ONTARIO AND QUEBEC RAILWAY DIARY

C H RIFF

Fast C.P.R. Run, Toronto-Peterborough

Employing a Budd RDC Diesel-powered self-propelled car, the Canadian Pacific inaugurated an additional passenger service between Toronto and Peterborough, Ont., September 27, in which the 77-mile trip is made in 80 minutes, which is exceptionally fast time in view of the fact that a good percentage of

September 27 1954

the distance is within the Toronto terminals area. In the service, daily except Sunday, the car leaves Toronto 11 a.m. to arrive Peterborough 12.20 p.m., and leaves Peterborough 1 p.m. to arrive Toronto 2.20 p.m. The car, an 89-psgr Dayliner, of stainless steel construction, is built by the Budd Company, of Philadelphia, the builder of the 173 new passenger cars which C.P.R. is now receiving to completely re-equip its transcontinental passenger trains. The car's equipment includes two General Motors 275 h.p. Diesel engines, automatic transmission and Budd disc brakes; cars of this type have been described fully in preceding issues of this journal. Similar cars provide fast C.P.R. service between Toronto and Detroit.

RDC

An experimental test run between Toronto and Peterborough was made August 11, with C.P.R. officials making the trip including D. S. Thomson, Montreal, Vice President, Operation and Maintenance; G. E. Mayne, Toronto, General Manager, Eastern Region; J. W. Stewart, Superintendent, Trenton Division, Toronto; D. J. Higman, Assistant Superintendent; P. J. Johnson, Assistant Superintendent, Motive Power, Toronto; J. B. Macpherson, Supervisor of Transportation, Toronto; Ray Dow, Road Foreman of Engines, Toronto; N. M. Kelly, District Engineer, Toronto; J. A. Chisholm, General Inspector of Diesel Equipment, Toronto; R. I. Becksted, Signal Engineer, Toronto; William Robson, District Passenger Agent, Toronto; Herb Pearce, Agent, Peterborough; E. J. Heard, City Passenger Agent, Peterborough, and S. McMahon, General Manager, Canadian Pacific Express, Toronto.

Canadian Transportation
October 1954

C.P.R. Havelock-Nephton Branch Line

Contracts have been let and construction started on the $1,500,000 Canadian Pacific Ry. branch line north from Havelock to Nephton, Ont., to serve the expanding operations of the American Nepheline, Ltd., mine at Nephton, it was announced in Toronto May 12 by the vice-president of the railway. Plans for the construction of this line were dealt with in our March issue, pg. 120, and May issue, pg. 259.

Contracts for the line have gone to Robindale Quarries, Ltd., Picton, and to Quemont Construction, Inc., Montreal. Robindale Quarries will build from Havelock north for 9½ miles, including a 1,500 foot siding nine miles north of Havelock. Quemont Construction, Inc., will build the remaining seven miles, starting at the mine site. Work is expected to be completed on the whole line by April, 1955.

Construction of the line will require the excavation of approximately 156,000 cubic yards of earth and 173,000 cubic yards of rock. Some 44,000 cubic yards of ballast will be required, and more than 3,500 tons of rail, tie plates, spikes, bolts, and rail anchors. In addition a communication telephone line will be built to parallel the line for its service, linking Nephton with Havelock. There will be no large bridge structures.

Railway survey parties started checking the location of the new branch last October and the final survey is in progress at time of writing.

Canadian Transportation.
June 1954

C.P.R. Havelock-Nephton Line

The Canadian Pacific Ry. new branch line from Havelock, Ont., on the Peterborough Subdivision, to Nephton, 16.6 miles, was completed in December and placed in operation in the latter part of that month.

Construction was carried out under the general supervision of G. W. Miller, Engineer, Maintenance of Way, Eastern Region, C.P.R., with G. E. Brownlee, Locating Engineer, Havelock, in direct charge. There were two resident engineers, R. Davies, on the south section, and R. Fraser on the north section. Jack Morrish, Assistant Engineer, was in charge of land purchases and surveys. There were no bridges of consequence required. Total cost of the undertaking was about $1,500,000.

