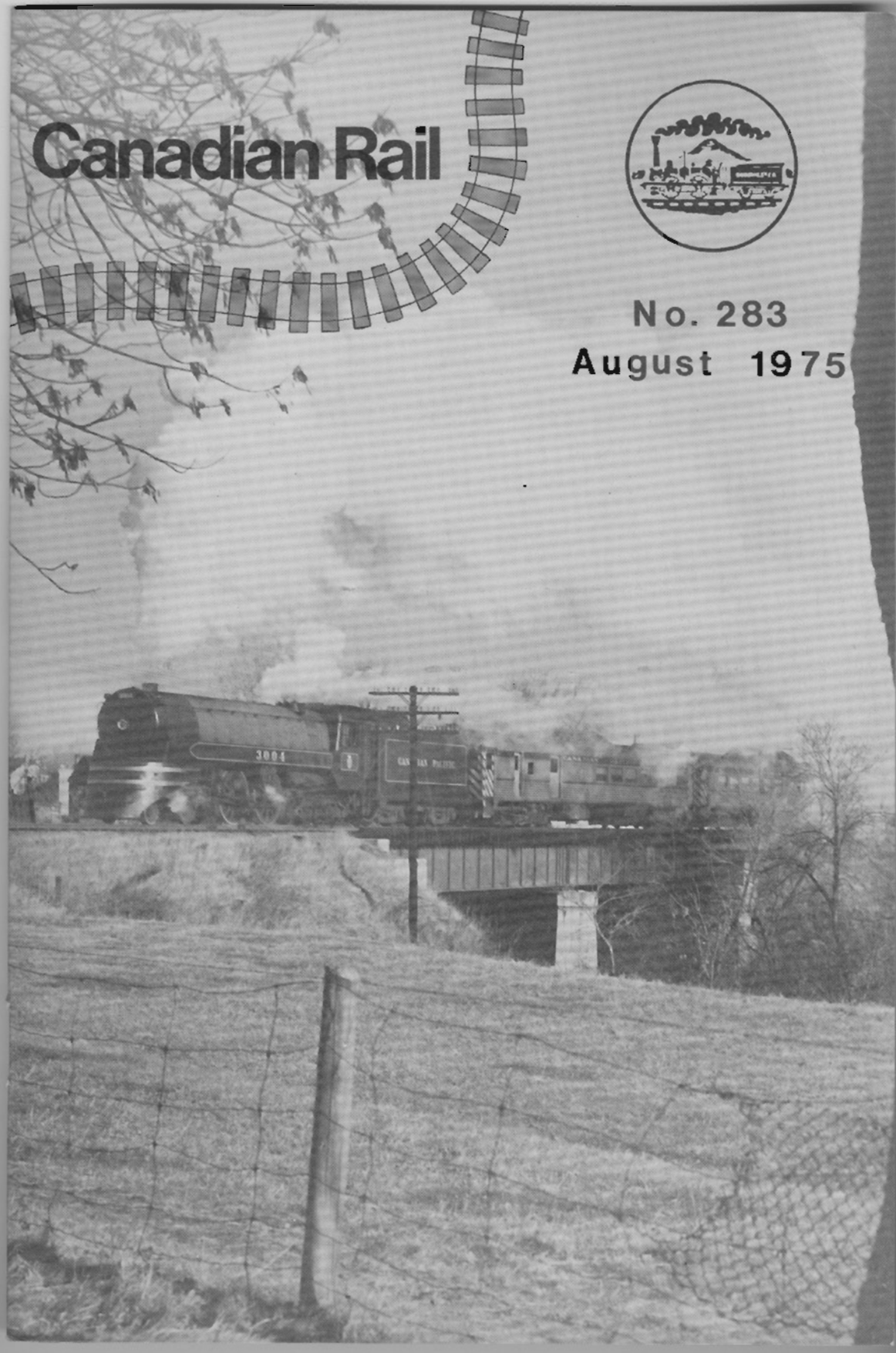


# Canadian Rail



No. 283  
August 1975





# Jim Hill's Canadian Railway

John Todd

**F**orty-odd years later, some of the citizens of Rockwood, Ontario were surely surprised when they learned that James Jerome Hill had become general manager of the St. Paul, Minneapolis and Manitoba Railroad at St. Paul, Minnesota, U.S.A. They never would have thought that this young man, born in this small Upper Canadian community, a little north of Toronto, would achieve such a position.

Jim Hill entered railway service in the United States in 1865 and his advancement was rapid. After less than a year as general manager of the StPM&M, he added "vice-president" to his title and, from 1883 to October 1891, he was president of the road. After September 11, 1889, he was also president of the Great Northern Railway of the United States, a position of considerably greater importance.

While he was a young man, working in St. Paul, Jim Hill read voraciously and, with his phenomenal memory, he soon amassed an encyclopedic knowledge. His specialty was the formation and location of various types of coal deposits. He also learned something about rail transportation, with special emphasis on a local weed-grown undertaking called the St. Paul and Pacific Railroad, which wandered northwest from St. Paul towards the International Boundary and the town of Winnipeg, in Canada.

Donald Smith and Norman Kittson were both employed by the Hudson's Bay Company, the former in Labrador and the latter in Minnesota. By 1870, Kittson had recognized the limitations of his steamboat line in the Minnesota-Red River waterway and, in 1873-74, he and Donald Smith were also looking at the bankrupt St. Paul and Pacific.

WHAT IS AS RARE AS A DAY IN JUNE? THE ANSWER IS ON THIS MONTH'S COVER! A day in November 1955, the 26th., when Canadian Pacific Railway's Train 357, composed of Jubilee-class Number 3004, an RDC-3, an RDC-1 and a lightweight 2200-series coach, accelerated smoothly out of Louiseville, Québec, across the Maskinongé River and off to Lanoraie, the next carded stop, at something better than 90 mph! Jim Shaughnessy was there at the start, but not when she arrived at Lanoraie!

THE STEAM SHOVEL EXCAVATES AND THE HORSE-DRAWN DUMP-CARS HAUL AWAY the fill on the bench on the south side of the Souris River valley about 1905.

Photo Gilford Copeland



To summarize the events which followed, Kittson, Smith, Hill and New York banker John S. Kennedy bought the moribund St. Paul and Pacific, together with its land-grants, which were considerable. In May 1880, the company was reorganized as the St. Paul, Minneapolis & Manitoba Railroad. And this partially explains why James Jerome Hill was a member of the "syndicate" who signed the agreement with Sir John A. Macdonald's government in Canada on September 14, 1880, to build the Canadian Pacific Railway. It also explains how W.C. Van Horne brought materials and supplies to start the construction of the CPR west from Winnipeg in the spring of 1882.

Some railway historians believe that even the collusion which was the Canadian Pacific Railway Company could not have contained Jim Hill's ambitions. Certainly, it would have had great difficulty later on in containing both Hill and Van Horne. As plans went forward in 1882, it became increasingly evident that Macdonald's Conservative government in Canada would insist on an all-Canadian route north of Lake Superior, which was squarely opposite Jim Hill's intention to run the line south to St. Paul and then back north to Winnipeg over his St. Paul, Minneapolis & Manitoba, there to rejoin the Canadian Pacific.

This difference in opinion resulted in the resignations of Jim Hill and John S. Kennedy from the Canadian Pacific Railway Company, on May 3, 1883. But Jim Hill did not consider this an admission of defeat. He immediately set about expanding the STPM&M and, in 1889, he incorporated the Great Northern Railway Company, which grew into a vast railway system of nearly 8,000 miles. The Great Northern, under Jim Hill's direction, was the only railroad company with a line from the mid-west United States to the Pacific Ocean that never went bankrupt and never defaulted on a dividend.

One of the conditions in the contract between the Government of Canada and the Canadian Pacific Railway Company was that no other railway would be allowed to build a line south of the CPR's main line for a period of 20 years. This prevented United States railroads from building branch lines north across the International Boundary, or any Canadian companies from building south to join lines in the US. But the connection with the STPM&M at Pembina-Emerson Junction, predated this agreement and considerable traffic moved east over this line before the Canadian Pacific's eastern main line was completed in May 1885.

James Jerome Hill deserved the title of "Empire Builder" and his railroad was rightly known as the "Jim Hill Line". Whatever his reasons, he planned to build a comprehensive network of branch lines in western Canada, to complement his main line to the west coast. But he had to wait until the Canadian Pacific's "Monopoly Clause" was repealed in 1888. In the years following the turn of the century, Jim Hill planned two north-south lines through Brandon, Manitoba and Regina, Saskatchewan, as well as an east-west line from Winnipeg to the Pacific. In a sense, he anticipated Mackenzie and Mann and the Canadian Northern. Hill's plans kept the Canadian Pacific on guard continuously, as they were vulnerable to competition which was ardently advocated by politicians and farmers in Canada's developing prairie provinces.

In the early 1900s, Jim Hill did build three branch lines in Manitoba and running rights were secured over the Canadian Northern from Emerson Junction to Winnipeg. In the ensuing years, about a dozen other branch lines were built from the Great Northern's main

line to the International Boundary, between Winnipeg and Vancouver. In British Columbia, Hill incorporated the Vancouver, Victoria and Eastern Railway and Navigation Company and constructed railways on Vancouver Island and in southern British Columbia. He built a total of 607.26 miles of railway in Manitoba and British Columbia, all of it without a government subsidy of any kind.

When construction on the Canadian Northern Pacific and the Grand Trunk Pacific Railways was commenced, the reasons for Jim Hill's planned Canadian railroad to the Pacific disappeared. But with typical ingenuity, Hill did not abandon the project; he just postponed construction indefinitely.

The Brandon, Saskatchewan and Hudson Bay Railway Company, incorporated in 1903, was one of Jim Hill's first attempts to establish a north-south trunk line in Canada. It proposed to build a railway from a point on the International Boundary in Range 16-18, (Bannerman), to Brandon and thence north and west to The Pas, Manitoba. Two years later, the charter was expanded slightly to permit a second connection to Morden, from the GN's main line at Lakota, North Dakota.

Work on the Brandon line began in 1905. The railway was built from the GN end-of-steel at St. John, North Dakota, 3.55 miles to the southeast of the International Boundary. The portion in Canada continued to Brandon for a distance of 69.5 miles.

The most difficult section of the BS&HB to construct was the long fill and two-span bridge across the Souris River at Bunclody, Manitoba, about 26 miles south of Brandon. Three large construction camps were established near Bunclody, one on each side of the river valley and the third at the Pete Eamer Ravine, a mile-and-a-half southeast of the village. Each camp was assigned a large steam-shovel and teams of horses, mules and four-drivered "donkey" engines were used to haul the dump-cars full of earth from the cuts and benches to the bridge approaches.

If you suspect that the name Bunclody has an Irish "ring" to it, then you are quite correct. Mr. George McGill, who settled in this area with Mr. James Copeland in 1881, afterwards became Secretary-Treasurer of School District 383, formed in 1884. Mr. McGill was given the privilege of naming the school and he chose Bunclody, the name of the district in Ireland from which he had emigrated.

