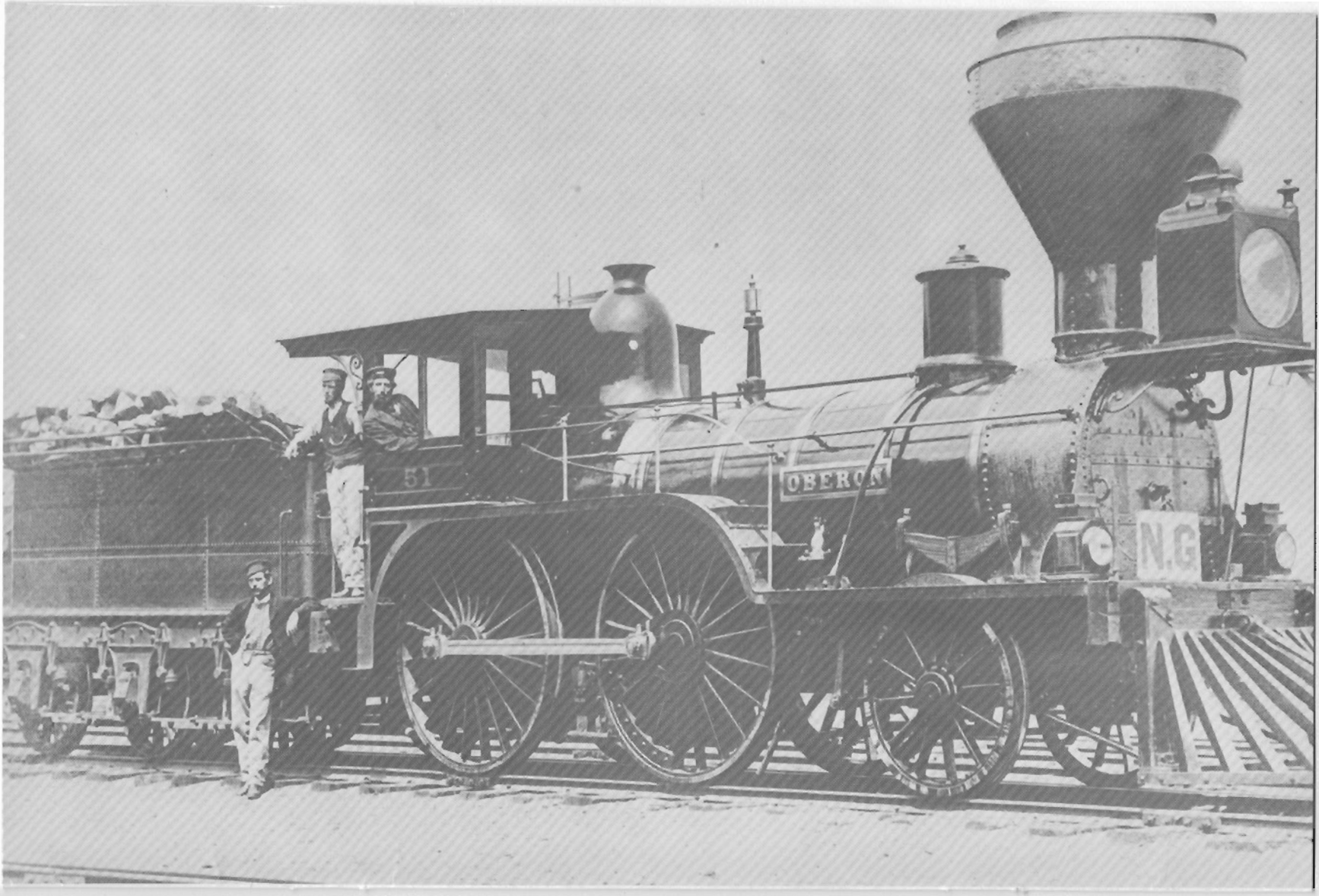
Canadian Rail

No. 270
July 1974


51
OBERON
N.G

Manuscript Sources For Early Railways

IN THE PUBLIC ARCHIVES OF CANADA

Edward F. Bush

Few Canadians over the age of thirty but feel a twinge of nostalgia for the picturesque steam locomotive which, until as recently as a decade ago, pursued a thundering progress across the nation. Many will recall the mournful wail of the whistle in the still hours of a frosty winter's night.

The railway era, commencing with the promotion and speculation of the 1850s to the completion of a third transcontinental line in the early years of the twentieth century, was vitally and intimately mingled with the political and economic development of this land. Indeed, in many instances as, for example, the transcontinental line of the Canadian Pacific Railway, the railways preceded settlement. The train was the successor to the stage-coach and the track to the primitive, pot-holed roads of the pioneer era.

The surge of prosperity of the late Nineties and the turn of the century resulted in an over-extension of the country's railway system, with no fewer than three transcontinental lines complete or under construction by the outbreak of World War I. During the War, the accumulated indebtedness of three major railways forced the

---

↖ THE CORPORATE SEAL SHOWN ON OUR COVER IS THAT OF THE TEMISCOUATA Railway Company, whose letters-patent were recited in Dominion Order in Council dated October 6, 1885 and confirmed by Dominion Act 50-51 VIC Cap. 71, 1887. This company was acquired by His Majesty in the right of Canada and the property was invested in Canada effective December 10, 1949 as part of Canadian Government Railways. The line was actually entrusted to the Canadian National Railway Company for management and operation effective January 1, 1950. The photograph is from the Public Archives of Canada, C-55242, RS 30 Vol. 1607.