C.P.R. Havelock-Nephton Line

The Canadian Pacific Ry. branch line to connect Havelock, Ont., mile 0.5, Peterborough Subdivision, with Nephton, site of the American Nepheline Co., Ltd., mine, 16.6 miles, which was under construction during the summer and autumn, was completed, and, following inspection and approval by the Board of Transport Commissioners for Canada, was placed in operation in the latter part of December. The track is laid with 100 lb. steel on no. 2 treated ties, hardwood on curves and softwood on tangents, tie-plated. Maximum curvature is five degrees. There are sidings at mile 3 and mile 8.5. At time of writing, Dec. 23, a wye track remains to be laid at the north end of the line. Also, ballasting remains to be completed at the north end. Board inspection of the line took place December 20, and 86 tons of mine product was handled to Havelock in two covered hopper cars on that date.

The contractors on construction were Roblindale Quarries, Ltd., Picton, Ont., on the southern 9.7 miles, and Quemont Construction, Inc., Montreal, on the north portion. The contracts included grading, clearing, grubbing, culverts, fencing, and road crossings, and Roblindale Quarries also crushed and supplied ballast. Tracklaying and ballasting were done by C.P.R. forces.

The C.P.R. Special Train at the Mine

Winter conditions forced cessation of ballasting, and north of mile 5 a slow order is maintained on the operation of all trains. The ballast required for the completion of ballasting in the spring is stockpiled at mile 0.25.

On the southerly 3.5 miles of the line, the material encountered was hard clay with boulder intrusions, but no heavy cuts or fills were involved. From mile 3.5 to mile 4 a deep limestone cut was necessary, with the material taken out employed in partially building up a high embankment between mile 4 and mile 4.5; the balance of the material required for this large fill was borrowed from east of the line at mile 0.25. Unsuitable swamp material was excavated at five points between miles 4.5 and mile 7, and the excavations were filled with a suitable material to provide a stable roadbed. A steep side hill cut between mile 5.6 and 5.9 presented difficulties, due to large boulders strongly embedded in clay, and several springs were encountered when the cut was opened. Limestone from a large rock cut between miles 8.7 and 9.1 was used in making an embankment between miles 9.5 and 9.75; also used was earth fill from a cut between miles 9.2 and 9.4.

While in the reconnaissance survey the possibility of taking the line around the west end of Long Lake was considered, it was found, after close study and the taking of soundings, that a crossing could be made which would shorten the line by about a mile, and the line was, therefore, carried across the lake. The lake depth was 38 ft. to solid rock, and a rock fill of 50,000 cu. yd. was required, this material having been obtained from rock cuts just north and south of the lake. From mile 11.8 to the mine the line traverses a wilderness of rock and swamp, home of beavers, muskrats and deer, with the rock a porphyry type granite. Underfill blasting and blasting by toe

A Section of Track on the C.P.R. New Branch Line Between Havelock and Nephton, Ont.

shooting methods were used to consolidate rock fill over swamps and across Long Lake, with over 500 case of dynamite used. At mile 14.9 a sinkhole required 798 cu. yd. of rock to advance the line 21 ft.

All told, 200 acres of land were acquired for the line, of which 130 acres were cleared. Earth moved was 275,000 cu. yd. and rock 173,000 cu. yd.; culvert pipe installed totalled 3,771 ft.; there were 70 ft. of cattle pass installed and 38 ft. of multi-plate culvert at Long Lake, and 17 miles of fence was erected. Ballast crushed totalled 40,000 cu. yd.; 100 lb. rail laid totalled 3,168 tons, and 824 tons of rail fastenings and 53,140 creosoted ties were used. Beaver dams to the number of 24 had to be detroyed. The ruling grade southbound (direction of loaded trains) is 1.6%, between miles 4.5 and 3.5, while the ruling grade northbound, from mile 5.2 to mile 5.6, is 2%.