At Bunclody, the Souris River valley is considerably below the level of the prairie and is quite wide. It was therefore necessary to bring the railway grade down the south side of the valley on a bench and carry the single-track line across the valley and river

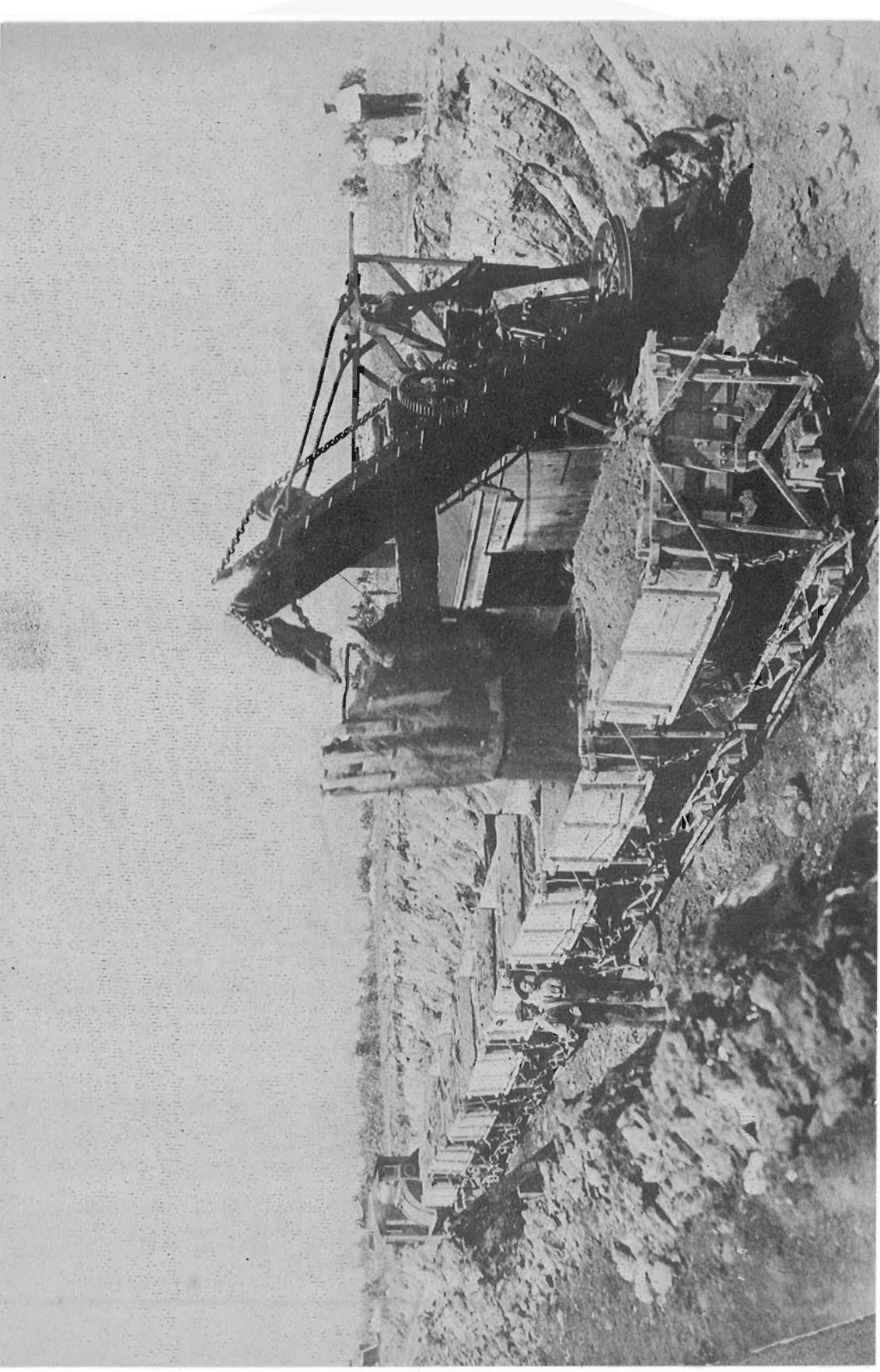
A 65-TON STEAM SHOVEL EXCAVATES A CUT AT THE TOP OF THE GRADE OUT of the Souris River valley near Bunclody, Manitoba, in 1905. The train of dump-cars is hauled by a saddle-tank engine.

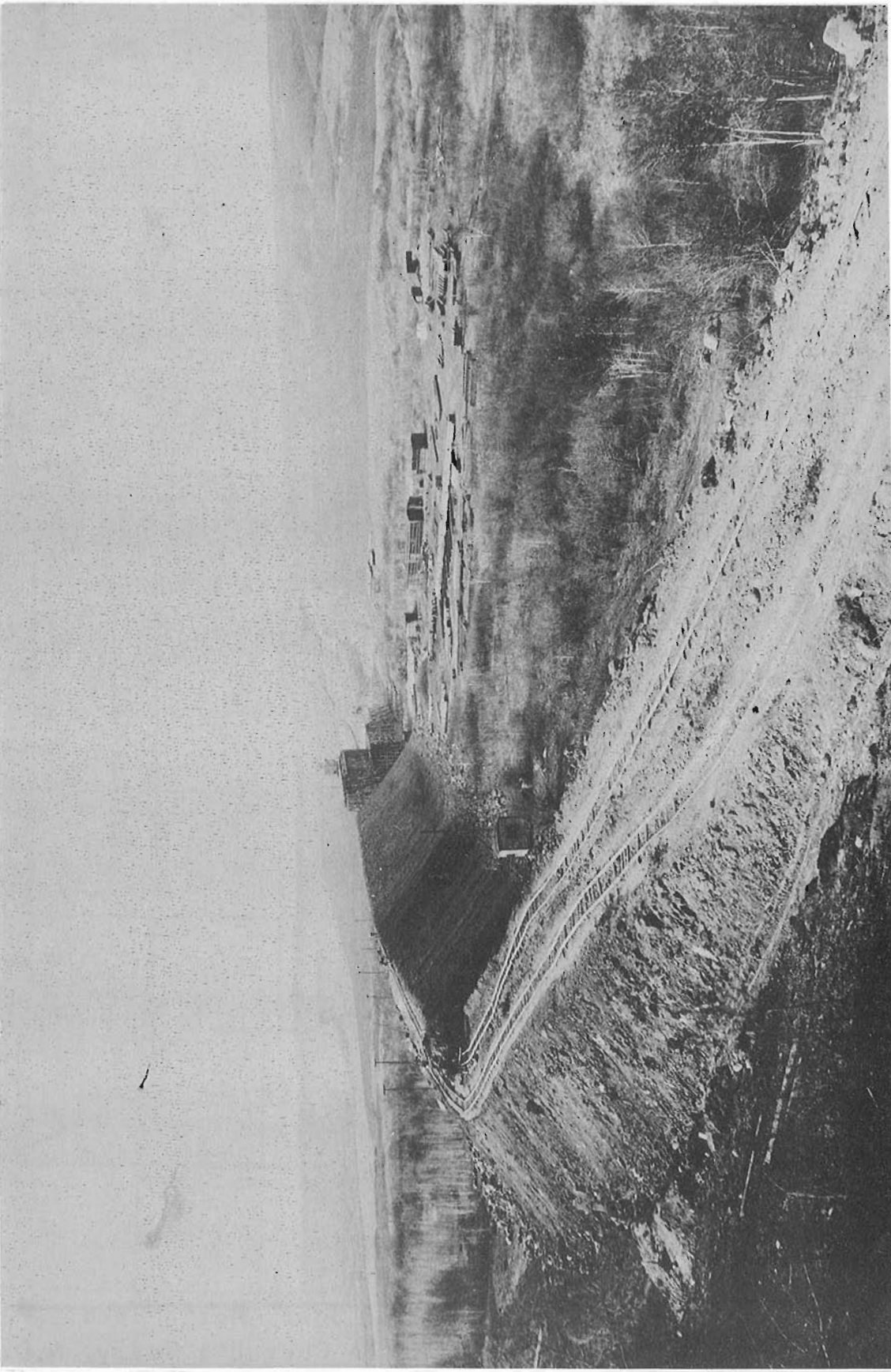
Photo Gilford Copeland

THE BIG FILL AND THE BRIDGE OVER THE SOURIS RIVER, NEAR BUNCLODY, Manitoba, about 1905. The two tracks on the fill allowed the train of loaded dump-cars to proceed to the dumping position, while the empties returned on the other track to be refilled.

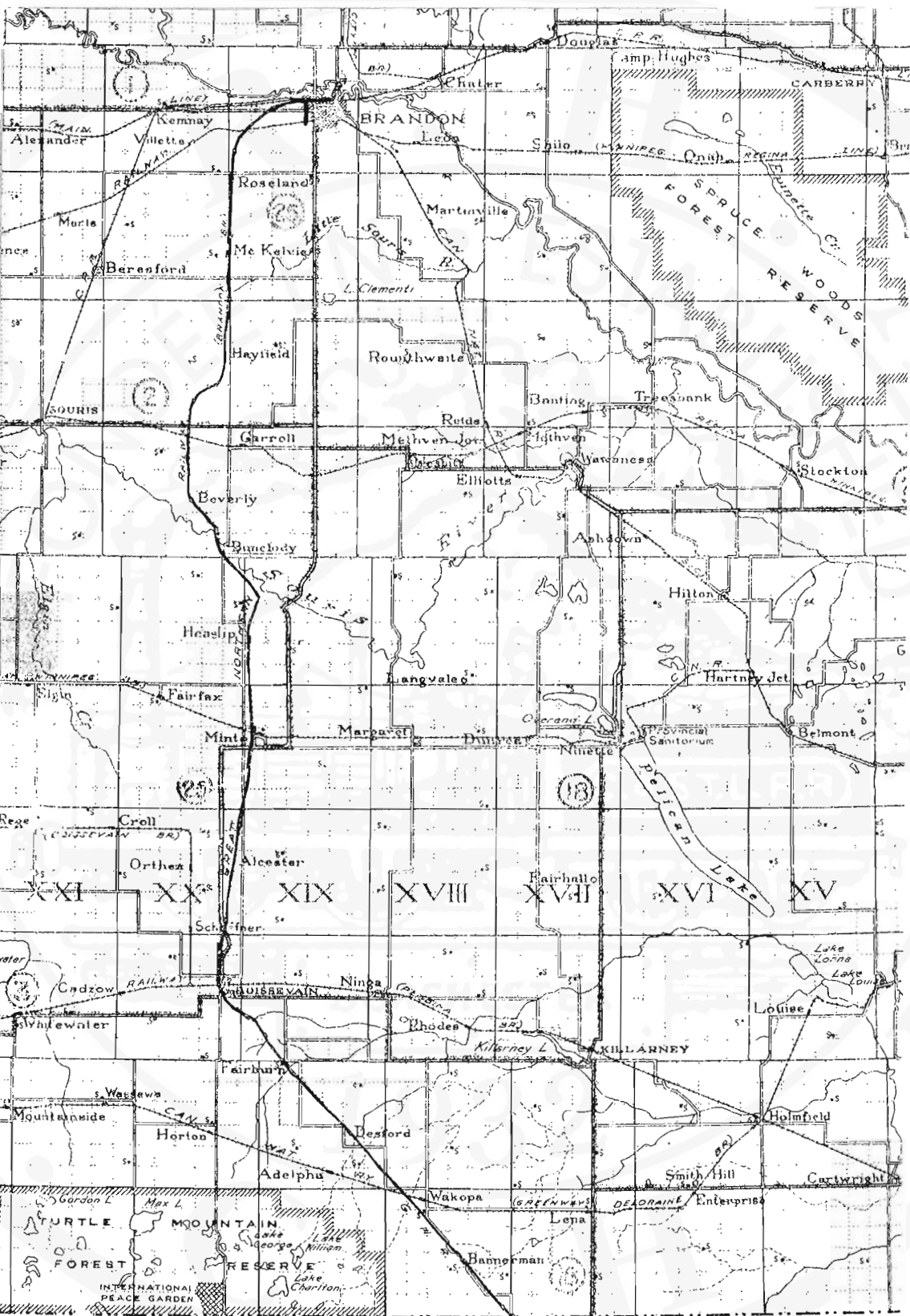
Photo Gilford Copeland













on a high fill and a two-span, box-girder bridge. As Jim Hill was very anxious to complete the railway to Brandon rapidly, men and materials in quantity were brought to the construction site.

