

TITE DAR

# Canadian Rail



**NO. 234**  
**JULY 1971**









# THE DOMINION ATLANTIC RAILWAY

## — A 999 YEAR LEASE —

Being A Thumbnail Sketch of Its Beginnings  
and Some Photos of Today.

Glenn Wallis.

**S**EVENTY-FIVE YEARS AGO, THE DOMINION Atlantic Railway was incorporated by an Act of the Parliament of Canada - Victoria 58-9, chapter 47.

At the time of its organization, it was composed, like Gaul, of three parts. First, there was the section of the former Nova Scotia Railway from Halifax, Nova Scotia to Windsor, plus the former Windsor and Annapolis Railway (see below). Next, there was the Western Counties Railway from Yarmouth east and lastly, the Cornwallis Valley Railway. The Dominion Atlantic would acquire the Midland Railway Company (Nova Scotia) to Truro, N.S. ten years later, when that line was built.

In the beginning, the Nova Scotia Railway constructed a line from Richmond (Halifax) to Windsor Junction, N.S., opening this portion for service on June 3, 1858. From Windsor Junction, two branches were built, one to Truro and the other to Windsor, N.S. The former was completed and opened for service on December 15, 1858 and, with the passing of the years, became part of the Intercolonial Railway of Canada in 1867 and eventually a segment of the Canadian National Railway's main line from Montreal to Halifax.

The Windsor Junction-Windsor, N.S. branch was the original part of the Dominion Atlantic Railway, as it exists today.



THE COVER THIS MONTH IS GRACED BY A PICTURE TAKEN IN THE SUMMER OF 1962, near Digby Basin, Nova Scotia. The subject is Dominion Atlantic Railway's DAYLINER, on the Digby-Kentville-Halifax run. The photographer is none other than Mrs. D. Carol Shaughnessy, wife of Jim Shaughnessy, and a very competent photographer in her own right.

OPPOSITE, DOMINION ATLANTIC RAILWAY'S DAYLINER CROSSES THE LONG BRIDGE OVER Smith's Cove, Nova Scotia, on its way to Halifax, in the summer of 1962. The photograph was taken by Jim Shaughnessy.

The pertinent dates of opening for this first main-line railway in Nova Scotia were as follows:

Richmond (Halifax)	to	Rockingham	4.00 mi.	Feb. 1, 1855
Rockingham	to	Bedford	4.50	July 1, 1855
Bedford	to	Grand Lake	14.50	Jan. 1, 1857
Grand Lake	to	Elmsdale	14.00	Jan. 1, 1858
Elmsdale	to	Shubenacadie	3.00	Mar. 1, 1858
Shubenacadie	to	Truro	21.19	Dec. 15, 1858
Windsor Junction	to	Windsor	32.00	June 3, 1858

1869 saw the first passenger train on the Windsor and Annapolis Railway, between the two towns whose names formed the corporate title. The W&A was actually an extension of the Nova Scotia Railway but, as an harmonious relationship between the two managements did not exist constantly, the railway "extension" applied only to the right-of-way and the rails and not to the service.

J.M. & Edward Trout, the Toronto chroniclers, in their 1871 publication entitled "The Railways of Canada for 1870-1", make the following statement, under the heading "Windsor and Annapolis Railway":