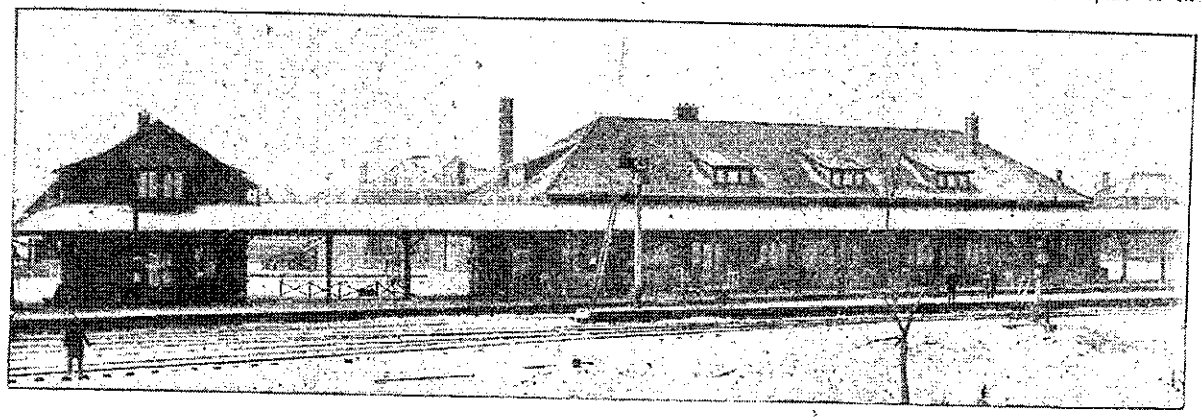
The method of laying rail employed was the most advanced which the C.P.R. has used to date. With the operation fully mechanized, the use of power tools enabled the work to be done with 37 men in place of about 100 formerly required for such a project. Even the old track gauge was dispensed with, with the use of bridle bars and "Trakgagers", both of which were introduced on this line. The Industrial crane hoist which was used not only laid the rail, but transported the rail and fastenings.

Soon after the line was ready for operation, the C.P.R. operated a special train from Toronto to the mine at Nephton, with the party including N. R. Crump, C.P.R. Vice President, and other company officers and officials, and mine officials.

The C.P.R. engineering officials in charge of the line's construction were specified in the January issue, pg. 26.

ACROSS A CONTINENT.

CANADIANS are proud of the Canadian Pacific Railway. There may have been differences in the past about its construction, about its route, about its cost, but there are no differences to-day among Canadian people about its great benefit to the country or about the tremendous influence it has had in developing the resources of the Dominion. Many of the incidents in the Canadian Parliament that occurred in connection with the launching of the undertaking will be fresh in the minds of numbers who read these lines and it is not our intention to review them here. It wrecked one Government, it played an important part in bringing about the downfall of another and it was commonly said it would yet be the downfall of many another Administration before it was completed. Those latter proved to be poor prophets but it is not to be wondered at if there was great trepidation over such a stupendous work for so young a country. In this article, however, we will pass by the preliminaries incident to such a great project, the debates in Parliament, the different offers of money and land made by Parliament and rejected, the indecision as to whether the work should be done by the Government itself or by private enterprise aided by the Government, and come down to the 17th of February, 1881, when the Canadian Pacific Railway Act received the Royal Assent and the Company its charter. The matter had been before Parliament then for ten years and during that time portions of the work had been undertaken by the McKenzie Administration when it had been found impossible to get the work done by private enterprise for the grants that the Government was willing to give. The object was to connect the Atlantic and the Pacific Oceans by a railway to be made entirely on Canadian soil. This meant the construction of at least 2,500 miles of new line and the conditions of the contract were as follows. The Government were to complete and hand over to the Company the parts of the road then under construction, amounting in all to 713 miles and representing an outlay of about $30,000,000