High timber trestles were erected on both sides of the river and thousands upon thousands of cubic yards of earth, from the cuttings and the approach grades along the sides of the valley, were dumped off these trestles, to build up the permanent fill and keep the gradient of the railway constant.

The timber for the trestles came from Carroll, Manitoba, about six miles to the northeast, on the Canadian Pacific Railway's branch line from Winnipeg to Souris. Some of the cedar pilings were almost 90 feet long. The two-span bridge over the Souris River was 430 feet long and 85 feet high. At the same time, a bridge was built over the adjacent highway. The Pete Eamer Ravine was filled in to the level of the railway grade, with conduit pipes in the stream-bed to carry the spring run-off. Within a couple of years these conduit pipes began to collapse and the Great Northern replaced them by a 7-foot square, arched-roof concrete tunnel. A quarter-of-a-mile north of the bridge, a water-tank was built, the water being pumped up from the Souris River.

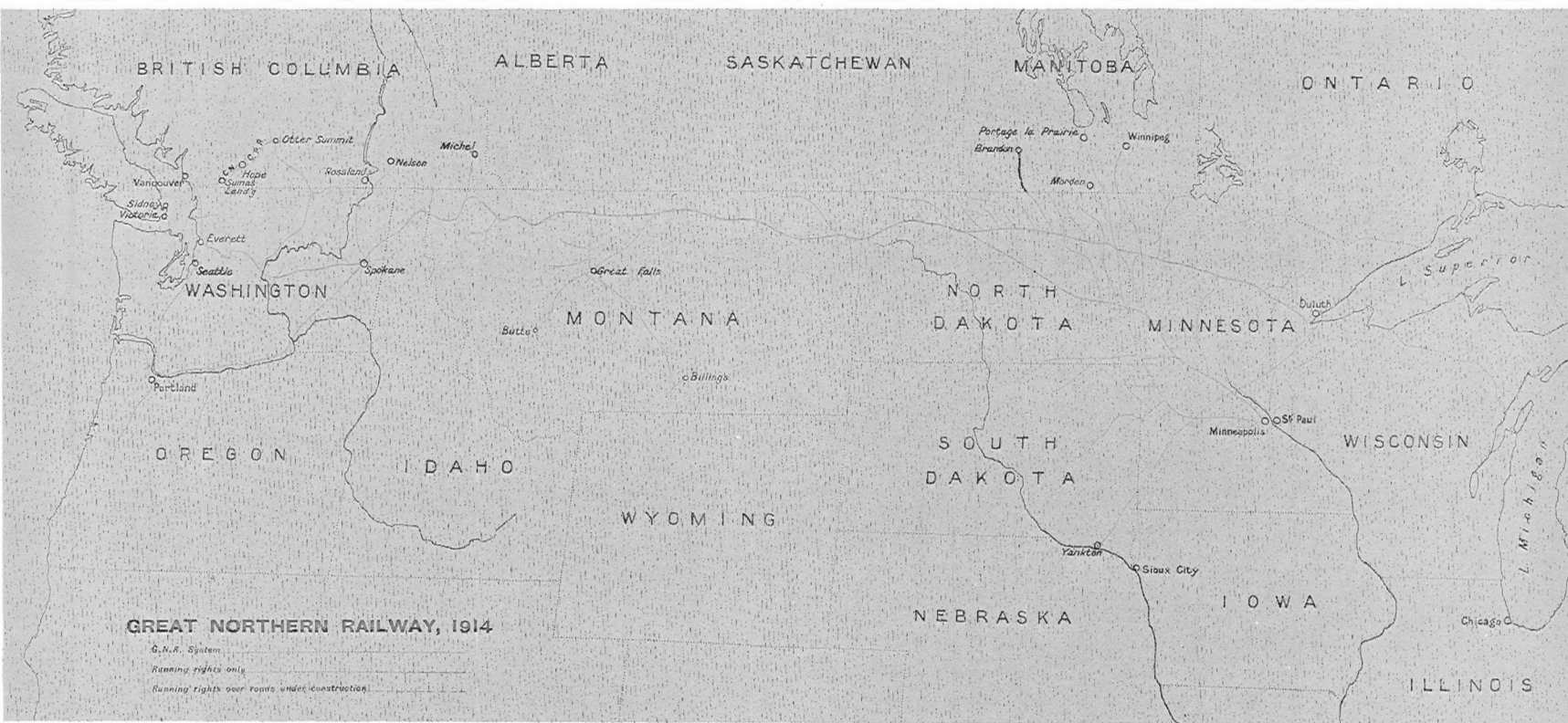
Scottish-born John Fraser, who had worked for the Canadian Northern Railway at Belmont and nearby Wakopa, Manitoba, hired on to lay rails on the BS&HB's new grade in 1905. He later became section foreman at Minto, before moving to Bunclody. The 8-mile section at Bunclody was a difficult one to maintain. The track ran down the side of the Souris River valley and across the river and was all curves, cuts and fills. The rails were 60 pounds to the yard, with no tie-plates or gravel ballast. When it rained, the roadbed became very soft and muddy. Mr. Fraser also looked after the water-tank.

The first train over the BS&HB's new line made the trip in June 1906. From then on, there were two passenger trains, daily except Sunday, one south in the morning and one north in the evening. There was also a daily-except-Sunday freight, which ran south one day and north the next.

Snow on the prairies was the railway's worst enemy. In the first year of operation, there was a heavy snowfall and one train was snowbound in Hebron Cut from late November to March. Luckily it was a work-train and the crew, with their own cook-car, were able to live there all winter. Hebron Cut was on Mr. Roger's farm and he hauled water every day to the train during the winter. Other supplies were obtained from the newly-opened general store at Hayfield, four miles towards Brandon.

The winter of 1915-16 was one of the worst ever experienced in this district. Cuts were full of snow, 15 feet deep in some places. Trains did not run for six weeks. In the spring, the melting snow produced a heavy run-off and culverts and conduits could not drain off the water rapidly enough. At Bunclody, much of the water went down the highway and through the railway underpass, on its way to the turbulent, muddy Souris River. The railroad grade was saved, but the highway was nearly completely washed out, with holes 10-12 feet deep in many places.

In the middle of February 1923, a severe blizzard blocked the BS&HB's line from Minto to Brandon for three weeks. Local men were hired to help shovel out the line and to erect snow-fences. A rotary snowplow was brought in from the Great Northern's main line and it





cleared a path about 10 feet wide. The crew would take the plow as far forward as possible, until it began to clog, and then backed it out of the cut, while the men shovelled off the top four or five feet of the cut. The rotary was then brought forward again to blow this snow out of the cut. But it also blew down some of the snow-fence that the men had worked so hard to erect. The worst drifts had formed at Wilson Cut, a mile-and-a-half north of Heaslip and three miles south of the Souris River crossing.

That was not the end of the snow that winter. On March 20, there was another big snowfall. The passenger train went through on Friday morning, with two engines and a wedge-plow. About half-an-hour later, Mr. Fraser got word that the train was stuck in Wilson Cut. Hurriedly he called his men together and they walked down the track to the snowbound train. When they found it, the engines, plow and coaches were drifted in solidly, with snow half-way up on the coach windows. The conductor and the engine crews tried to loosen up the frozen drivers on the locomotives with the steam hose, but to no avail. Then, the engine crews got out the jacks and managed to force the two engines apart far enough so that the second engine could "bump" the first engine free. By 2.00 a.m., the train was ready to travel, but the water in the tender of one of the engines was so low that the crew had to reverse into the cut again, so that snow from the top of the cut could be shovelled into the tender tank, to be melted into water for the boiler. This was the wrong decision, as one of the engines became stuck all over again!

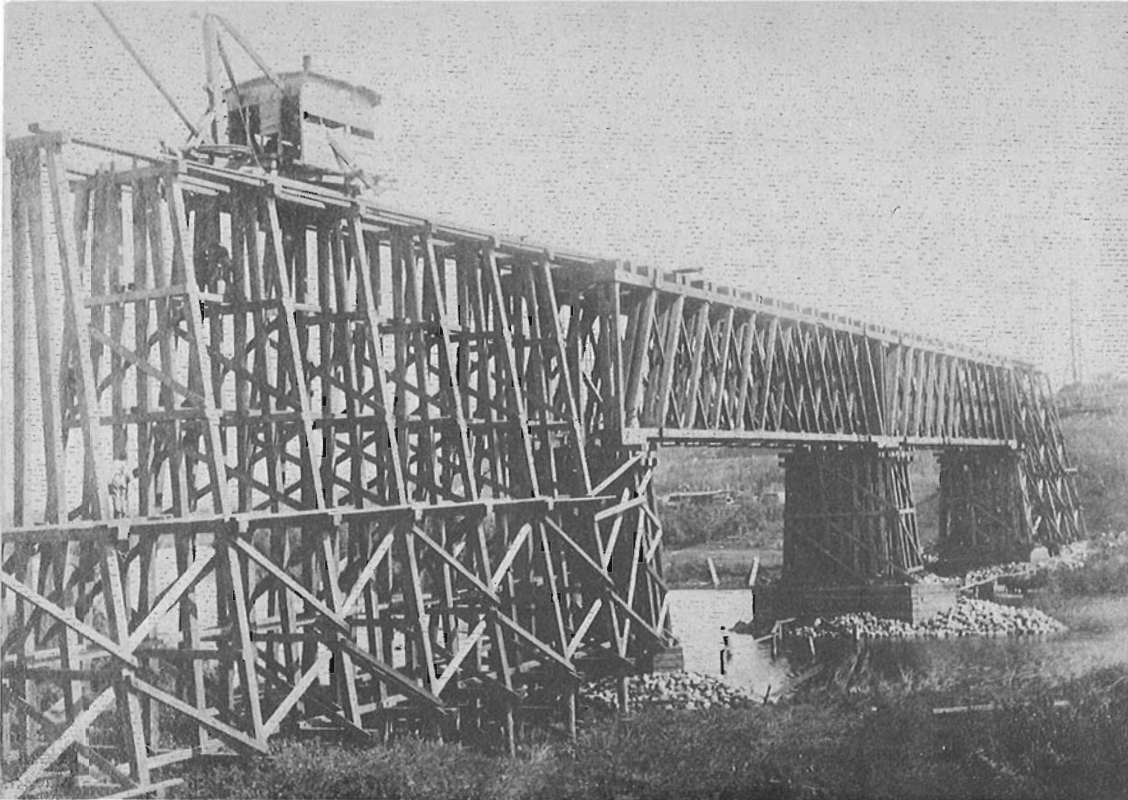
The lady passengers managed to find some bread and coffee in the baggage car and someone brought other supplies from the general store at Heaslip. A midnight lunch was then served. With great effort, the train was thereafter liberated from the snowdrifts and the whole outfit staggered into Minto, 35 miles south of Brandon, at 5.00 a.m. on Saturday. The crew had to let one engine die and the second one was also low on coal and water. The conductor wired St. John, North Dakota, for a replacement engine, which arrived about noon and the run was resumed the following day.

On Monday, the passenger train returned from St. John with two engines and an extra water-car and snowplow. The passenger part of the train spent the night at Bunclody, while the two engines and the plow went ahead to clear the line, returning to the station for the night. Next morning, the whole train went on its way, but the plow jumped the rails, due to the ice which had formed at the place where it had stopped the night before. The Bunclody men were called out again to help re-rail the plow and, before long, the line was opened and the passenger train departed on its way to Brandon.

