed; arriving in Dunmore, it turned around and started back, but was again stalled, finally limping into Lethbridge March 22, 50 days after leaving for the 210 miles round trip!

Again, exactly three years later March 18, 1890, the Line was in trouble. The Lethbridge News reported the problems under the heading, "A Chapter of Accidents," the account painting an accurate picture of the light equipment's problems.

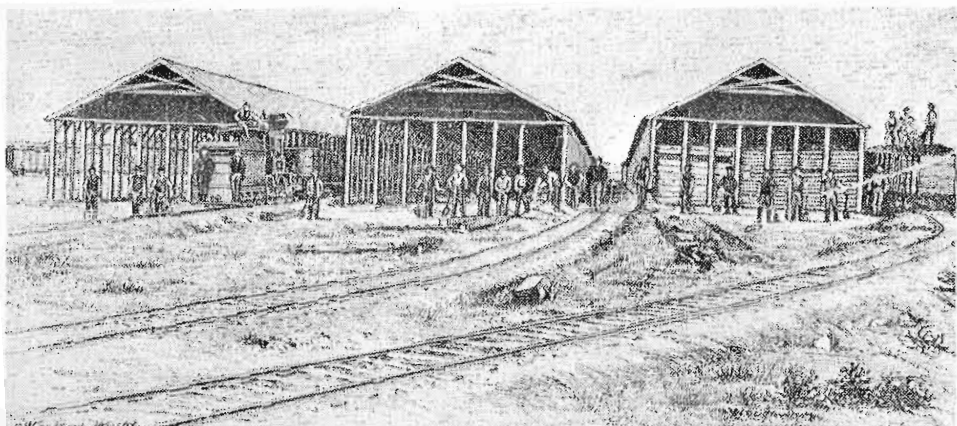
"No less than three accidents have occurred on the railway within the last few days. Owing to the snow blockade the train which left here on Thursday morning last was preceded by an engine and snow plough. Everything went smoothly until Grassy Lake was reached when it was found that a storm had been raging east of there and the road was blocked along there as bad as anytime this winter. During the process of bucking the snow, the coupling between the engine and plough became unfastened and a brakeman named Samuel Marvin (better known as Sam Slick) was sent forward to replace the coupling pin. He had just done so and was about to return when the snow, which owing to the cut being narrow, was packed up against its sides, fell down jamming the brakeman up against the plough, bruising his left leg. We understand that although his injuries are painful, they are not serious, and no bones have been broken.

On the return trip nothing of importance happened until Grassy Lake was reached. This is about as far east as the chinook wind had reached and the melted snow had run down on the track covering the rails where it froze making it impossible for the train to keep the track. Before this was discovered however, the snow plough and engine were ditched and Engineer McNabb slightly scalded. Supt. Bailey, who was in the caboose at the time, was thrown down by the jar, and, we understand, sustained slight injuries in the back. Another train and plough and gang of men accompanied by Dr. Mewburn left here at 5 o'clock last evening, but on arriving within nine miles of the scene of the wreck the plough and engine of this train were also derailed causing a slight delay. An engine and caboose were sent out this morning and it is now on its way back with the mail and passengers and is expected to arrive about five o'clock."

The small engines and wedge plough, proved no match for the drifts. Later in the year the railway would announce the acquisition of a pilot mounted model from the Canadian Pacific, nevertheless the crews must have dreaded making highspeed runs at drifts with a pair of engines, some no heavier than 60 tons.

Thomas McNabb was the line's Master Mechanic and was something of a public relations man as well as an active citizen in the community. In 1890 almost every edition of the news had an item on the Turkey Trail, usually something from Mr. McNabb, who obviously had his hands full. The March 25 edition noted that mine production was slowed due to a lack of railway cars and that two trains a day were working each way to catch up on coal orders and general merchandise. Also, the wrecked engines from the snow blockade were brought in, their cabs badly smashed. One of these was probably #5 because the September 24, 1890, edition noted that she was going back into service with a new 21,000 gallon tender while new engines had 25,000 gallon tenders. Consequently because of the height of No. Five's rebuild, "She looks bob-tailed beside the lower Kingston engine tenders". In that same issue a report was carried that certain of the passenger cars were to be modified to have "two comfortable beds to be made up in each car with curtain screens-".