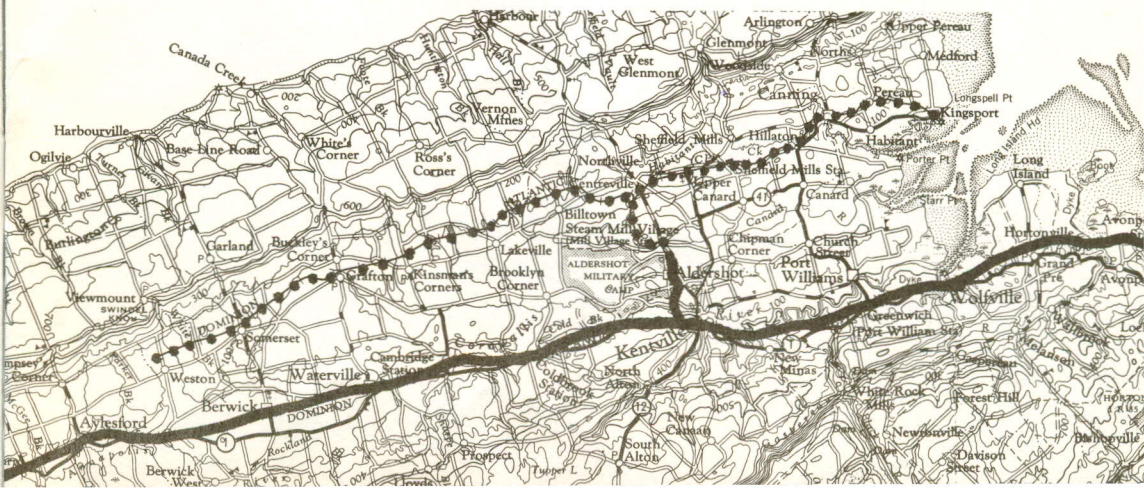
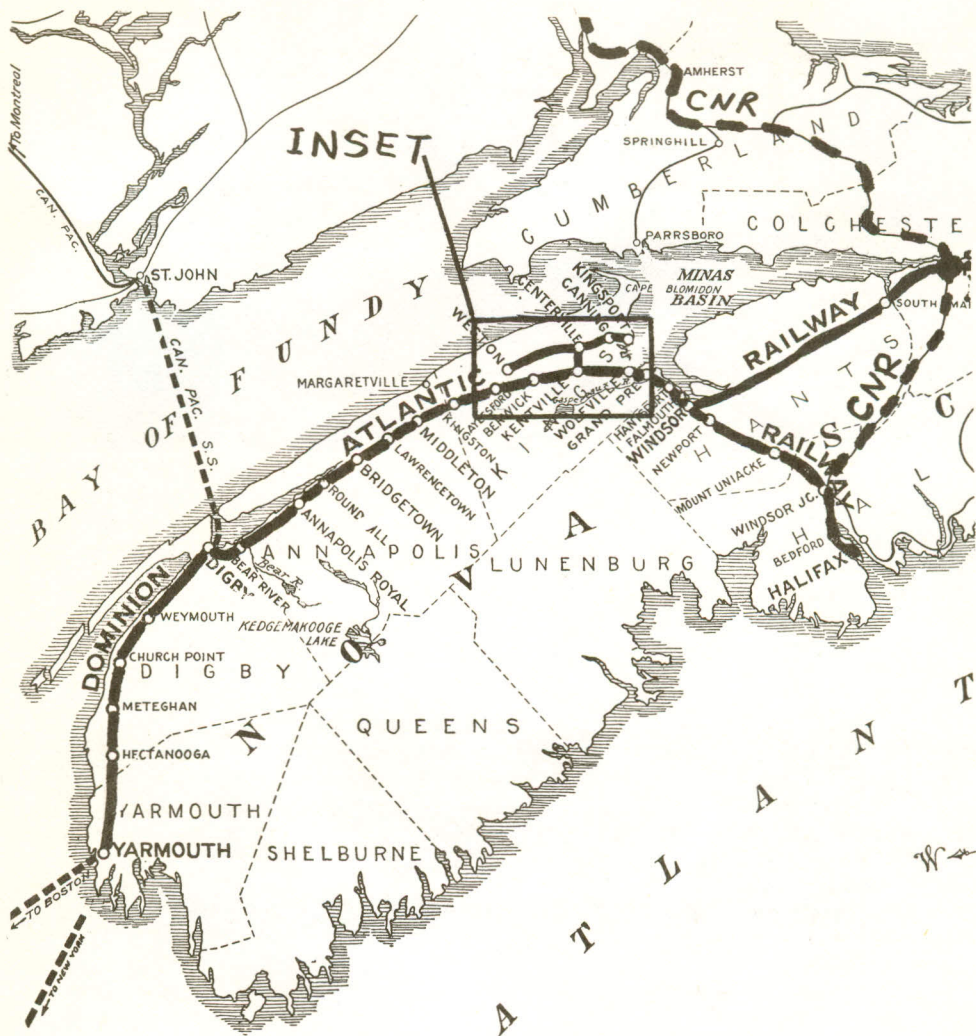
"This line passes through the Annapolis valley, which is one of the oldest settled and richest parts of the Province, connecting with the Nova Scotia Railway at Windsor, 45 miles from Halifax, and at Annapolis with a line of steamers to St. John, New Brunswick, a distance of about 60 miles, making a total distance between Halifax and St. John of 190 miles.