Episodes like this one prove beyond any doubt that the problems caused by weather to railway operation in Canada were not confined to the railways in the Rocky Mountains, those along the bleak shore of Lake Superior or those that ran through eastern Québec and New Brunswick to Nova Scotia!

The bridge over the Souris River was entirely rebuilt in 1929-30 and service was never interrupted during this reconstruction. Mr. Fraser was joined on the section-gang by his two sons, Murray and Ernie and, in time, together they accumulated a total of 147 years of service on the Great Northern Railway. They held many positions in Manitoba, North Dakota and Minnesota.

The BS&HB entered Brandon from the west, between the Canadian Pacific and Canadian Northern tracks. A large brick-and-stone sta-



↑ BUILDING THE SINGLE-TRACK, TWO-SPAN, BOX-GIRDER, WOODEN BRIDGE OVER the Souris River near Bunclody, Manitoba, on June 19, 1906.

Photo Gilford Copeland

tion was built one block west of the Canadian Pacific station and five blocks from that of the Canadian Northern. A large brick freight shed was built farther to the west. The BS&HB yard ran parallel to the CPR and most of the switching between the CP and Canadian Northern was done by the BS&HB. They also had tracks serving most wholesale and other warehouses in Brandon.

As noted previously, engine crews on the BS&HB ran out of St. John, North Dakota. Here, there was a roundhouse and a turntable, the latter being of the "armstrong" variety. When extra manpower was necessary to turn a heavy engine, volunteers were recruited from the local pool-hall. St. John was also the United States port of entry, while Bannerman, Manitoba, was the Canadian equivalent. McCabe Elevator Company built grain elevators at all stations on the Great Northern Railway's lines in Manitoba and a large grain traffic was handled to Duluth, Minnesota. This was what Jim Hill had planned, all along.

From the fall of 1907 to the spring of 1911, the Great Northern hauled grain south from Winnipeg, Brandon and Portage La Prairie to Duluth, on Lake Superior, for the Grand Trunk Pacific Railway, then under construction. The GTP's Lake Superior line to Fort William, Ontario, could not be used yet, as the Winnipeg-Superior Junction section of the National Transcontinental Railway, which was to form the connecting link, was not completed until April 1911.

After Brandon, the largest town on the BS&HB was Boissevain, 48 miles to the south. There was a good-sized station and freight yard here. On its way north from St. John, the BS&HB encountered several



railways, all of which it crossed at grade. At Bannerman, there was the Greenway-Adelpha branch of the Canadian Northern Railway, which had been opened for traffic on May 31, 1905. At Boissevain, there was the Manitoba and South Western Colonization Railway, or the "Pembina Branch", as it was called. It had been completed to Deloraine in 1886 and was generally called the "Deloraine Line" by the old-timers.

The Northern Pacific & Manitoba's track from Winnipeg, through Carman to Hartney Junction, was bisected by the BS&HB at Minto, Manitoba. This railway had been completed in 1898, being built by the Northern Pacific Railway of the United States. It was first leased to the Government of Manitoba in 1901 and then re-leased to the Canadian Northern Railway in the same year.

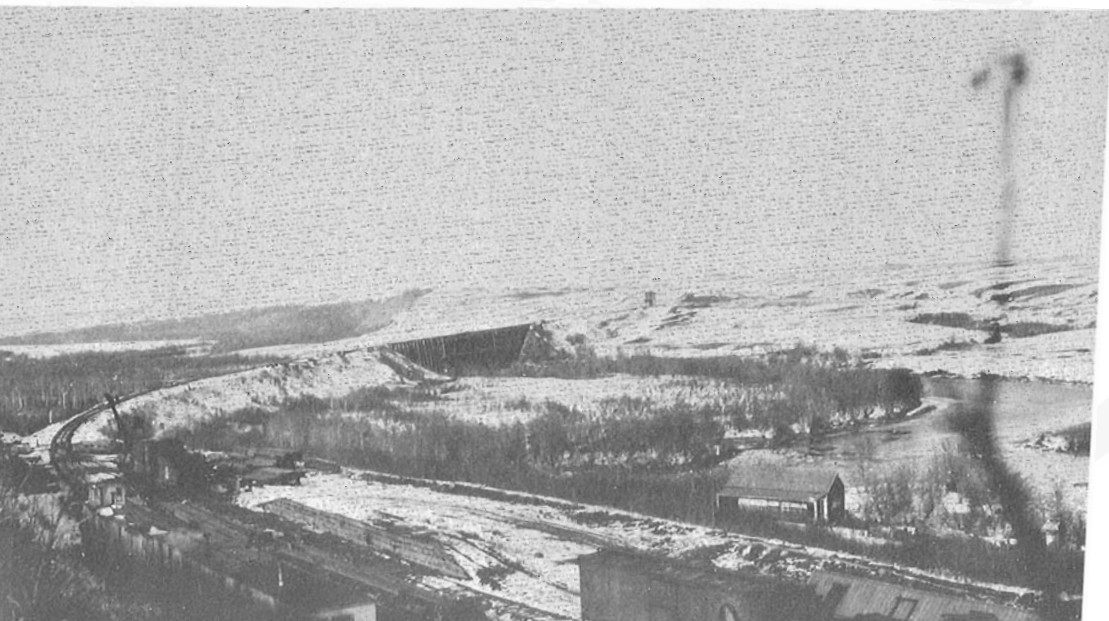
The Souris branch of the Canadian Pacific crossed the BS&HB near Carroll, Manitoba. This railway pursued a curious route from Winnipeg, through Souris to Arcola, Saskatchewan, terminating at Saskatchewan's capital city of Regina.

Just west of Brandon, there was a crossing with the Canadian Northern's line from Winnipeg to Regina, completed in 1905. The Canadian Pacific, of course, was the first railway in Brandon, the first official passenger train having arrived on October 11, 1881.

The BS&HB had a 30-year contract with the Government of Canada to transport the mails. This put a little revenue in the Company treasury. By far the most important event, each year, for the children, that is, was the appearance of the "Midway Train", on its way to Brandon. This was the train that carried all the amusement rides from one Provincial Exhibition to another, in Regina, Calgary, Edmonton and Saskatoon. It was the highlight of the year for the

THE STATION, YARD, HIGH FILL AND BRIDGE OF THE BRANDON, SASKATCHEWAN and Hudson's Bay Railway at Buncloody, Manitoba, about 1910, after the railway was in operation.

Photo Gilford Copeland





THE BS&HB'S WOODEN BRIDGE OVER THE SOURIS RIVER WAS REBUILT TO A steel box-girder structure in 1929-30. The spring run-off remained substantially the same and the ice-cakes battered the central pier each spring.

Photo Gilford Copeland

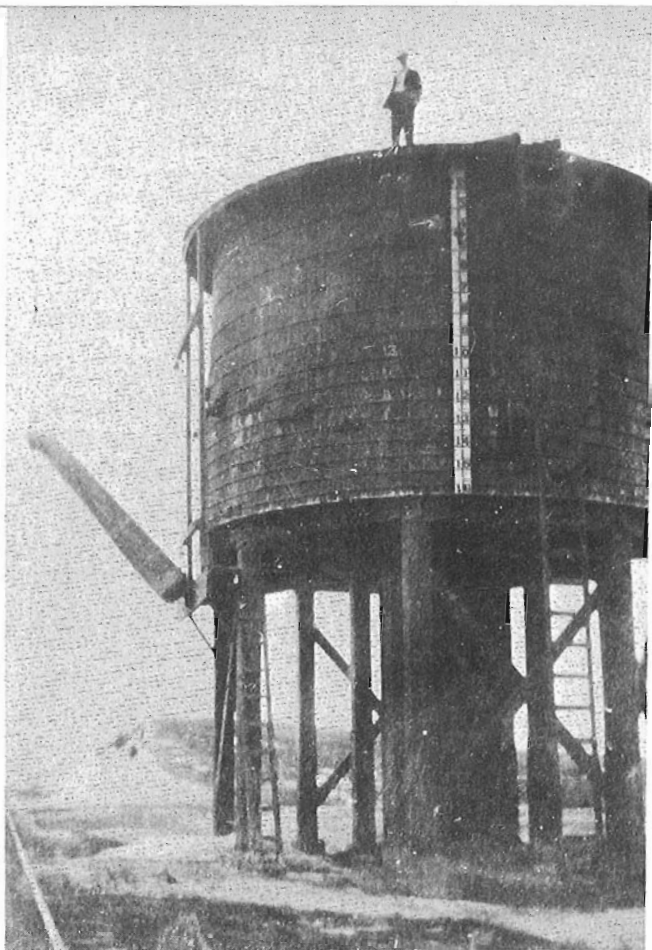


AS THE TRAFFIC ON THE BRANDON, SASKATCHEWAN AND HUDSON'S BAY RAILWAY diminished, so did the size of the station at Bunclody. In the final years, it had dwindled to this size.

Photo Gilford Copeland







ONE OF THE ORIGINAL STRUCTURES ON THE BS&HB WAS THE WATER-TANK AT Bunclody, Manitoba. Mr. John Fraser looked after the tank.

Photo Gilford Copeland



THE STATION OF THE GN/BS&HBry IN BRANDON, MANITOBA. THE FREIGHT TRAIN, headed by a small-driven GN consolidation, faces west, ready to depart for Boissevain, Manitoba and St. John, North Dakota.

Photograph courtesy Assiniboine Historical Society.



1895-1912



1912-1914

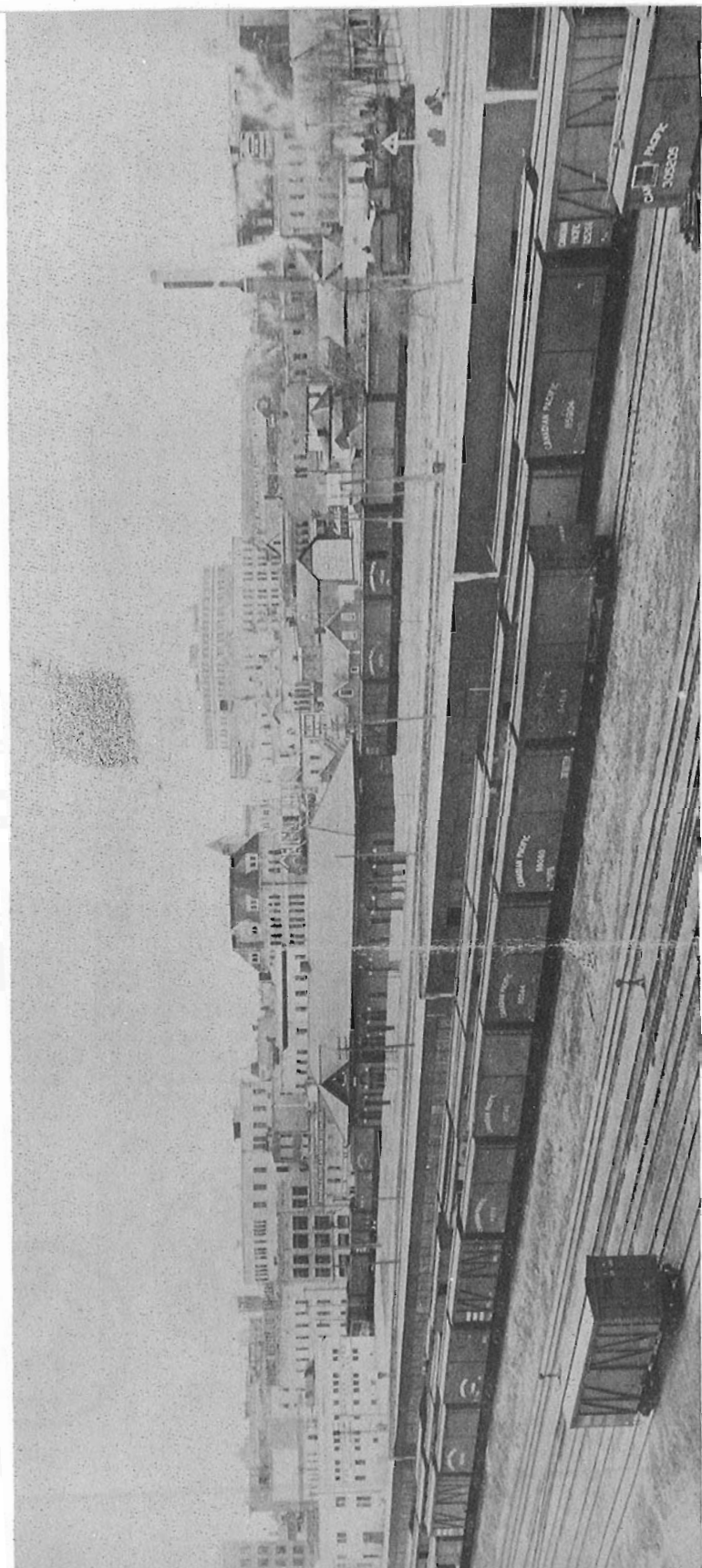


1921-1936



1936-1967

Courtesy Minnesota Historical Society.





people under 12 along the BS&HB'. The railway also operated many excursions on special occasions, such as Brandon Fair, and on holidays. These excursions were well patronized. Freight business was reasonably good, with import shipments coming in from the United States and grain going south. Passenger service was excellent and very, very friendly.