Other September editions were also full of railway happenings, particularly about the new Kingston (Locomotive) engines for the Great Falls and Canada Line which by now had almost been completed to Lethbridge. Meanwhile Mr. McNabb's shop forces had constructed two auxilliary water cars although only one was available, enabling a train to run through from Dunmore non-stop. Obviously this wasn't to be his only solution to the water problem as the same issue carried the announcement of a steam pump feeding the new 70,000 gallon tank at Woodpecker twenty-five miles east of Lethbridge, a 20,000 gallon improvement. Just after the beginning of the month, the line had taken delivery of new center-dump cars, the first, from the Crossen Car Works of Cobourg, Ontario. the hoppers having a 13 ton capacity, a four ton improvement over



A pen and ink sketch (which appeared in Western World), it was taken from a photograph. The sheds were used to stockpile coal for the Canadian Pacific, the cars obviously being the hand shoveled type. (Glenbow Archives)



the old 'Armstrong' gondolas. This brought the total coal cars in use to between 255 and 260. The prosperous year of 1890 had been ushered in with the announcement of planned construction of a new 20 stall roundhouse and machine shops--the Coal Company and its railway appeared to be enjoying a boom.

But it was more apparent than real, prosperity glossing over the problems. In a summer 1890 edition of the News, an insignificant item appeared stating that Canadian Pacific surveyors were in the Crowsnest Pass eight years as it would turn out, ahead of the track gangs, portending what lay ahead. At Dunmore a nagging bottleneck grew worse as increased orders continued to plug the crude transfer bins and the cost and inefficiency of transferring all freight became apparent. To the south, Jim Hill's Great Northern was a very real threat to Canadian Pacific ambitions, the News at various times carrying rumors of G.N., N.P. and or C.B. and Q. proposed extensions into the Crownest and Canmore regions. Rumor or not, C.P.'s Van Horne didn't wait and successfully negotiated the takeover of the three-footer by the fall of 1892. Meanwhile the little newspaper printed the negotiations almost word by word, sketching the imminent inevitable end of the Line. Waiting until the peak traffic season passed, track gangs the following spring briefly closed down the line to allow for its standard gauging.

The News didn't disappoint its readers. In a short article which touted both the prosperity of the mines and the standard gauging, it flatly noted that all but a few of the laid-off employees of the exhausted river valley mine and its inclined railway



The first mine was located on the river flats 300 feet below the prairie. The incline was built in 1885 to reach the narrow gauge when boats and barges were found impractical. Located almost along the centre line of C.P. Rail's bridge, it carried down everything needed by the mine while coming up with coal.

E. Hay and Sir Alexander Galt Archives.

would be employed "in putting in the wide gauge ties." In the general celebrations of Canadian Pacific's arrival no lament appeared, perhaps because the three-footer's surviving subsidiary continued to generate traffic to the south-east for another few years. Whatever the reason, that initial line would forever bless itself and its connections with the strange sobriquet of the Turkey Trail.

The author is indebted to a number of sources for the foregoing material. The republication of J.D. Higginbotham's recollections, 'When the West Was Young', was an invaluable source as were the microfilms of the earliest copies of the Lethbridge News. James H. Gray's 'Booze' and 'Red Lights On The Prairies' covered fascinating aspects of the period while the late Ken Liddell's volume, 'I'll take the Train' provided insight into the operating problems. The assistance of the Sir Alexander Galt Museum (Lethbridge), the University of Lethbridge, The Glenbow Archives (Calgary), and K.M. Clark were greatly appreciated.



# The business car

THE LRT CLAREVIEW EXTENSION IS ON SCHEDULE SAYS TRANSIT NEWS. THE roadbed is ready for ballast from 129 Avenue to Clareview town centre, bases are in for poles, and the substation will be complete in March. The three new LRT cars are in service and older ones are being modified. The Clareview "temporary" station and parking lot will be built next summer (1980? 1981?) and will be "temporary" for 10 to 15 years depending on the development of the Town Centre. Other LRT construction on this end of the line beginning in 1981 will be two grade separations at a realigned 137 Avenue and 50 Street. The only anticipated delay is a possible difficulty in receiving the signal equipment coming from Germany.