The road was partially opened on the 11th. of August, 1869, and completed on the 18th. of December of the same year. During the first six months the line was by agreement worked for the benefit of the contractors. The length of the main line is 84 miles, with 8 miles of sidings. The gauge is 5 feet 6 inches. The rails are fish-jointed, and between Windsor and Kentville they weigh 67 lbs. per yard, and the remainder of the distance they are lighter, weighing only 52 lbs. per yard. The rolling stock is substantially constructed and consists of nine locomotives, twelve passenger and 120 other cars. The most important feature of the line is the iron bridge over the Avon at Windsor, where the tide rises over 40 feet. The bridge rests on stone piers. There are nine spans of lattice, iron girders. The total length is 1,130 feet. The total amount expended on construction account amounted to 542,332 sterling on the 30th. June, 1870.

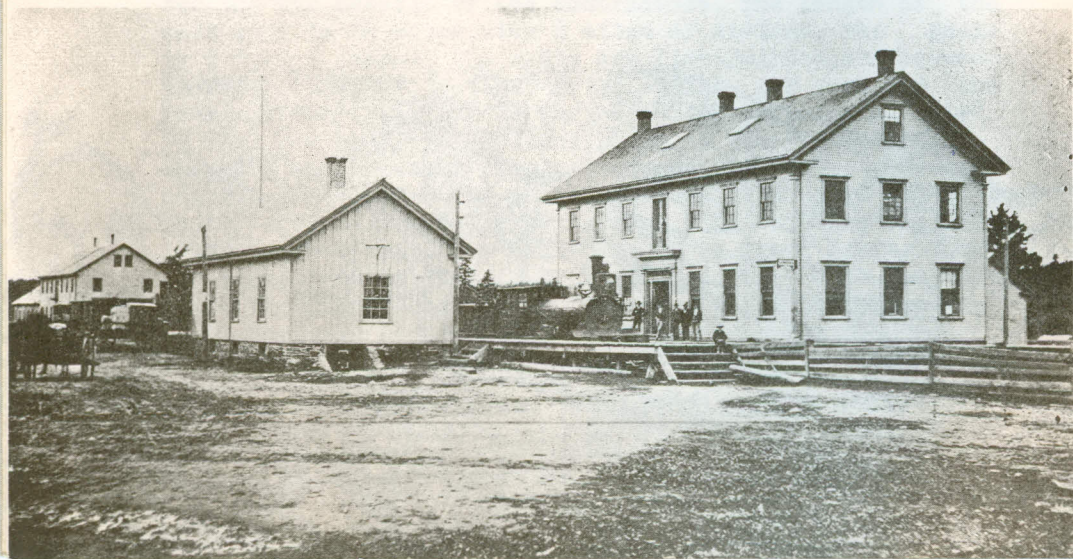
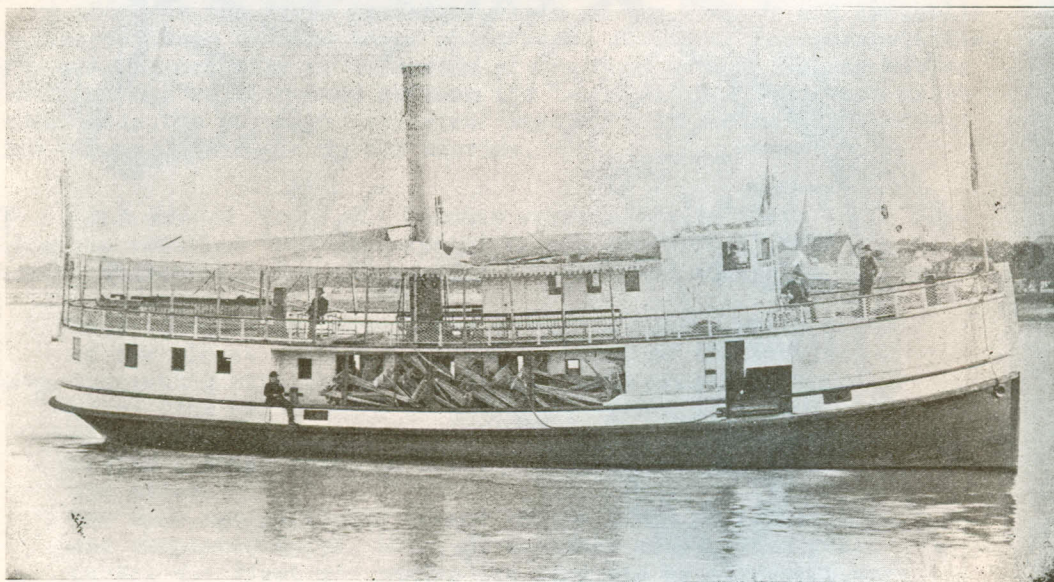
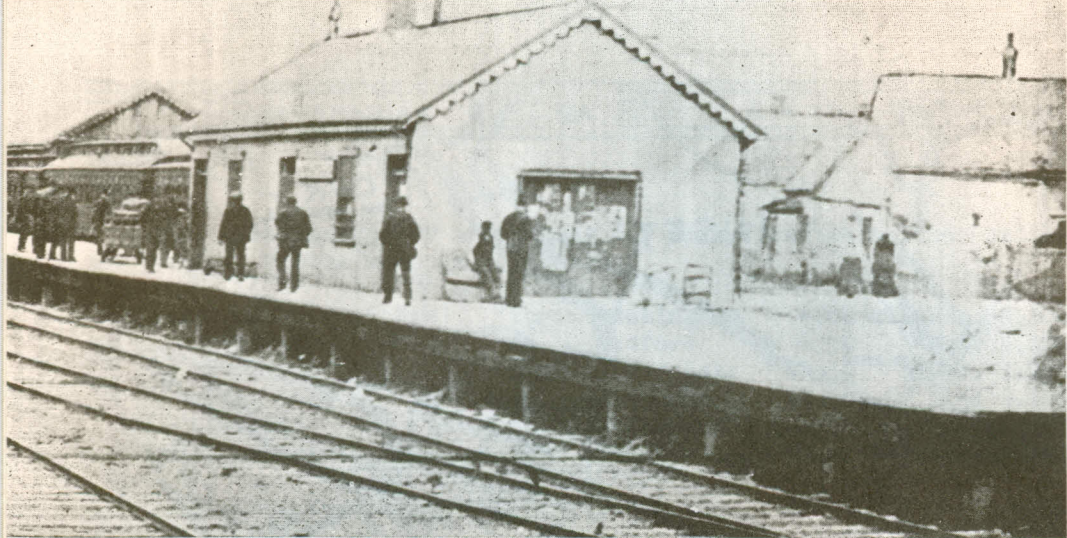