The "international" passenger train which ran daily except Sunday from Brandon to Church's Ferry and Devils Lake, North Dakota and return, consisted of a small Great Northern 4-4-0 locomotive, a combination baggage/express/mail car, followed by two coaches, one reserved for ladies and non-smokers. The passenger was a name-train, too. Everybody called it "Charley Bryant", or just "Charley".

Charley Bryant was the conductor on this train for almost 40 years, so it was no wonder that passengers and others got into the habit of thinking that it was really Charlie's train. When young passengers grew up, they were surprised to learn that "Charley" really belonged to the Great Northern Railway of the United States. Meeting the evening passenger train was a "must" for all the train-lovers of the district. Whenever it was late, everyone would ask: "What's keeping Charley?"

The daily-except-Sunday passenger train for Devils Lake left Brandon early in the morning and soon it was rattling along the track down the side of the valley and across the high fill and the bridge over the Souris River. Further south, the train ran through the eastern foothills of the Turtle Mountains, where the beautiful International Peace Gardens are located today.

A ten-minute stop was made at St. John, North Dakota, the divisional point and United States customs and immigration inspection point. Two hours and a half and 55 miles later, Train 210 arrived at Church's Ferry, where a connection was made with the main line for Devils Lake, 20 miles to the east.

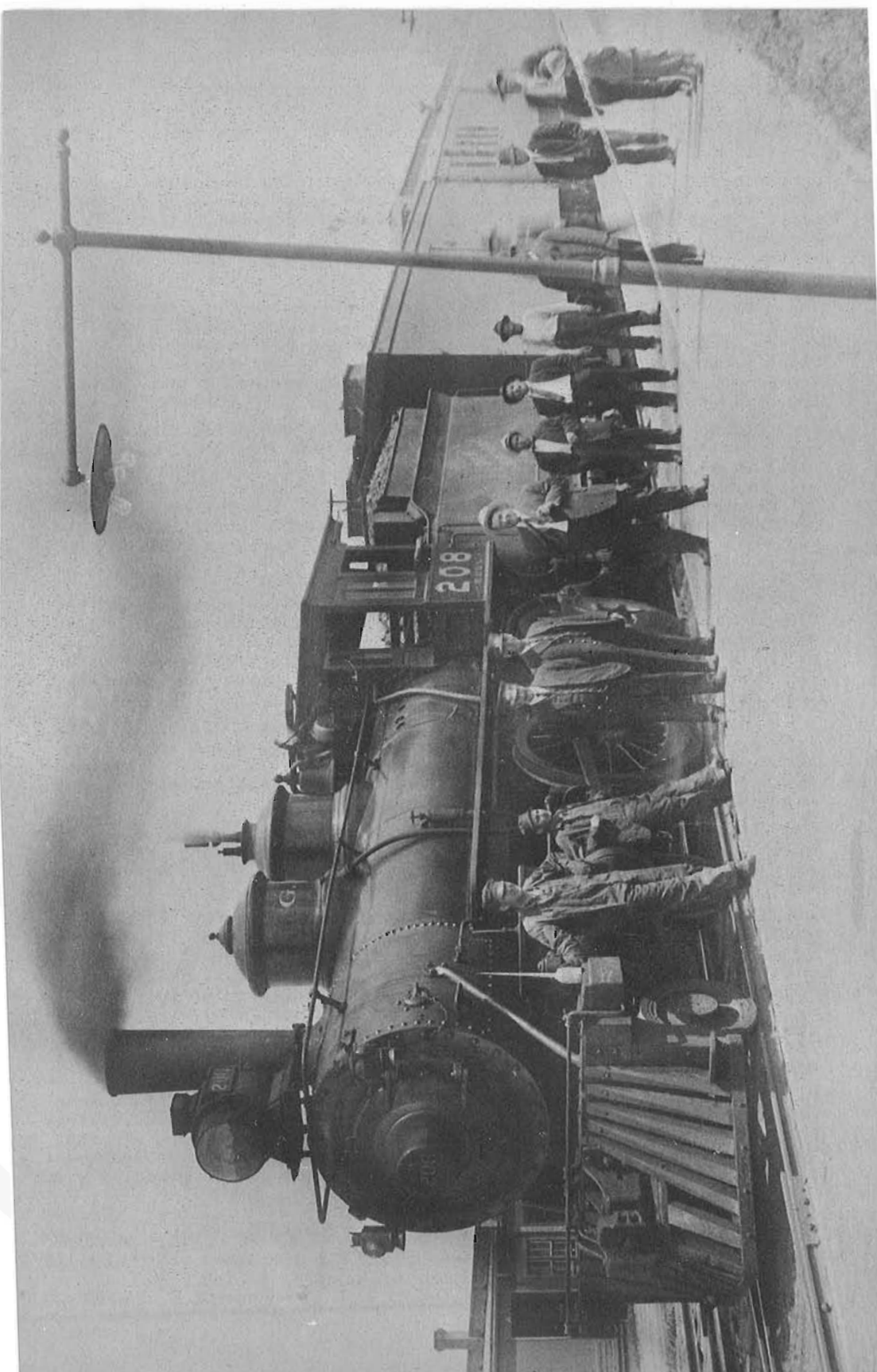
The afternoon passenger, Train 209, departed Church's Ferry at 3.15 p.m. and arrived at Brandon at 9.30 p.m., in the late evening. Passengers returning from Minneapolis and St. Paul, Minnesota, were described as "coming back from down below".

Conductor Bryant of the BS&HB was also a farmer and his farm was located just south of the International Boundary at St. John. He was a very good neighbour and helped his neighbour-farmers frequently. In the autumn, he would stop the passenger train at various farms between regular station stops to disembark Indian harvest workers from the nearby Turtle Mountain Reservation. Charley sometimes did not pay too much attention to the schedule, but the services he did provide were appreciated by patrons of the Great Northern, all along the line.

The opening years of the economic depression of the 1930s were not good ones for the Brandon, Saskatchewan and Hudson's Bay Railway, or its parent Great Northern, for that matter. The lower freight rates on grain, resulting from the famous Crow's Nest Pass agreement of June 29, 1897, made it cheaper to ship grain to the Canadian ports

2 GREAT NORTHERN RAILWAY 4-4-0 NUMBER 208 IS READY TO LEAVE BRANDON, Manitoba, with the daily passenger train for St. John and Devils Lake, North Dakota. The crews posed for a group photograph.

Photo L.S. Stuckey.





on the Great Lakes. Higher customs' duties on United States goods reduced imports into Canada and the advent of the private automobile resulted in a significant reduction in passenger traffic. As the depression worsened, the BS&HB sank further and further into the "red".

Mr. Fraser, the section-foreman at Bunclody, took his wife and his household goods and moved to Manville, North Dakota. While Mr. and Mrs. Fraser rode in the passenger coach, their carload of household effects was the last car on the last passenger train on the Brandon, Saskatchewan and Hudson's Bay Railway. That was on June 17, 1936. From that day on, the passenger train from Devils Lake terminated at St. John, North Dakota, remaining there over night before returning to Devils Lake, the following day. So ended 30 years of international passenger service via the Great Northern and the Brandon, Saskatchewan and Hudson's Bay Railway.

The Board of Railway Commissioners for Canada, in Order 53231 dated May 14, 1936, authorized the GN/BS&HB to abandon the railway from Brandon to the International Boundary and the Great Northern took up the 3.55 miles of line from the boundary to St. John.

But not all of the Brandon, Saskatchewan and Hudson's Bay Railway was removed. According to the terms of the abandonment order, the terminal facilities of the BS&HB in the city of Brandon were to be taken over by one of the other railways in the city. In 1936, both Canadian Pacific and Canadian National had lines in Brandon, but because of the proximity of the BS&HB to the Canadian Pacific's yards, this latter company took over the BS&HB's terminal facilities.

Thirty-eight years after most of the Brandon, Saskatchewan and Hudson's Bay Railway was taken up, there are still numerous visible remains for the railway archeologist to discover. The cuts, and some of the fills, can still be discovered and the location of the railway in and out of the Souris River valley is still evident. And although the two-span bridge over the river has disappeared, you can still trace the old right-of-way all the way south to the International Boundary. The BS&HB may never have reached Hudson Bay, but it left its mark on the landscape of southern Manitoba.

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#### Other research notes.