C. P. R. STATION, SMITH'S FALLS.

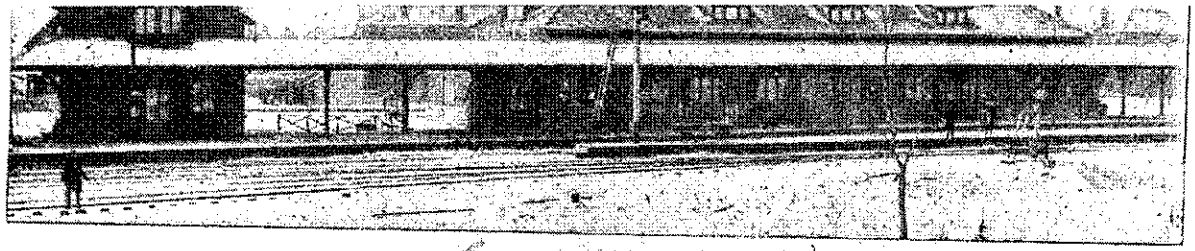
the hundred hammers of the track layers close at their heels. In advance of the track laying party were two bridge gangs, one working by night, the other by day. Where not a stick of timber nor any preparation for work could be seen one day, the next day would show two or three spans of a nicely finished bridge; and twenty-four hours afterwards the rails would be laid and trains working regularly over it. Then came the track-laying gang, the most attractive and lively party on any railroad building. There were 500 men and 35 teams in this gang, moving along slowly but with admirable precision everything went like clockwork, each man in his place knowing exactly his work and doing it at the right time and in the right way. They move along and where an hour before there was nothing but an upturned sod, two ditches and a low embankment there is now a finished working railway. Each day from twenty to twenty-five cars of rails and from forty to fifty cars of ties and other material were laid by this busy track-laying gang.

Owing to floods in the spring of 1882 the work did not proceed quite so rapidly as it had before but after June of that year it was pushed on with great vigor and by the end of the season 349 miles of railway had been finished. In 1883, 576 miles were completed and this included the gradual ascent of the Rocky Mountains to within four miles of the summit of the pass. The total advance for the three years had been 962 miles. The greatest length of mileage laid in one month was 92 miles in July 1883 and the greatest length laid in one day 6·38 miles on July 28th in that same year. "Engineering" gave the following description of that day's work at the time: "There were 2" men to handle the iron, that is 12 to unload it from the cars and 12 more to reload it on the trollies. It took the same number to lay it down in the track. The total number of rails laid that day was 2120 or 604 tons. Five men on each side of the front car handled down 1060 rails, 302 tons each gang, whilst the two distributors of angle plates, and bolts, and adjusters of the rails handled 2120 rails, 4240 plates and 8480 bolts. These were followed by 15 bolters who put in on an average 565 bolts each, then 32 spikers drove

bears his name in honor of his having been the first man known to have crossed this range. Through it the railway came quickly upon the heels of its discoverer. Even to those who had triumphed over the obstacles of the Kicking Horse Pass, the ascent and descent of the Selkirks presented problems that taxed the skill and courage of the engineers. The traveller, who in his luxurious coach enjoys some of the most splendid mountain scenery in the world, is also struck with the daring and the ingenuity of the men who devised and executed a railway in such places.

While the track-layers from the east were steadily making their way through the Rogers Pass, those from the west were making good progress across the Gold Range; and as the autumn advanced it became an interesting question when and where the two parties would meet. When the first train that was destined to pass from the St. Lawrence to the Pacific coast left Montreal, it is said there were several miles of track to be laid in the far west. Steadily westward moved the train, gradually closer together came the two gangs of workmen until on the 5th of November, 1885, while the train was in the Eagle Pass, the two parties came face to face and the Canadian Pacific Railway with the exception of one rail was an accomplished fact. The Northern Pacific Railway celebrated the driving of their last spike by having a gold one made and giving an excursion that cost them about $260,000, but there was no fuss or ostentation about the last spike of the C. P. R. It was driven by Sir Donald Smith, now Lord Strathcona, in the presence of not more than a dozen persons besides the workmen. "The last spike," Mr. Van Horne had long before announced, "will be just as good an iron spike as any on the road and those who want to see it driven will have to pay their fare. There was no banquet, no speech making in the depths of that British Columbia forest; and after seeing the last rail well and truly laid it is said the whole party went fishing. But the telegraph—for the wire had kept pace with the rails—flashed the news around the world that the Canadian Pacific Railway was an accomplished fact. The contract stipulated for the completion of the line by May 31st, 1891, the last rail was laid on Nov. 7th, 1885, and a regular through train service commenced on June 28th, 1886, or five years in advance of the time.