SHADES OF STREET CAR DAYS LONG GONE, BUT EDMONTON TRANSIT HAS TAKEN delivery of an ALCO/GE (Alco #51069 or #51071, GE #3808) steeple cab electric locomotive. Built in 1912 for the Oregon Electric Railway as number 21, it was sold in 1946 to BC Electric and became their number 961. The locomotive arrived in Edmonton March 15 on a CN freight train (on a flat car), ready to be modified for its third career. The pole will be replaced with a pantograph, and the air tanks will be moved to conform to the relatively tight clearances imposed by station platforms. (Certain details about the locomotive from Un-named Edmontonian) The locomotive will pull one of two four car trainsets of former NAR cars which will be extensively reworked (retaining only the underframes and trucks) into hydraulically-operated dump cars. The contents of the cars will be the excavated material from the extension westward under Jasper Avenue, most or all of which is being bored by the "mole". While construction has already started west of Central Station (the holding area where trains were stored during the off-peak hours is no longer available), the work train operation won't get underway until this fall. Un-named Edmontonian reports that round trips from work-site to the dump-site at Clareview will each take four hours, and that the trains will operate for 18 months. It also seems that the work will no be confined to the wee-hours of the morning as previously thought, although this is yet to be confirmed. One cannot help but speculate that the locomotive could end up with a plow for heavy snow, and who knows what other interesting appliances over the year, since this is the first piece of work equipment other than "wonder-truck" and an adapted Edmonton Power truck which occasionally functions as the line car. Now who will operate the locomotive? With Westinghouse Airbrakes and a 1912 style controller, it doesn't really handle like a push-button multi-dialed and instrumented LRT train - it doesn't even have a "High Performance Vehicle - Hold Tight at all Times" sign! It all proves that electric vehicles are still young after only 68 years. Maybe Edmonton Transit should have kept the Brills after all - they were only a little over 30 years when they were prematurely retired!

#### APRA MARKER

CN HAS ANNOUNCED THE BEST RESULTS IN THE COMPANY'S HISTORY, REPORTING a net income of \$208.2 million for 1979, \$72.1 million higher than in the previous year.

A dividend of \$41.6 million, representing 20 per cent of the profit, is being paid to the federal government, with the rest of the profit being reinvested in the plant.

Net income for the fourth quarter of 1979 was \$36.8 million, compared with \$24.1 million in the corresponding period of 1978.

Revenues for the year increased by 13.6 per cent to \$3.3 billion, resulting from rate increases and increased volume of business in most divisions.

The company's largest division, CN Rail, earned income of \$234.6 million, an increase of \$10.2 million over 1978. CN Telecommunications had income of \$25.5 million, up from \$19 million in 1978. CN Marine showed income of \$8.8 million compared to a slight loss in 1978.

CN Passenger reported a loss of \$9.1 million, an improvement of \$46.1 million over 1978, reflecting completion of the transfer of inter-city passenger services to VIA Rail Canada Inc. on April 1, 1979.

CN Express showed a loss of \$47.2 million for 1979, compared to \$33.1 million in 1978.

The Miscellaneous category showed a loss of \$7.6 million, an improvement of \$16.7 million resulting mainly from higher passenger and branch line subsidy payments for prior years.

#### KEEPING TRACK

CN RAIL'S SECOND NARROWS BRIDGE WAS RETURNED TO SERVICE LAST MONTH, 144 days after it was struck by a Japanese freighter attempting to leave Burrard Inlet in dense fog the night of October 12th.

When a train of 84 loads of phosphate rock, a caboose, and four locomotives began moving south over the bridge at 07:25 PST on March 4, it marked the completion of a mammoth repair job by a group of dedicated men using the most advanced tools and technology available in an around-the-clock battle against tides, winds and weather.

The Japan Erica struck the 250-foot fixed north span of the bridge, the sole rail link to Vancouver's North Shore, knocking one end into the water, twisting the north tower and locking the 500-foot lift span in the up position for the duration of the repair job.

Bridge repairs and the alternate routing of as much traffic as possible were given top priority. Canron Engineering and Fenco Consultants were awarded contracts to restore the bridge.

Some coal was diverted to Roberts Bank; a barge service was established to move potash and phosphate rock; sulphur went to Port Moody; the South Shore elevators took more grain; and grain, coal and mixed freight moved over the British Columbia Railway south from Prince George to North Vancouver.

It did not help matters that the BCR went on strike for a month in mid-December.

Despite the adversity, grain handling through Vancouver at the end of January was 14 per cent ahead of last year's figures.

With traffic on the move across the Second Narrows again, CN Rail is adding up the costs of the 144-day ordeal.

The repair bill has now exceeded \$7 million; extra expenses incurred in the re-routing of traffic amount to more than \$7 million; and the loss of revenues is also estimated at another \$7 million.

Some idea of the difficulty CN faces in recovering these costs is evident in the recent decision of the Federal Court of Canada authorizing the owners of the Japan Erica to establish a compensation pool of about \$1.4 million. That will be the limit of the owners' liability unless the owners are found to have been negligent. CN Rail is one of about 10 different organizations suing the ship's pilot, the captain, the vessel and its owners.