→ THE LARGE-SCALE MAP OPPOSITE SHOWS THE DOMINION ATLANTIC RAILWAY COMPANY'S greatest extent in the period 1905-1953. The detail map shows the main line of the D.A.R. from Windsor through Kentville to Annapolis and the abandoned (1953) Cornwallis Valley Railway from Weston through Centerville as .....











DIRECTORS.- George Sheward, Lord Allan Churchill, Colonel Cole,  
Albert Ruardo, Francis Lothell, John A. Bastard.

SECRETARY.- C.A. Talbot, Westminster Chambers, Victoria Street,  
London.

GENERAL MANAGER.- Vernon Smith, Kentville, Nova Scotia.

CHIEF OFFICE - Kentville, N.S.

Another railway was soon begun at the western tip of the Province. It was incorporated in 1870 with the intention of building a line from Yarmouth to Annapolis, along the Province's northern coast, to meet the existing Halifax-Annapolis line. In 1879, the towns of Yarmouth and Digby were joined by the rails of the Western Counties Railway. This original name was changed in 1893 to the Yarmouth and Annapolis Railway Company. Thus, by 1879, through service from Yarmouth to Halifax was possible, even though part of the trip was by water. Passengers could travel by train to Digby, thence to Annapolis by steamer and resuming their rail journey, they continued onward to Windsor and Halifax by the "steam cars". The "missing link" in the railway system - between Digby and Annapolis - was completed in 1891, thus creating a through line of rails from Yarmouth on the western extremity of the peninsula to the Provincial capital city of Halifax.

In the meantime, the Cornwallis Valley Railway Company had been chartered in 1887 to join Kentville on the W&A with Kingsport on the Minas Basin of the Bay of Fundy, via Centerville. This line was completed in 1890 and elevated Kentville to the position of an operating centre for the various railway companies. Kentville was later to retain this importance when the Dominion Atlantic Railway Company was formed.

The various inefficiencies of these lines serving the fertile valleys of western Nova Scotia are not the subject of this article, nor are the legal battles fought over running rights, mergers, pros and cons of becoming part of the transcontinental system of railways, nor the park, hotel and steamship operations.