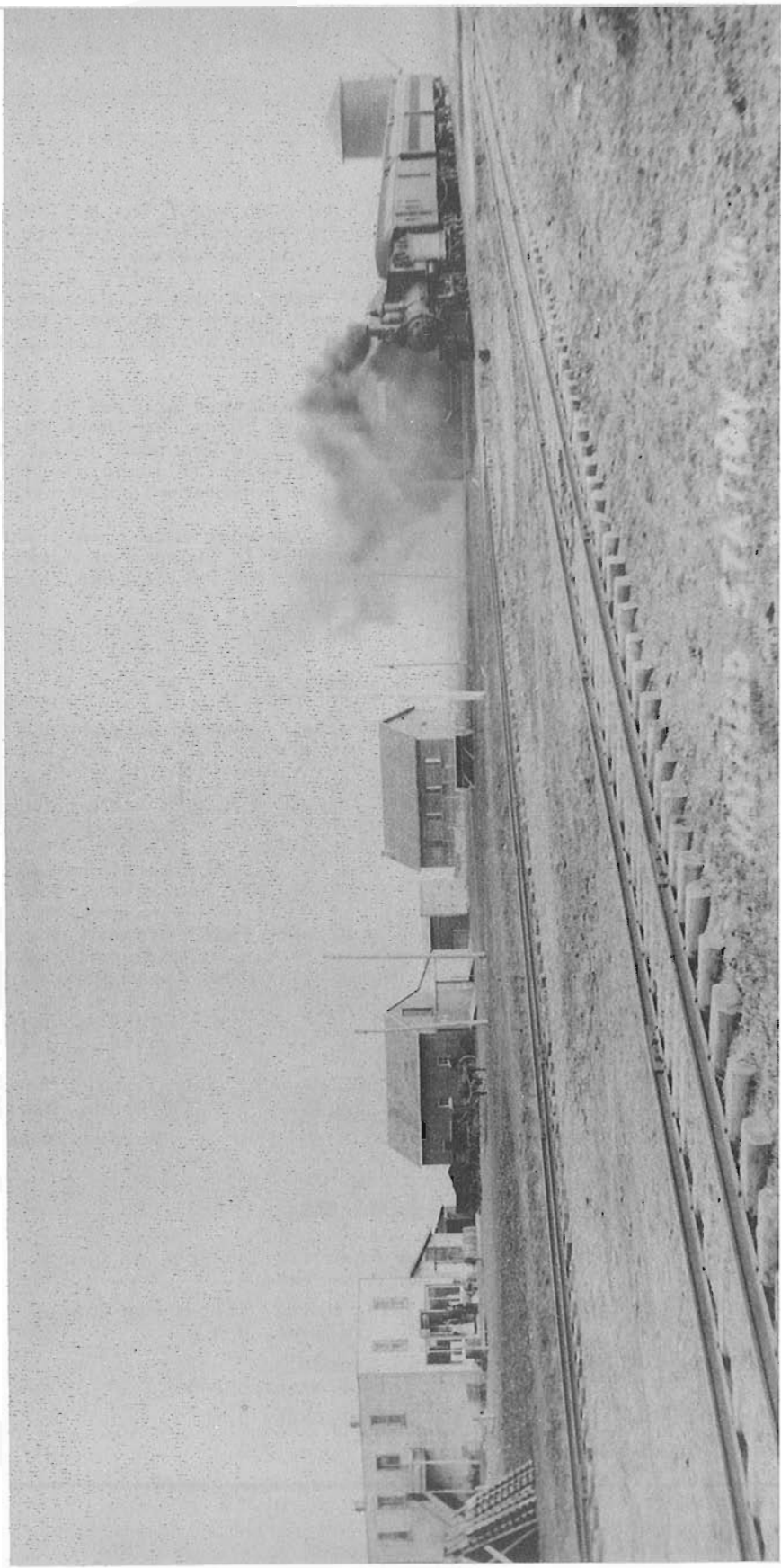
1. The rails of the BS&HB from St. John, North Dakota to Brandon, Manitoba, were taken up in 1937. Those from the Canadian portion of the line were shipped to British Columbia.
2. The two-span bridge over the Souris River at Bunclody, Manitoba, was dismantled later on by a Brandon contractor and the useable timber salvaged. Snow-fences, grain doors and other materials were removed for use on other lines. Buildings and structures were sold; some were demolished on the spot; others were moved away.
3. The Brandon terminal and transfer yard of the BS&HB were taken over by the Canadian Pacific Railway. The station was converted into a merchandise distribution centre and was finally torn down in 1973. The large brick freight shed is still being used by a Brandon lumber company.

4. The spur and elevator track at Boissevain were taken over by the Canadian Pacific and are still in use. The station was bought by the Department of Highways of Manitoba and is presently used as a district headquarters building.
5. The station at Bannerman was sold and moved to Lena, Manitoba where it became a general store.
6. Irregular freight service is still offered by the Burlington Northern Railroad from Church's Ferry to St. John, North Dakota.
7. Other branch lines, built by the Great Northern Railway in Manitoba, included:
  - a. The Midland Railway Company of Manitoba, a joint venture of the Great Northern and Northern Pacific Railways, was incorporated in 1903 and was built from Walhalla, North Dakota to Morden, Manitoba, in 1906. There were 15 miles in Canada. This company was purchased by the Manitoba Great Northern Railway Company on July 1, 1909. The line was abandoned in 1936. The elevator and spur tracks at Morden were taken over and are still used by CPR/CP RAIL.
  - b. The Midland Railway Company of Manitoba was incorporated in 1903 to build a line from Neche, North Dakota to Gretna, Plum Coulee, Carman and Portage La Prairie, Manitoba. It was built in 1906, with 77 miles in Canada. It was purchased on July 1, 1909, by the Manitoba Great Northern Railway Company. That part of the line from Gretna to Plum Coulee (16 miles) and Carman to Portage La Prairie (36 miles) was abandoned and removed in 1928. At the same time, the Canadian Pacific Railway purchased the portion from Plum Coulee to Carman (25 miles) and this portion is still operated today by CP RAIL.
8. The Great Northern and Northern Pacific Railways obtained trackage rights in 1912 for 65.7 miles over the Northern Pacific and Manitoba Railway from Pembina, North Dakota/ Emerson Junction, Manitoba, to Winnipeg. This connection was originally built by the Northern Pacific and Manitoba, who leased it to the Government of Manitoba in 1901. The Government of Manitoba, in turn, subleased the line to the Canadian Northern Railway, who granted trackage rights to the GN-NP. In addition, the GN had a 1.7-mile connection between Emerson Junction and West Lynn, while the Manitoba Great Northern Railway Company still owns six or seven miles of terminal line and sidings in the City of Winnipeg. This trackage is today operated by the Burlington Northern.
9. The following items from the Brandon, Manitoba "SUN", are presented through the kindness of Messrs G.A.Fowell and F.A.McGuinness of Brandon, Manitoba:

→ A TYPICAL PRE-WORLD WAR I SCENE IN SOUTHERN MANITOBA. THE BS&HB'S daily passenger Train 210, consisting of a 4-4-0, a combination mail/express/baggage car and two coaches, pauses at Hayfield, Manitoba, 14 miles south of Brandon, at 8.04 a.m.

Photograph courtesy Assiniboine Historical Society.





- June 7, 1906: Plans (have been made) for building a depot for the Great Northern Railroad, coming in from the south.
- November 3, 1906: The Great Northern track (Brandon, Saskatchewan and Hudson's Bay Railway) has been laid a short distance west of 18th. Street in Brandon.
- December 1, 1906: The first coal train arrived in Brandon from the south (Great Northern Railway) after being stuck and held up for 2 weeks, the results of a bad storm and an acute fuel shortage in Brandon.
- April 24, 1907: The first passenger coach, in a mixed train, arrived in Brandon on April 24th., 1907, coming from Devils Lake, North Dakota.

#### Acknowledgements.

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Mr. Fred McGuiness, The Brandon "Sun"	Brandon, Manitoba
Mr. T.K. Roberts	Brandon, Manitoba
Mr. Roy, Postmaster	St. John, North Dakota, USA
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Mr. S.S. Worthen	Montréal, Québec
The Boissevain Historical Museum	Boissevain, Manitoba
The Brandon Historical Society	Brandon, Manitoba
The "Pembina Times"	Morden, Manitoba

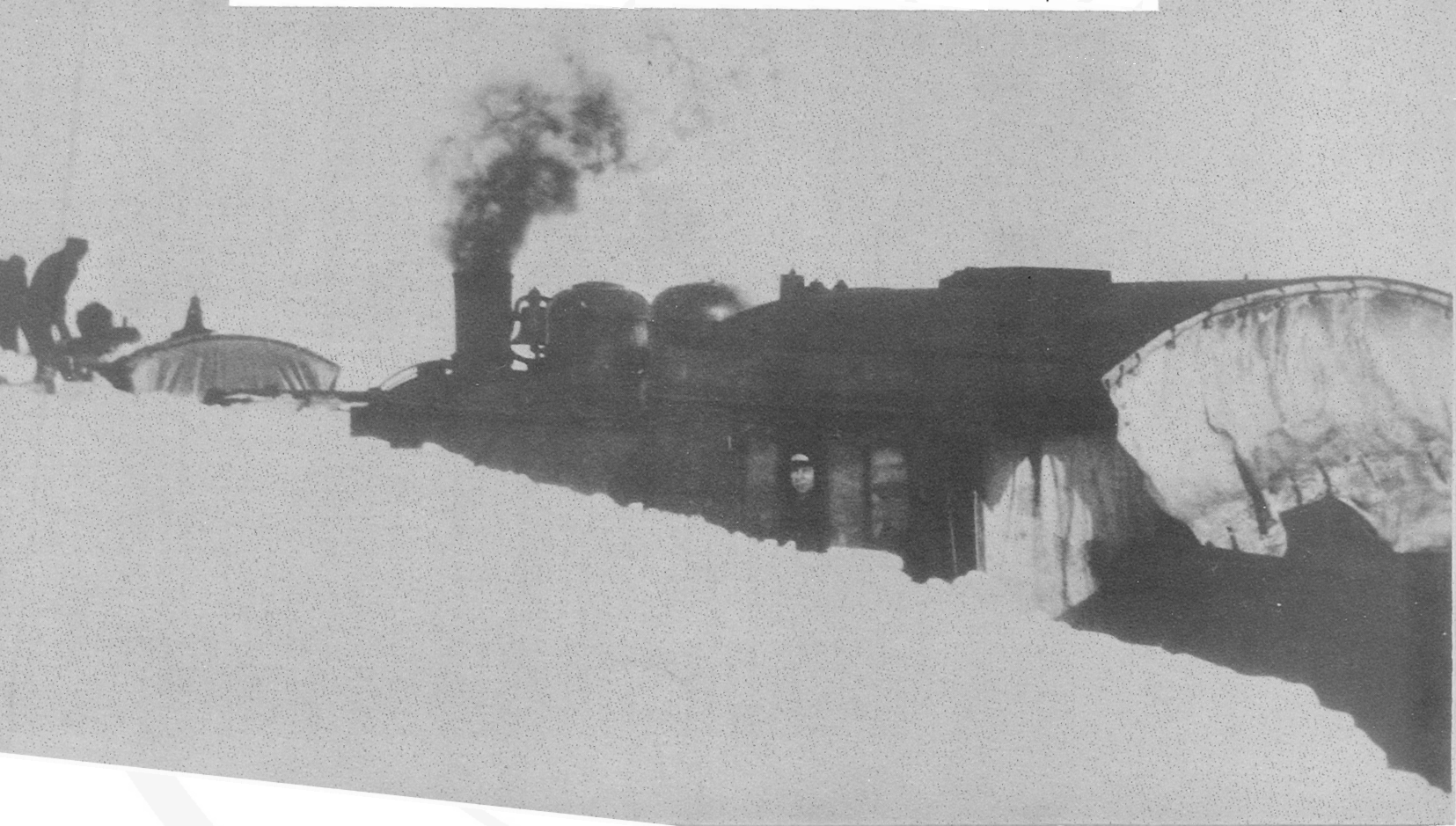
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THE HEAVY SNOWFALL OF THE WINTER OF 1923 FILLED THE CUTS FOR THREE miles south of Bunclody. A Great Northern 2-8-0 pushed the rotary snow-plow into the deep drifts, while Mr. Fraser, the section foreman and his two sons, Murray and Ernie, helped shovel off the top of the drifts.

Photo Gilford Copeland.



# *Recent Books about Railways!*

S.S.Worthen

Over the past several months, four new books have arrived on this reviewer's desk. Three are in the English language; the fourth is in German. This latter characteristic might be considered as a restriction of interest in the case of the Anglophone reader, but this is by no means so, since the picture captions are in every case easily understood.

Let us deal with first things first. By far the "first" in this unusual quartet is Mr. Arthur D. Dubin's new book *MORE CLASSIC TRAINS* published in 1974 by Kalmbach of Milwaukee, Wisconsin, USA and bearing a price-tag of \$ 30.00 U.S.