RAILWAYS OF THE WORLD.

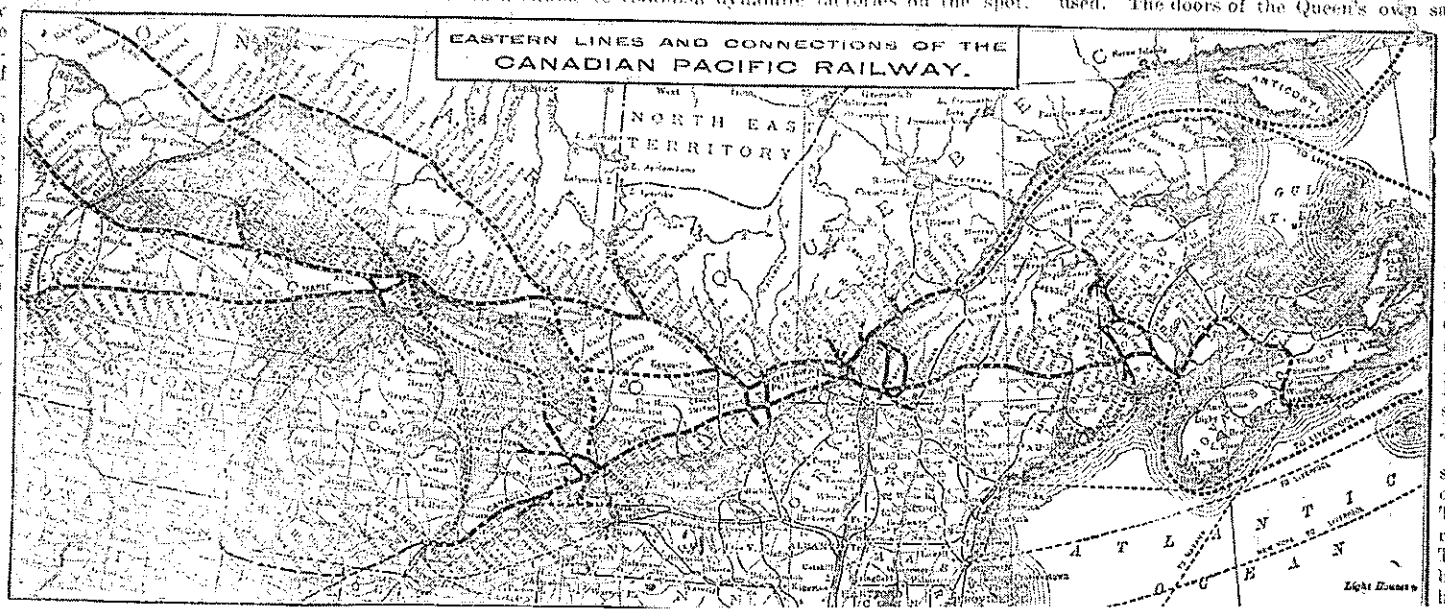


C. P. R. STATION, SMITH'S FALLS.

liament, the different offers of money and land made by Parliament and rejected, the indecision as to whether the work should be done by the Government itself or by private enterprise aided by the Government, and come down to the 17th of February, 1881, when the Canadian Pacific Railway Association received the Royal Assent and the Company its charter. The matter had been before Parliament then for ten years and during that time portions of the work had been undertaken by the McKenzie Administration when it had been found impossible to get the work done by private enterprise for the grants that the Government was willing to give. The object was to connect the Atlantic and the Pacific Oceans by a railway to be made entirely on Canadian soil. This meant the construction of at least 2,500 miles of new line and the conditions of the contract were as follows. The Government were to complete and hand over to the Company the parts of the road then under construction, amounting in all to 715 miles and representing an outlay of about $7,000,000. The through line was to be completed by the Company before May, 1891. The subsidy as mentioned in another article was to be $25,000,000 and 25,000,000 acres of land. Materials used by the Company in the first construction of the road were to be admitted free of charge. The Company's lands, if unsold, were to be exempt from taxes for twenty years, the right of way over lands owned by the Government was to be free. The rates charged by the Company were to be exempt from Government interference until the shareholders were in receipt of ten per cent. on their stock, and for twenty years no competitive line was to be allowed to cross the American boundary in Manitoba or the North-West Territories. The first of the two latter conditions has been nullified during the past year by the present Government under an agreement with the Company, and if we mistake not Premier Greenway is figuring on knocking out the other. As an evidence of the faith and the courage of the Company the members of it subscribed a million sterling, $5,000,000, themselves before appealing to the public for aid and everyone knows today how that faith and courage have been rewarded.