As a result of - or perhaps in spite of - all of the above, the Dominion Atlantic Railway Company was incorporated from these original lines in 1895. Its rights-of-way exist today as they did then,

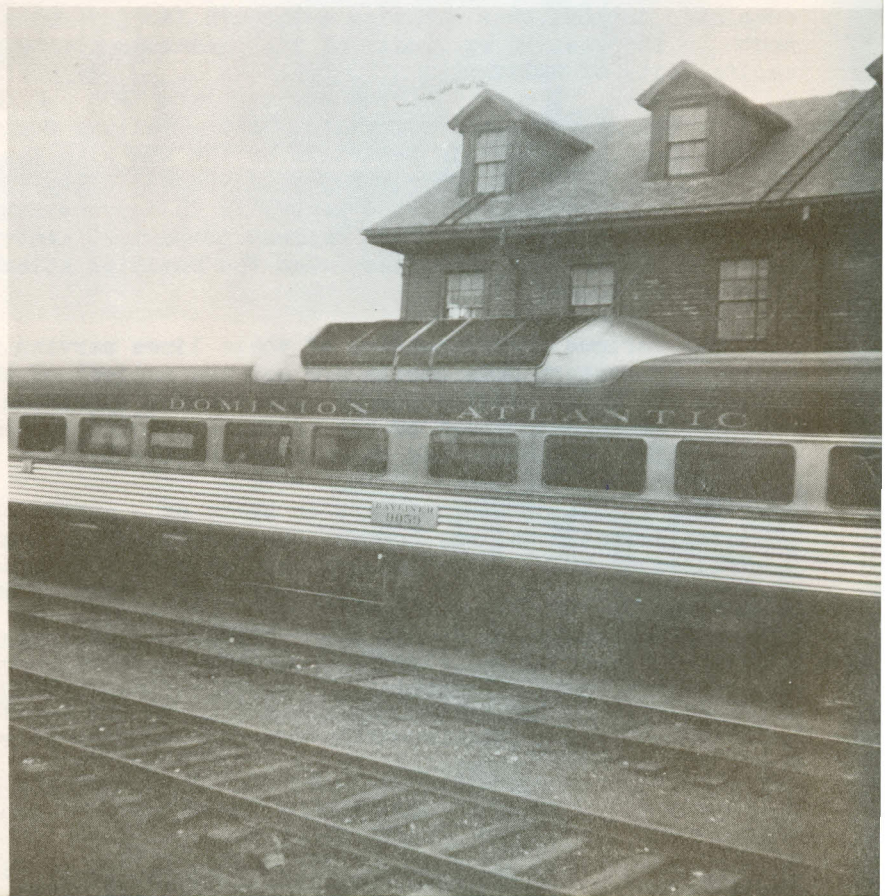


← THE FIRST STATION OF THE WINDSOR AND ANNAPOLIS RAILWAY - ANCESTOR OF TODAY'S Dominion Atlantic Railway - at Annapolis, Nova Scotia, as it appeared in 1869.

THE ROYAL MAIL STEAMER, S.S. EVANGELINE, OPERATED BETWEEN ANNAPOLIS AND DIGBY in the days when the rail connection between these two places was incomplete.

THE FIRST TRAIN OF THE WINDSOR & ANNAPOLIS RAILWAY ARRIVING AT THE NEW Station at Kentville, Nova Scotia, in 1872. Three photos from C.R.H.A. Archives.