What can one say about this most impressive volume? There are pictures, pictures and more pictures, of every "name" passenger train in North America that you have ever heard of, and a few that you haven't. Not content with illustrating ad infinitum the important passenger trains of North America, Mr. Dubin indulges in a little whimsy by introducing some of the more exotic and unsuccessful passenger trains of this continent (X-Plorer, Jet-Rocket, Train X plus assorted Uni-Levels, Bi-Levels and Hi-Levels), by taking a quick look at AMTRAK, followed by a final, furtive glance at the turn-of-the-century "trains de grand luxe" organized by La Compagnie Internationale des Wagons-Lits et de Grands Express Européens. Perhaps because the glance must of necessity be brief, one must admit that George Behrend's "Grand European Expresses" is a better source of information and unique illustrations of this international European enterprise.

The manner in which Mr. Dubin's information and pictures is presented is a source of constant irritation to this reviewer. Comparatively little information is found in the narrative portion; most of it is contained in the picture captions. Since there is a multitude of pictures, there is equally a multitude of captions. Trains in motion, trains stopped, train interiors, motive power, cars of all kinds and interior arrangements, public timetables special and regular, advertising brochures, diagrams and decorations proliferate in a marvellous bouillabaisse which will overwhelm the reader's senses, defy his powers of analysis and strain his intellectual digestion.

Canadian Pacific, Grand Trunk, Canada Atlantic, Canadian Northern, Intercolonial, Grand Trunk Pacific, the Newfoundland Railway and Canadian National are all awarded their quota of illustrations. There are a few new and notable views, but the majority presented are representative of the famous trains and the Photographic Departments of Canada's two major railways and car-builders archives. The Ontario Northland is awarded but small mention and the Pacific Great Eastern, Algoma Central and White Pass & Yukon none at all.

Well, while one might expect quite a lot for \$ 30 U.S., it is only fair to recognize that there is a limit to what one author can put between two covers without complete failure of the binding.

If you have Mr. Dubin's *SOME CLASSIC TRAINS* (Kalmbach-1964) in your library, you will certainly want to have *MORE CLASSIC TRAINS* as



well, which is a natural and admirably researched sequel and companion piece. If you do not have the former, then you should by all means procure the latter!

In mid-1974, Mr. T.A.McGavin, Editor of "The New Zealand Railway Observer" of the New Zealand Railway and Locomotive Society published two soft-cover booklets, through the cooperation of that Society, located in Wellington, New Zealand.

The first is a new work entitled A CENTURY OF RAILWAYS AT AUKLAND 1873-1973, which records the railway history of this New Zealand metropolis. In reading this account, it is quite extraordinary to realize that, while the gauge of New Zealand's railways today is 3 feet 6 inches, the early initiatives around Auckland contemplated gauges as various as 4 feet 8½ inches and 5 feet 3 inches.

The price of A CENTURY OF RAILWAYS AT AUKLAND 1873-1973 is \$ 1 NZ.

Mr. McGavin has also written another soft-cover booklet entitled NZR LOCOMOTIVES AND RAILCARS, FIFTH EDITION - 1973, which appeared in 1974. This publication will be of great satisfaction to readers who are interested in the development of motive power and self-propelled cars on New Zealand Railways. It is a useful 60-page booklet, giving locomotive and rail-car classes, types, road numbers, builders, allocations and principal dimensions, with selected illustrations and a number of scale diagrams.

## NZR LOCOMOTIVES AND RAILCARS

Compiled by T. A. McGavin

Fifth Edition, 1973



Of particular interest to Canadian readers will be the information on the fifteen General Motors Diesel Limited model G-12 units, built in 1955 in London, Ontario and classed "Da" by New Zealand Railways.

The price of NZR LOCOMOTIVES AND RAILCARS, FIFTH EDITION - 1973, is \$ 1.80 NZ.

The title of the new book by Jean-Michel Hartmann and published by Franckh'sche Verlagshandlung of Stuttgart, German Federal Republic, will be easily understood in any country and in any language by the steam locomotive enthusiast. It is DAMPFLOKOMOTIVEN IN DEUTSCHLAND and, when you know that "dampf" is "steam", you can follow the pictorial account of the Author's travels (10,000 km) on the German Federal Railways in 1971-1974 in search of this vanishing type of railway motive power. There are some 116 large and esthetically satisfying photographs in the book, with explanatory captions, which beyond any doubt capture the basic ambiance of steam locomotive operation in western and southwestern regions of the German Federal Republic. One suspects that Mr. Hartmann is Alsacien; therefore, he knew the locations of the best spots for railway photography.



The present reviewer finds the rectangular shape of Mr. Hartmann's book awkward; moreover, the picture captions are inconveniently located with the first part of the text. However, it may be contended that the former treatment allows the production of full-sized 8x10 rectangular photographs without cropping, while the latter practice eliminates caption text on the same page as the photograph, thus avoiding distracting copy with or on the photograph.

Mr. Hartmann's photographs are of the highest technical excellence and the printer has preserved this admirable characteristic in every picture. The winter scenes on these portions of the DB are most striking and the inclusion of line-side signals and notice-boards, so often missing in conventional railway photographs, makes them conspicuous, strange and intriguing; in addition, they enhance the realism of the scenes of freight and passenger trains hauled by tank engines, racing pacifics and mammoth consolidations of vast proportions.

Altogether, DAMPFLOKOMOTIVEN IN DEUTSCHLAND by Jean-Michel Hartmann, priced at DM 34, is a book which every steam locomotive enthusiast should have in his library.

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CREDIT VALLEY RAILWAY: "THE THIRD GIANT".

H.D.MORRISON.

In 1871, the Government of the Province of Ontario granted George Laidlaw of Toronto and eight associates a charter to build a railway from Toronto to St. Thomas, Ontario, with branch lines to Orangeville and Elora.

The railway was formally opened by the Governor General of Canada, the Marquis of Lorne, in 1879, operated more or less successfully for four years as an independent railway, then in 1883 passed into the hands of what is now Canadian Pacific Limited. These are the bare bones of the story told by James Filby in a new book called Credit Valley Railway.

The second half of the Nineteenth Century witnessed a scramble on the part of entrepreneurs to get in on the ground floor of a new industry and to profit from the desire of every small town to be on a railway. Even towns and cities already served by a railway offered cash bonuses to attract a second railway, on the principle that competition would drive down freight-rates. It was a period in Canadian history that reminds one of the mushrooming of small airlines in the years following World War II, many of them encouraged by small cities bearing gifts of cash and municipally-financed airports. How many of these airlines survive today?

George Laidlaw attracted a very able team of young men to help him build his railway: James Ross, later to build himself a great reputation and fortune in the field of public utilities; William MacKenzie, later to achieve fame with Donald Mann as a great Canadian railway builder; Herbert Holt, later chief engineer for the Canadian Pacific Railway's prairie and mountain sections and, later still, Sir Herbert Holt of the Montreal Light, Heat and Power Company and the Royal Bank of Canada; and H.E. Suckling, later treasurer of the Canadian Pacific Railway Company. With men like these, it is obvious that the Credit Valley Railway was a great farm-team for the big league and that George Laidlaw was a better-than-average coach.

Mr. Filby's history is an interesting mixture of chapters, some telling a chronological story, others avoiding chronology and covering a particular topic. Perhaps a list of chapter headings would be best for the prospective reader, to give him an idea of the arrangement of the book:

- Early Canada West Transportation
- The Coming of the Railway Era
- Railway Acts of the 1800s
- George Laidlaw, the Prince of the Bonus Hunters
- Charter, Promotion and Financing
- Work Begins
- Bridges on the Credit Valley Railway
- Difficulties and Controversies
- Legal Entanglements and the Toronto Entry
- Opening the Line
- Riding the Train
- Cars and Track
- Railway People
- End of Track



The fact that these chapter headings are not listed in a table of contents is, I think, a weakness.

The book, Credit Valley Railway, is copiously illustrated with photographs of the 1870s and 1880s, some, as one might expect, of poor quality. The reviewer approves of including these poor photos because of their obvious historic interest, but he does not condone their production without captions. On page 78, there is an interesting roster of Credit Valley Railway locomotives and what became of them. An appendix lists all the features of the 185 miles of main line, together with their elevations. The lack of a clear, large-scale map is to be deplored. There is an 1875 map of southern Ontario inside the covers of the book, but the choice of black print on dark red, and the lack of clarity in the printing, often had this reviewer scurrying for a modern, large-scale map of that part of Ontario.

How useful is Mr. Filby's book for the serious railway historian? That is a hard question to answer. There is a complete bibliography on page 106, but nowhere in the book is the reader referred by footnote or other device to a particular page in a particular volume. In the opinion of this reviewer, it is not sufficient to make a statement, such as the one on page 89, without a reference:

"A series of reports from the Brampton 'Conservator' provide an extremely clear picture of the events which took place from the fall of 1881 until the fall of 1883..."

A history, as this book claims to be, should give "chapter and verse" to help the historian who follows on. Until the appearance of Stevens' history of the Canadian National Railway Company and Berton's history of the construction of the Canadian Pacific Railway, this lack of references was a major failing of works on the history of the railways of Canada.

Furthermore, the bibliography in Credit Valley Railway is very difficult to read because of the lack of indentation and of any alphabetical arrangement. Incidentally, the railway buff might try to spot what appears to be an error in arithmetic on page 76! Or could it be a simple typographical error?

To sum up, then: this reviewer is not certain of the value of this history of the Credit Valley Railway as a piece of historical research, but there is no doubt that it is a very readable, interesting book, one that any person interested in Canadian railways might well add to his library.

Credit Valley Railway: "The Third Giant"      Filby, James  
The Boston Mills Press, Boston Mills, Ontario.      1974  
107 pp.; soft cover; black-and-white photographs      \$ 3.95



A LOOK INSIDE"VANCOUVER ISLAND RAILROADS"

John E. Hoffmeister

The railway scene throughout North America has been documented adequately, in most areas, during the last decade, with many fine hard-cover volumes on major rail systems, short lines and logging roads, not to mention electric lines. Books of regional interest, too, have popped up, literally covering everything that ever ran on and off rails in a particular locale. So it is with "Vancouver Island Railroads", a book written by Robert D. Turner, a planner with the Government of British Columbia, resident in Victoria, and a long-time devotee of Pacific Northwest railroads.

The volume is a well-balanced blend of both past and present operations on Vancouver Island, where it has been estimated that, for every mile of common-carrier trackage, well over 20 miles of logging and mining railway were laid. Presently, Vancouver Island boasts the extensive CP RAIL subsidiary, the Esquimalt and Nanaimo; a partially dismembered branch of the Canadian National and three railways associated with the lumber industry: the gigantic Canadian Forest Products complex at the northern end of the Island, and lesser operations of Crown-Zellerbach and Western Forest Industries.

Several other industrial lines, entirely within the confines of a mill yard, captivate the locomotive enthusiast. In recent years, the distinction of operating the last steam-powered logging railroad in North America belonged to MacMillan-Bloedel at Nanaimo River Camp. The logger bowed out to trucks on December 1, 1969 and, more recently, came the end of steam in regular switching service when, on October 9, 1973, the two-truck LIMA Shay Number 1 at the Crown-Zellerbach Elk Falls Division relinquished her duties to a diesel.

Historically, Vancouver Island enjoyed the traditional versions of Canadian branch-line operations and the international influence of the west coast logging railroad, along with a single electric inter-urban and streetcar system in and out of the capital city of Victoria.

