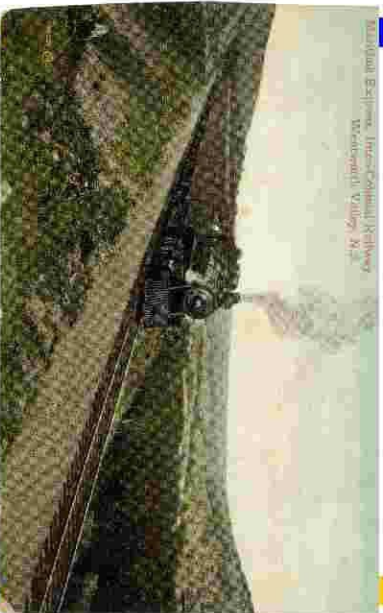


Over the past 130 years nature has reclaimed much of the view that inspired a Halifax reporter to write so eloquently about the railway line that passes through Nova Scotia's Wentworth district.

At the time the line opened, the fill at Smith Brook was the largest in the Dominion, and would remain so until the construction of the Canadian Pacific Railway through the Rocky Mountains.

These sites are not accessible by public road, and trespassing on private property or the railway right of way is not encouraged. If the sites are visited, do not leave litter, do not cut wood or start fires, do not damage the landscape. If bathing in the pools, do not use soaps or shampoo.

Although the falls are not visible from the train, the best way to experience the valley is from a window of VIA Rail's *Ocean*, the Halifax-Montreal express that has used the line for more than 105 years.



The Maritime Express on Higgins Brook embankment

**T**he Nova Scotia Railway Heritage Society was established in 2002 to promote the preservation

and educational use of the railway heritage of Nova Scotia and encourage the sharing of information among individuals and organizations having an interest in the history and development of the province's railways.

Membership is open to any individual or organization upon payment of nominal annual dues, and allows the member access to the society's on-line forum "Novarail" hosted by Yahooogroups.

Dues are income tax deductible, and gifts of money, documents or artifacts may also be eligible for an income tax receipt.

Nova Scotia Railway Heritage Society  
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Visit us on-line at:  
<http://www.novascotiarailewayheritage.com.htm>

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The Ocean on Smith Brook embankment  
**Wentworth...then  
and now**

"Suddenly the train swept around a curve and exposed to our view a scene of grandeur and beauty unequalled by any other on the line... probably unsurpassed by any other in Nova Scotia. It was the Wallace valley."  
*Halifax Morning Chronicle,*  
October 11 1872





"In three miles of the road, at that point, there were 1,400 feet of tunnelling through solid

rock. 450 yards of earth filling, and 60,000 yards of rock cutting."

Edward W. Jarvis



Section 7 of the Intercolonial Railway through Nova Scotia, from Folly Lake to River Phillip, was the heaviest work in the province and the Wentworth district offers a perfect union of technology and nature.

The route was surveyed and located by Edward Worrell Jarvis who later became a superintendent of the Northwest Mounted Police in Alberta, and construction was overseen by Thomas Stafford Rubidge.

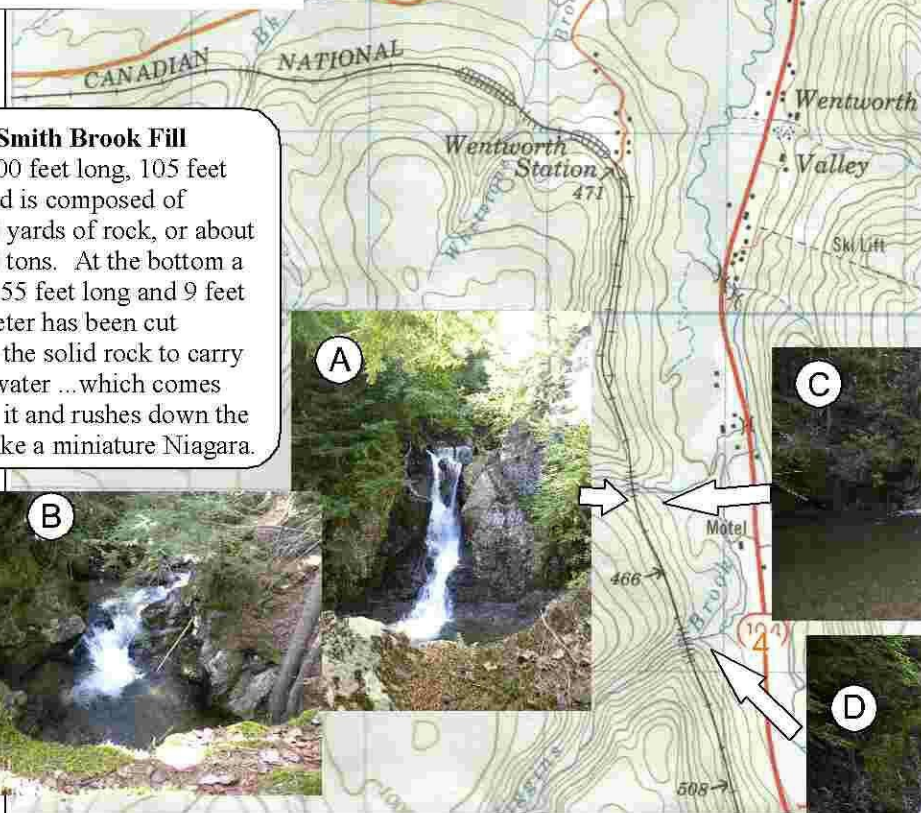
The largest fill - across the Smith Brook ravine - took 26 months to complete. The line opened on the 11th October, 1872.



T.S. Rubidge

#### Smith Brook Fill

It is 1,100 feet long, 105 feet high, and is composed of 102,000 yards of rock, or about 450,000 tons. At the bottom a tunnel 355 feet long and 9 feet in diameter has been cut through the solid rock to carry off the water ...which comes through it and rushes down the valley like a miniature Niagara.



- A. Smith Brook upper falls/rock portal (Justin Steeves)
- B. Smith Brook middle pool (Jay Underwood)
- C. Smith Brook lower pool & falls (Jay Underwood)
- D. Higgins Brook lower falls (Andrea Wedmark)
- E. Higgins Brook upper falls/rock portal (Simon Underwood)
- F. Smith Brook embankment ca. 1871 (Alexander Henderson)
- G. Smith Brook embankment ca. 1872 (Alexander Henderson)