6'38 miles on July 28th in that same year. "Engineering" gave the following description of that day's work at the time:—"There were 24 men to handle the iron, that is 12 to unload it from the cars and 12 more to reload it on the trollies. It took the same number to lay it down in the track. The total number of rails laid that day was 2120 or 604 tons. Five men on each side of the front car handed down 1060 rails, 302 tons each gang, whilst the two distributors of angle plates, and bolts, and adjusters of the rails handled 2120 rails, 4240 plates and 8480 bolts. These were followed by 15 bolters who put in on an average 565 bolts each, then 32 spikers drove 6300 spikes. There were 16000 ties unloaded from the trains and reloaded onto wagons by 32 men, and 33 teams hauled them forward on to the track, averaging 17 loads of 30 sleepers to each team. On the track 8 men unloaded and distributed them and four others spaced them."

But wonderful as was the completion of such a length of mileage in three seasons, the work which had been going on near Lake Superior was no less remarkable. Some of the most difficult and expensive of the whole work had to be done along the north shore of Lake Superior. The amount of rock-cutting was heavy and here as in the Rocky Mountains it was found desirable to establish dynamite factories on the spot.



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RAILWAYS OF THE WORLD.

It is said that more than 90 per cent. of railway passengers in England travel third-class. They contribute about 88 per cent of the receipts.

It is a peculiarity of Russian railways that their stations are generally two miles or more distant from the towns or villages they serve. This is said to be on account of the danger of fire, the houses in small places generally being thatched with straw.

A new royal train for the Queen has been constructed at Swindon by the Great Western Railway Company. It consists of six saloon carriages, and mahogany is the only wood used. The doors of the Queen's own saloon are so arranged that two attendants will be able to enter or leave with her majesty, one on either side. The floor of this carriage is on a level with the platforms at Paddington and Windsor, so that the Queen will not in future require to use steps. The new train was used by the Queen for the first time when Her Majesty went to London from Windsor on Monday, June 21.

Africa is progressing in the matter of railway building. The Cape Railway, reaching from Cape Town to Johannesburg, and beyond, has, with its bran

February 24 1898 Smith Falls

THE ONTARIO AND QUEBEC DIVISION.

THE development of the railway system in this part of Canada was for many years exceedingly slow. It is only since the C. P. R. Co., with their magnificent enterprise and mighty push, took hold, that railway facilities have rapidly multiplied. The first railway to this place was from Brockville, the terminus being Perth. In the sixties the only way of getting to Ottawa was by Brockville and Prescott. Delays were frequent and the journey was always tedious. A citizen who went to Brockville occasionally these times tells us that frequently he was the only passenger. The Brockville and Ottawa Railway, as the road was called, was extended from time to time until it reached Sand Point, when travellers for Pembroke, then a flourishing village, had to take the steamboat up the Ottawa to Gould's Wharf. There they boarded wagons and rode fourteen miles over a rough and hilly road to Cobden. A little flat bottomed steamer—the Jason Gould—named after the father of J. H. Gould, proprietor of Rideau Foundry, was waiting and took them, some twenty-two miles, to the end of Mud lake. The last stage of two miles was usually made in the hotel bus.

The next extension, if we remember right, was from Carleton Place to Ottawa, giving us direct communication with the Capital. The road was also extended by degrees from Sand Point to Pembroke, and for some years the latter town was the *Ottawa Valley*, or jumping off place, the country beyond being unexplored, or invaded only by the lumbermen or the hunter. When the C.P.R. and the then existing government, the late Sir John A. Macdonald being Premier, arranged for the construction of the road to the Pacific ocean, it became part of the great trans-continental line.