Mountain Region vice-president Ross Walker said: "I would like to thank all those who had a part in the magnificent effort it took to restore the bridge and who worked with us in re-routing our traffic. There can be no question that the story of CN Rail's Second Narrows bridge, 12 October, 1979, to 4 March, 1980, with all of its ramifications, deserves a prominent place in the annals of Canadian railroading."

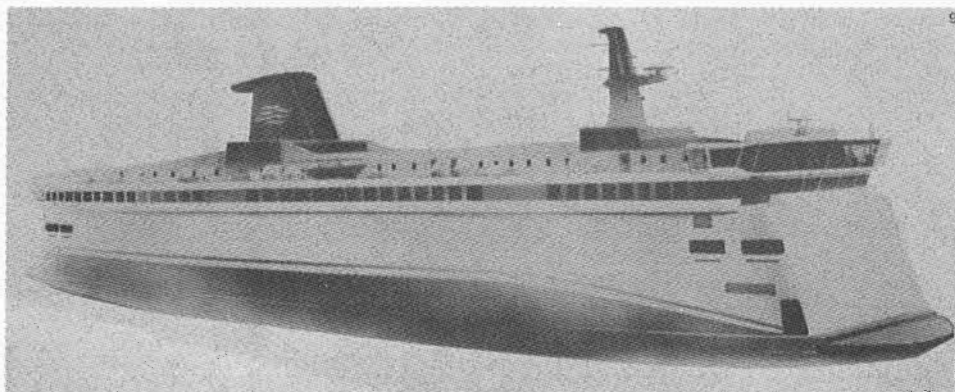
#### KEEPING TRACK

CN MARINE WILL HAVE A NEW ADDITION TO ITS FLEET BY MID-1981, A \$50 million ferry being built here by Saint John Shipbuilding and Dry Dock.

The ship will replace the 32-year-old Abegweit on the nine-mile run between Cape Tormentine, N.B., and Borden, P.E.I. It is the first ship built for CN Marine since the company's acquisition of east coast ferries and facilities from the federal government in early 1979.

The new ship will be capable of carrying 900 passengers and 250 automobiles, or 40 tractor trailers or 20 rail cars and 20 tractor trailers or any combination of these vehicles.

It will also have 50 per cent more power than the Abegweit and the most advanced ice-breaking technology in the world, successfully tested in simulated Northumberland Strait conditions by captains from the P.E.I. service, has been incorporated in the new ship's design.



The ferry will also be capable of burning heavy fuel oils in recognition of the trends in fuel prices and availability.

The ship will be capable of loading or unloading 250 automobiles in 20 minutes and, since it can dock from either end, drivers will find no need for extensive manoeuvring on board.

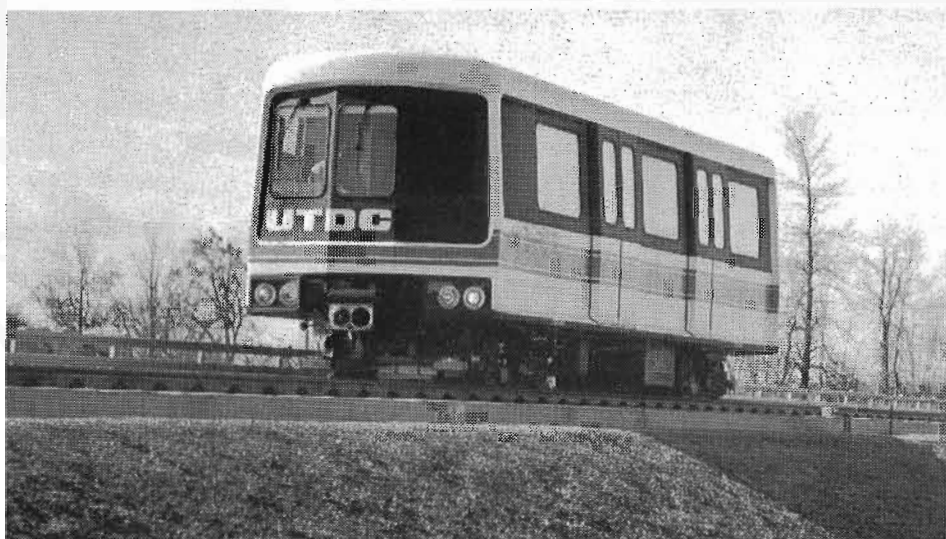
Escalators and an elevator lead to the passenger deck where there are five lounges, a games room, vending machine areas, a first aid station and even a dance floor. Provision has also been made to block off one area for use as a convention centre for groups of up to 200 people. The needs of the handicapped were also incorporated into the ship's design.