READ DOWN				HALIFAX — YARMOUTH				READ UP			
▼5 Dayliner Sun. only	▼3 Dayliner Daily	▼1 Dayliner Ex. Sun.	Miles	TABLE 1 (Local Time)		▼4 Dayliner Ex. Sun.	▼2 Dayliner Ex. Sun.	▼2 Dayliner Sun. only	▼6 Dayliner Sun. only		
22 20 b22 30 b22 37 22 50 f22 54 f23 04 f23 08 f23 22 f23 26 23 35	18 30 b18 40 b18 47 19 00 f19 04 f19 14 f19 18 f19 32 f19 36 19 45	09 15 b09 25 b09 32 09 45 f09 49 f09 59 f10 03 f10 17 f10 21 10 31	0.0 3.5 6.0 10.6 15.8 18.6 25.9 28.5 39.1 41.9 47.3	Op HALIFAX Armdale Rockingham Bedford Windsor Junction Beaver Bank South Unlace Mount Unlace Ellenhouse Newport WINDSOR	Ar Ar Ar Ar Ar Ar Ar Ar Ar Ar Ar	08 55 b08 44 b08 38 08 25 f08 19 f08 09 f08 05 f07 50 f07 46 07 38	18 05 b17 54 b17 48 17 35 f17 29 f17 19 f17 15 f17 00 f16 56 16 48	18 05 b17 54 b17 48 17 35 f17 29 f17 19 f17 15 f17 00 f16 56 16 48	22 05 b21 54 b21 48 21 35 f21 29 f21 19 f21 15 f21 00 f20 56 20 48		
See Holiday Service Note	See Holiday Service Note	See Holiday Service Note	See Holiday Service Note	WINDSOR Hantsport Avonport Horton Landing Grand Pre Wolfville Port Williams KENTVILLE (Lunch Counter)	Ar Ar Ar Ar Ar Ar Ar Ar	07 38 07 26 f07 20 f07 17 f07 15 07 11 f07 08 07 00	16 48 16 36 f16 30 f16 27 f16 25 16 21 f16 18 16 10	See Holiday Service Note	See Holiday Service Note		
23 35 f23 47 f23 54 f23 57 f23 59 f00 03 f00 06 00 15	19 45 19 56 f20 04 f20 07 f20 09 20 13 20 16 20 25	10 31 10 44 f10 51 f10 54 f10 56 11 01 f11 05 11 15	47.3 54.3 59.3 61.2 62.5 65.4 67.2 72.4	KENTVILLE (Lunch Counter) Cambridge Waterville Berwick Aylesford Auburn Kingston (Greenwood) Wilmot Middleton Lawrencetown Paradise Bridgetown Round Hill ANNAPOLIS ROYAL ANNAPOLIS ROYAL Clementsport Cornwallis Deep Brook Bear River DIGBY	Ar Ar	06 50 f06 37 f06 34 f06 30 f06 22 f06 19 f06 13 f06 08 f06 03 f05 55 f05 51 f05 45 f05 33 05 25 05 20 f05 10 f05 06 f05 03 f04 57 04 45	16 00 f15 47 f15 44 f15 40 f15 32 f15 29 f15 23 f15 18 f15 13 f15 05 f15 01 f14 55 f14 43 14 35 14 30 f14 20 f14 16 f14 13 f14 07 13 50	20 00 f19 57 f19 44 f19 40 f19 32 f19 29 f19 23 f19 18 f19 13 f19 05 f19 01 f18 55 f18 43 18 35 18 30 f18 20 18 16 f18 13 f18 07 17 55			
When Statutory Holidays are observed on Mondays, Trains Nos. 2, 3, 4, 5, 6 and 7 will be annulled on Mondays.	See separate folder for Bay of Fundy service	See separate folder for Bay of Fundy service	See separate folder for Bay of Fundy service	DIGBY (Table 2) SAINT JOHN DIGBY Acadaville North Range Plympton Weymouth Church Point Saulnierville Meteghan Hectanooga Brazil Lake Ohio Hebron YARMOUTH	Ar Ar Ar Ar Ar Ar Ar Ar Ar Ar Ar Ar Ar Ar Ar Ar	04 45 f04 38 f04 30 f04 26 f04 15 f04 03 f03 58 f03 54 f03 42 f03 33 f03 24 f03 21 03 15	13 50 f13 37 f13 29 f13 24 f13 13 f13 00 f12 55 f12 50 f12 37 f12 28 f12 19 f12 16 12 10	17 55 f17 47 f17 39 f17 34 f17 23 f17 10 f17 05 f17 00 f16 47 f16 38 f16 29 f16 26 16 20			
HOLIDAY SERVICE — Air-conditioned Diesel Rail Car, checked baggage not handled. No meals or news service. f/Stop on signal. *Daily, *f/Daily ex. Sun, f/Stop on signal for revenue passengers to and from Windsor Jct. and beyond.	See separate folder for Bay of Fundy service	See separate folder for Bay of Fundy service	See separate folder for Bay of Fundy service	DIGBY (Table 2) SAINT JOHN DIGBY Acadaville North Range Plympton Weymouth Church Point Saulnierville Meteghan Hectanooga Brazil Lake Ohio Hebron YARMOUTH	Ar Ar Ar Ar Ar Ar Ar Ar Ar Ar Ar Ar Ar Ar Ar	04 45 f04 38 f04 30 f04 26 f04 15 f04 03 f03 58 f03 54 f03 42 f03 33 f03 24 f03 21 03 15	13 50 f13 37 f13 29 f13 24 f13 13 f13 00 f12 55 f12 50 f12 37 f12 28 f12 19 f12 16 12 10	17 55 f17 47 f17 39 f17 34 f17 23 f17 10 f17 05 f17 00 f16 47 f16 38 f16 29 f16 26 16 20			
AT — Atlantic Time CT — Central Time PT — Pacific Time											