Early in the eighties two rival companies, the Ontario and Quebec Railway Company and the Toronto and Ottawa Company obtained charters to build a line from Toronto to Smith's Falls and eastward. Both commenced operations and graded a portion of their projected roads, the lines at some places being only a few feet apart. Both suspended operations when the C.P.R. took hold of the Ontario and Quebec road and finished it from Toronto to Smith's Falls. It was opened in the winter of 1883-4, and though it gave us direct communication with Toronto, it brought local disadvantages. A Y was made two miles out the Franktown road and for two or three years passengers for the east or west had to go out there to catch their trains. In 1886 the C. P. R. proposed to build an air line from this point to Montreal and asked the various municipalities on the route to bonus it. The citizens of Smith's Falls

west have to encounter among the mountains—an onrushing terrific force, something which cannot be checked. It is necessary to resort to subterfuge to cheat it, to hide from it, or to make good by artificial means the path that the railway has struck out out for itself.

Under favorable circumstances, the snow parts readily before the onslaught of the plow. At times, however, under the battery to which it is subjected, it only becomes more rigidly compressed, more solid, more impenetrable at each renewed

HUNTING ON THE LINE OF THE C. P. R.

charge, a solid, unbudging block of ice. The engine may go back a mile, the throttle may be thrown open, it may rush upon the barrier at a speed of 40 or 50 miles an hour, but when the snow dust has cleared sufficiently for the engineers to see around them, it may be that they have only advanced a yard, possibly the engine fires have been extinguished, not improbably the engine may have been thrown off the line.

The one course which then remains is to call in the assistance of a small army of men that a way may be forced through the snow with pick and shovel, and while these operations are progressing, the passenger train has to be kept constantly on the move, lest in a few hours it becomes incapable of

With a rotary plow the engineers do not run the same risk as they do on the plow of the old-fashioned type, with which it is often necessary to charge the snowbank at top speed, not merely cutting through but burrowing under the snow. But even the rotary plow is liable to be disabled by encountering the frozen carcass of a horse or steer in a snowbank, or the debris of fallen telegraph poles, or among the mountains, the trunks of gigantic trees. It is nominally the duty of the section men to look out for this, and, if possible, to warn the engine driver, and to telegraph for a gang of workmen with pick and shovel to clear the track in the old-fashioned way. But it is needless to say that the most vigilant section men cannot always be relied upon in such a matter as this.

TURKEY FAIR.—Its Origin and History.

SMITH'S FALLS is the great turkey market centre, not only of the Dominion, but of the world. You go to a New York restaurant in summer and are charged 50c. for turkey. If you suggest this as being high you are told that it is Smith's Falls turkey, and of course that settles it. The poultry taken in here stands highest in any market. The reason is that producers have had such long experience that many know just exactly what is required. Last December, in spite of the 5c. per lb. exacted by the American Government, and all competition, our fair broke the record with over one hundred tons taken in the two days. When cold storage and quicker transport come about, as they are bound to do before next year, the market will naturally shift to Great Britain and our farmers will get better prices. The history of our fair has almost passed into tradition and we purpose right here to give a brief account of its inception. In the early sixties Mr. W. J. Wright, of Clay Pots, or some such name, N.Y., made an annual trip to this locality, buying up turkeys and driving them on foot to Brockville, where they were ferried over the river and driven to his home. Mr. Wright was a genial gentleman and loved to drop into the newspaper office for a chat while his turkeys rested in the Russell House yard. In 1865, during one of these chats, our townsman, Mr. W. M. Keith, who had two years before started the publication of a weekly newspaper, suggested that it would be easier to buy the turkeys dead and take them over in boxes. Mr. Wright cordially concurred in this but said he had to fatten them at his own place, as they were no use as he got them from the farmers. The long and the short of it was that Mr. Wright and the editor entered into an arrangement by which the editor was to publish the rules for fattening and killing and to appoint a market day when Mr. Wright was to be present to buy. The day came round and about

Smith Falls February 24 1898