A new safety feature on the ferry is the marine escape system. It consists of four inflatable escape slides linked to inflatable platforms and a series of liferafts, each capable of carrying 42 persons.

In an emergency, passengers slide down the chutes (similar to those used on aircraft) from the passenger deck to the loading platform at water level and board the liferafts. The entire system deploys and inflates automatically to help clear the ship of passengers within 15 minutes.

#### KEEPING TRACK

CRAIG TERMINUS: END OF THE LINE. A famous landmark of the tramway era in Montreal has slowly disappeared under the wrecker's hammer. Members will remember Peter Murphy's excellent article on this famous structure which appeared in Canadian Rail in September 1973. At that time the future of the building was very doubtful, but now, seven years later, time has caught up with the venerable structure. However, Craig Terminus will not entirely disappear, for the facade, with its arched portals and impressive pillars, has been carefully disassembled and the stones numbered. In due time, the arches will be rebuilt as entrances to a new park to be created on the site as a part of Montreal's new convention centre scheduled to open in 1983. These archways will be the last reminder of the days when thousands of Montrealers used the terminus in their daily travel on the Montreal tramway system.



QUIET OPERATION IS ONE OF THE MAJOR REQUIREMENTS for the intermediate capacity transit system under development by the Urban Transportation Development Corporation Ltd. Steerable-axle trucks to reduce noise have been developed and tested on vehicles at the corporation's Transit Development Centre near Kingston Ontario. Noise levels for these trucks were measured at 68 DbA at a distance of 15 metres.



A FAIR AMOUNT OF NON-FARE REVENUE HELPS GO TRANSIT OFFSET ITS operating costs - to the tune of over \$1.4 million, in fact, over the last two years.

The sale of advertising space in GO rail cars and stations, the renting of spare locomotives on weekends, the leasing of surplus single-level rail cars and the renting of commercial space in Union Station are all significant sources of revenue, a fact which is not widely known or appreciated.

Advertising space in the form of display ad placards on rail cars and backlit signs and illuminated digital clocks in GO rail stations and bus terminals generates about \$100,000 annually; this revenue is expected to increase as other forms of advertising being planned now are put into effect.

The renting of spare locomotives on weekends only to CP Rail, CN and VIA has produced over \$350,000 in the last 15 months, with CP accounting for almost all of this revenue in over 409,000 kilometres of freight service. The locomotives are used in southern Ontario only and the number rented out from GO's fleet of 25 is as high as 10 on some weekends.

The lease of 60 single-level coaches to the Massachusetts Bay Transportation Authority in Boston has generated U.S. \$625,000 from the start of the lease in September, 1978, to the end of 1979. The cars, which are original equipment dating back to the beginning of GO Transit in 1967, became surplus when the 80 new bi-levels went into service and will return to GO use when the Streetsville/Milton line opens in late 1981.

The newest source of non-fare revenues is the 8,000 square feet of commercial space in GO's new Union Station concourse, which opened last August. Netting over \$125,000 annually in minimum rent alone, this space is now occupied by nine retail outlets ranging from a confectionery, a newsstand and a dry cleaner to a jeweller, a smoke shop and a restaurant-lounge - called Choo Choo's, naturally.

#### GO NEWS APRIL 1980

AS A PART OF CANADIAN PACIFIC'S MULTI-MILLION DOLLAR RENOVATION of Windsor Station in Montreal, two famous mechanical devices have gone out of service. The old hydraulic elevators, well known for more than sixty years, have now been replaced by new electric types of a much more efficient design. Better known to thousands of commuters were the electric-eye doors at the LaGauchetiere Street entrance to Windsor Station. These were considered as mechanical and electronic wonders when first installed in the early 1940's, but time has caught up with them too, and the last one was removed from service early in 1980. The new doors are beautiful examples of heavy oak craftsmanship, but commuters must still miss the convenience of the "Magic Eye" as it mysteriously opened the door without any visible help.

#### Back Cover.

In 1893, car No. 316 of the Toronto Railway Co. had just been fitted with a new type of lifesaving fender, and is here shown undergoing a field test of the new device. No. 316 was built in the T.R.Co.'s own shops in 1893, was converted to a trailer in 1903, and was destroyed in the disastrous fire at the King car barn on December 28, 1916. The car being hauled by No. 316 is a former horse car which had been converted to a trailer and ran until about 1904.