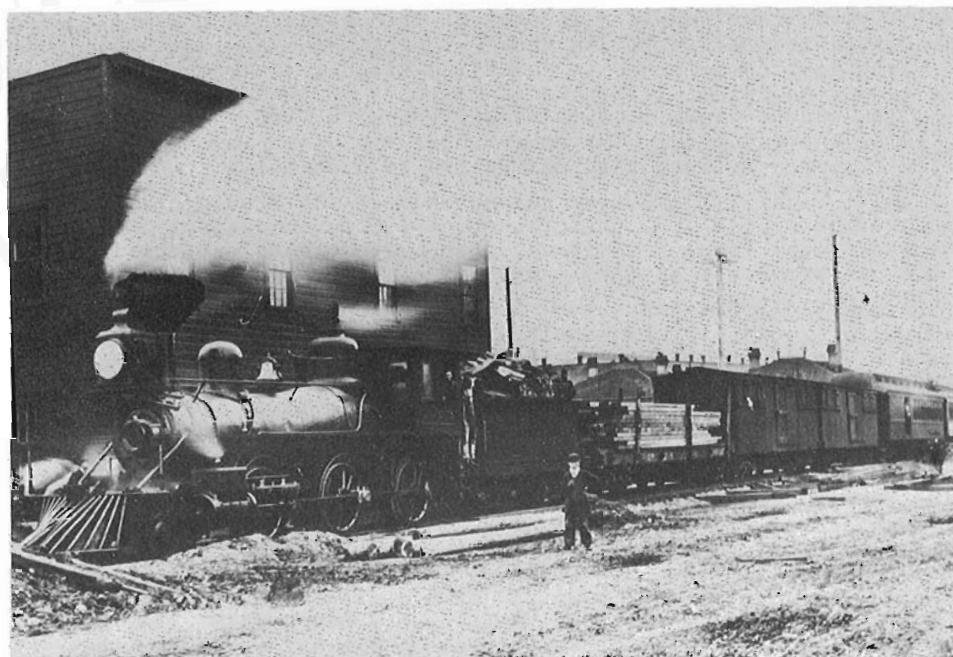
Turner divides the volume into five sections, dealing with the mining railroads, the Esquimalt & Nanaimo, the Canadian National, the Saanich Peninsula railroads and the diverse loggers. Each section is prefaced by an accurate map, with an abundance of good to excellent photographs spacing the thoroughly researched text. Turner's prose is easy to read and will entice the interested reader to consult more specialized sources of historical information. Extensive coverage of the larger logging lines of Comox Logging and Railway Company, Canadian Forest Products, British Columbia Forest Products and MacMillan-Bloedel accent the general logging section. Many of the renowned Leonard Frank photographs lend an historic touch to the book. Inside and on the dust-jacket are reproductions of paintings by artist Harlan Hiney of California, inspired by a photograph by David Wilkie: the subject, Canadian National Railways' 2-8-0 Number 2141, with a log train on Holt Creek trestle, west of Deerholme. Today, this engine is preserved at Kamloops, British Columbia.

Throughout the book, one can read of the antique wanderings of the long-defunct Victoria and Sidney Railway whose classic 2-6-0, Number 1, resembled something conjured up by the Virginia and Truckee, in Nevada; the dimensions of the classic streetcar system which was to become part of the British Columbia Electric Railway are detailed. The battered and untidy (iron) workhorses of the Nanaimo and Cumberland coalfields are exposed, in addition to more 2-6-2s, 2-8-2s, Climaxes, Shays and Heislars than you can shake a stick at.

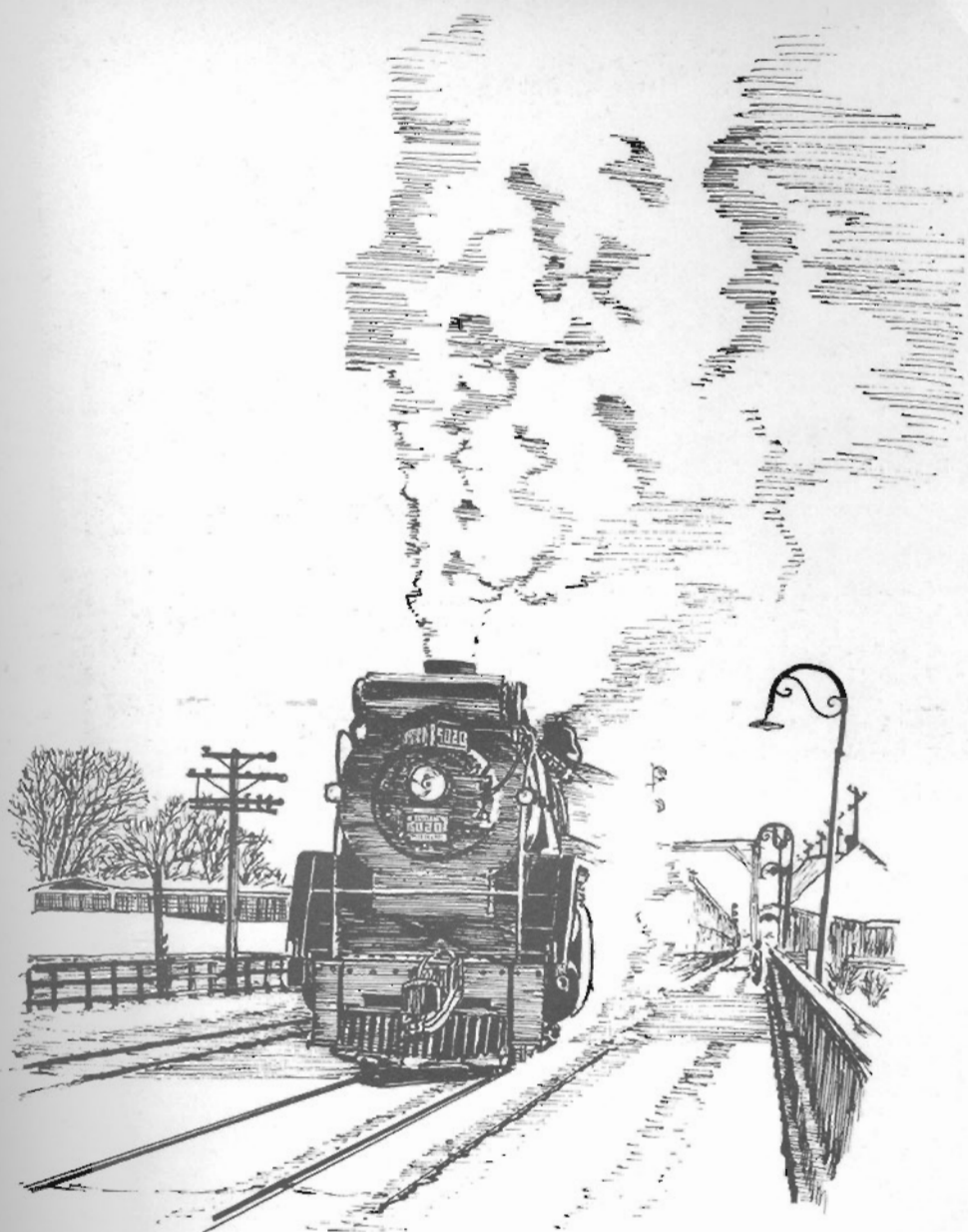
The shortcomings of the book are minor. A roster of the regular engines working the Esquimalt & Nanaimo and the Canadian National's Island subdivision, with those of the major "loggers", and a list of the preserved equipment which, at one time, ran on the Island, would enhance an otherwise complete and accurate first-time effort by a promising young author. Mr. Turner's future plans include the writing of an extensive volume on the steamship services of the Canadian Pacific Railway Company on Canada's west coast.

VANCOUVER ISLAND RAILROADS Turner, R.D. 170 pp. 253 illus.  
Golden West Books, San Marino, CA U.S.A. 1973 \$ 14.95

The accompanying illustration was kindly supplied by Mr. Hoffmeister. The year is 1903, as Train 4 of the Victoria & Sidney Railway, the daily mixed which also worked the local business over the 16 miles, arrives at Blanshard Street in Victoria's north end. The engine, Number 1, a 2-6-0, was built by CLC, Kingston, Ontario in 1893 (B/N 445). Number 1 was the mainstay of the motive power on the V&S, being used more frequently than the three V&S 4-4-0s, which were supplemented in later years by Number 290, a 4-4-0 leased from the Great Northern Railway (USA), whose "creature" the V&S was until the line was abandoned in 1919.

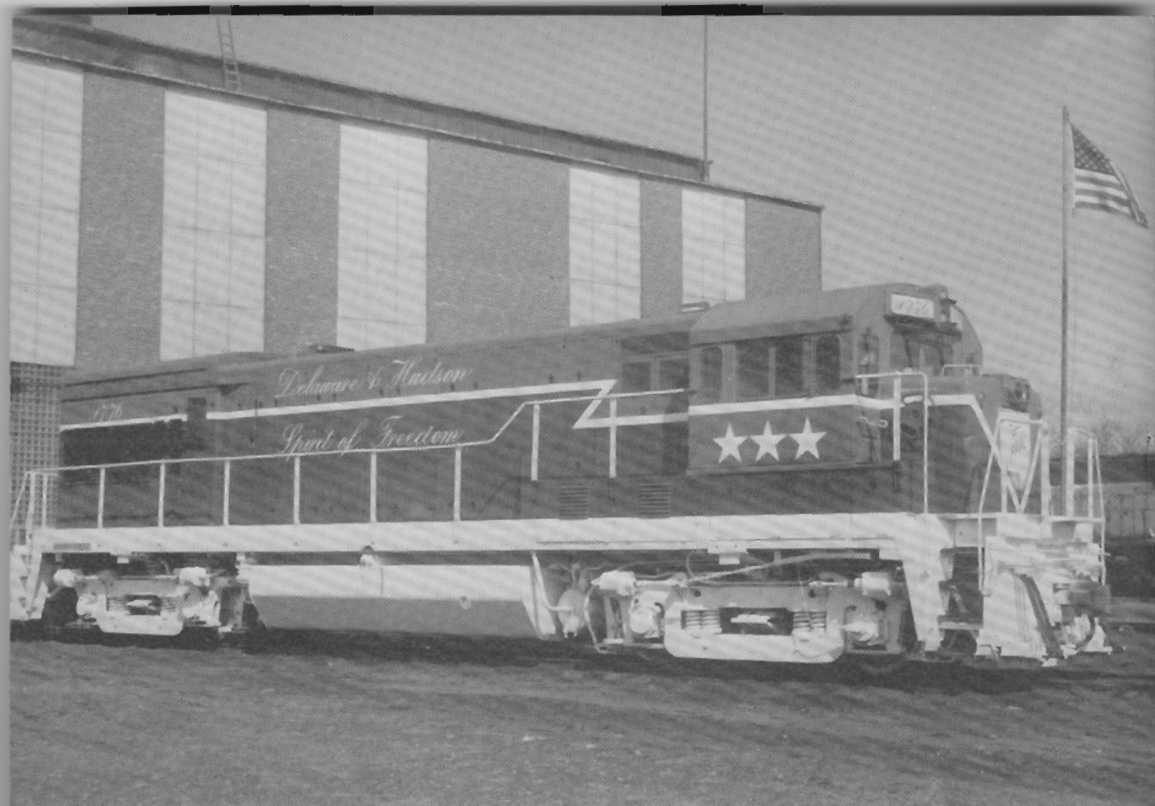






↑ LORNE PERRY MADE THIS DRAWING FROM A PHOTOGRAPH OF CANADIAN NATIONAL Railways Train 11, leaving St. Lambert, Québec for Montréal, on a winter's day about 1951. On the head-end was CN steam locomotive Number 6020. Lorne made the drawing in January 1973.

↻ DELAWARE & HUDSON RAILWAY U-23-B NUMBER 1776, EX-NUMBER 2312, IN THE second version of its "Red, White and Blue" paint scheme, as it emerged from Colonie Shops on 31 March 1975. When this unit headed the "Preamble Express" in the summer of '74, the paint scheme was quite different. Jim Shaughnessy took the photo on the date mentioned.



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