▼ Air-conditioned Daily Diesel Car, checked baggage not handled. No meals or news service. / Stop on signal.  
 \* Daily. † Daily ex. Sun. / Stops on signal for revenue passengers to and from Windsor Jct. and beyond.

AT - Atlantic Time  
 CT - Central Time  
 PT - Pacific Time

ET - Eastern Time  
 MT - Mountain Time



with the addition of the Midland Railway Company (Nova Scotia) from Windsor to Truro, the "extension" completed in 1905, but minus most of the former Cornwallis Valley Railway, including the Centerville - Weston, N.S. branch, built in 1914 - the total being abandoned just 7 years ago.

Effective January 1, 1912, the Canadian Pacific Railway Company leased the Dominion Atlantic Railway Company for the well-known period of 999 years. While old loyalties die hard, it is significant to note that, to accord the Dominion Atlantic Railway the respect to which it is entitled, the senior Vice-President of CP RAIL, as he is elected, automatically becomes the President of the Dominion Atlantic Railway Company.

As of the Labour Day weekend of 1970, CP RAIL dispatches Dominion Atlantic trains from its new facilities in Saint John, New Brunswick, across the Bay of Fundy from Digby, N.S. It is also interesting to note that, of the many subsidiary companies which make up CP RAIL, this one is the only one to have some of its equipment still lettered with its December 31, 1911 corporate title:

#### DOMINION ATLANTIC RAILWAY.

Sources: Woodworth

History of the Dominion Atlantic Railway

Dorman

Statutory History of Steam & Electric Railways of Canada 1836-1937.

J.M. & Edw. Trout

The Railways of Canada for 1870-1  
COLE reprinted 1970.

George Warden Railway Museum, Kentville, N.S.



THE STATION AND OFFICES OF THE DOMINION ATLANTIC RAILWAY AT KENTVILLE, N.S., as they appear today.

Photo courtesy of the Author.

THE DAYLINER ON THE D.A.R. IS STILL LETTERED "DOMINION ATLANTIC" - THE 1911 corporate name. Non-rail equipment also carries this unique name, together with the famous "Land of Evangeline" crest - the distinguishing trade mark of this historic Nova Scotia railway. Photo kindness of Author.

THE "LAND OF EVANGELINE" CREST - ONCE THE INSIGNIA CARRIED ON THE TENDER of Dominion Atlantic D-10 No. 999, presently at the Canadian Railway Museum.

Photo kindness of the Author.

REPRODUCED OVERLEAF IS THE CURRENT TIME TABLE (JUNE 1, 1971) OF THE D.A.R.



EXAMINING THE AERIAL VIEW OF THE D.A.R.'S OPERATION IN KENTVILLE TODAY FROM right to left, we can spot the main line crossing Aberdeen Street, the D.A.R. station and office building, the diesel shop and the old roundhouse and turntable in the "Y" formed by the main line and the old Cornwallis Valley Railway to Centerville.



Comparison of scheduled times, speeds and costs on the  
Dominion Atlantic Railway.

<u>Date</u>	<u>From</u>	<u>To</u>	<u>Miles</u>	<u>Avr. Speed</u>	<u>Cost per mile</u>	<u>Remarks</u>
N.S.R.						
April, 1860	Halifax	Windsor	47	15 mph		
	Halifax	Kentville	73	15	0.0196	
W&A Ry. & I.C.Ry.	Halifax	Annapolis	131	19		
December, 1869						
W.C.Ry.	Annapolis	Yarmouth	86	18		
April, 1880						
R.A.Ry.	Halifax	Yarmouth	217	23		
June, 1922	Halifax	Kentville			0.0340	9:30
D.A.R.	Halifax	Yarmouth	217	29		7:30
April, 1956	Halifax	Kentville			0.0354	
D.A.R.	Halifax	Yarmouth	217	36		6:00 RDC
October, 1956						
D.A.R.	Halifax	Yarmouth	217	36		6:00 RDC
October, 1970	Halifax	Kentville			0.0507	