← 2-4-0 WOOD-BURNING STEAM ENGINE NUMBER 51 "OBERON" OF THE GREAT WESTern Railway Company of Canada. This locomotive was built by Robert Stephenson & Company of Darlington, England, in 1856, B/N 990, road number 83. When the engine was rebuilt from 5 foot 6 inch gauge to Stephenson or standard gauge about 1870, she was renumbered 51. The "N.G" sign on the right front buffer beam warned signalmen that the engine and train were narrow-gauge equipment, not capable of operating on the railway's not yet standard-gauged trackage. The photo is from the Public Archives of Canada, C-46979, RG 30 Vol. 2707.

Government of Canada to assume their obligations, thus imposing an onerous burden on the national economy. Coincident was the ever-increasing use of motor vehicles and, in a large measure, the highway became the most popular means of transportation for all but heavy bulk freight.

Early or "pioneer" railroading really ended with the completion of the Canadian Pacific Railway to Canada's west coast in 1885 and thus traversed a largely uninhabited wilderness north of the Great Lakes and across the prairies and western mountains. It is with good reason that this accomplishment was and is ranked as one of the great engineering achievements of all time.

Well before this date, the Grand Trunk and Intercolonial Railways provided a through route from the Canada-United States frontier at Sarnia, Ontario, to Halifax, Nova Scotia, and tidewater. With the return of better times in the late Nineties, coupled with an increasing tempo of immigration to the Canadian west, railway development during the long-lived administration of Sir Wilfred Laurier really entered its modern, as distinct from its pioneer, phase.

This article does not purport to be an exhaustive or definitive treatment of the history of Canada's railways. It should be noted that the subject matter relates to sources available in the Manuscript Division of the Public Archives of Canada, for the writer is not qualified to comment, even in the most general fashion, on the extensive holdings in both the Picture and Map Divisions, not to mention the diverse resources of the Public Archives Library.

Although one should not perhaps generalize too freely on the subject of research, it may be suggested by way of introduction that the student's or writer's approach may follow two broad courses. One is that of the historian "per se", in which the subject of railways is closely related to the general economic and political history of the whole country, or a particular region.

The other is an examination of a more specialized nature, such as delving into the history of a particular railway company or route, railway equipment (locomotives are great favourites with enthusiasts) schedules and trains and miscellanea: timetables, tickets, waybills, dispatcher's sheets and the like, devolving upon a more antiquarian than strictly historical interest. Possibly the railway enthusiast will find the Picture Division more rewarding than the Manuscript Division, although there is ample material scattered throughout the latter's very extensive holdings to excite the interest of the most avid amateur.

Research into the pre-1890 period enjoys the advantage of being wholly free from the restrictions which often apply to material of more recent date. The sources touched on in this article are all readily available to the student, the only handicap being the limited nature of the finding aids available in certain areas, making the search for a specific item or subject a lengthy process.

Perhaps a brief explanation of "finding aids" would be appropriate here. The Manuscript Division archivists are constantly working on new and improved aids for collections or units in popular demand, or of obvious historical significance, conditions which generally coincide. However, it is quite impossible to provide detailed listings for all the units held in the Manuscript Division. Thus, finding aids vary from simple chronological lists, requiring laborious scanning, in the case of voluminous material, through more detailed listings, culminating in the comprehensive nominal and sub-

ject indexes. There is a current long-range project to complete indexes for the papers of the Prime Ministers of Canada, with specific page numbers. These are available for the Macdonald, Laurier, Borden and Meighan papers and perhaps also for those of R.B.Bennett.

Thráugh the use of such aids, the researcher can approach the subject directly, by means of the subject index or by reference to names listed in the nominal index, or alternatively, by means of chronological listing.

The Laurier papers, containing much railway-related correspondence and many documents, have a comprehensive nominal index, citing subjects for each entry, as well. The subject index is less helpful, being primitive and composed when the technique was at a rudimentary stage. However, it should not be ignored, since its disadvantage lies solely in too generalized headings, often comprising hundreds of page listings.

Many sources have been microfilmed, permitting access to material in other repositories through inter-library loan arrangement. Finally, the various card indexes which may be used by the student are located in the Reference Room and provide scores of references to specific items frequently stored in units for which there are, as yet, no adequate finding aids.

Sources described or referred to in this article are those classed as Manuscript Sources in Public Archives terminology, as distinct from Records. The latter are the product of various Federal government departments, whereas Manuscript Sources originate from other locations. Public Records are an excellent place for the railway researcher, but their servicing is a specialized function within the Archives.

An investigation of the early years of the Grand Trunk or Intercolonial Railway ideally should start with the Canadian National Railway's Records. Because of its "crown corporation" status, CNR Records are classed with Records instead of with Manuscripts. These records cover hundreds of feet of shelving, with additional material being added constantly. Both the Macdonald and Fleming Papers are full of interesting and informative documents relating to both the GTR and the ICR. The Buchanan Papers also contain considerable railway material.

The career of Sir Sandford Fleming, civil engineer, railway surveyor, trans-oceanic cable-layer and first proponent of the system of standard time, is well-known and requires no elaboration. Born in Scotland, he emigrated to Canada in 1845 shortly before the railway mania of the 1850s. His first surveys were made for the Northern Railway Company of Canada, the original name of which was the Toronto, Simcoe and Huron Railroad Company (1849). By 1863, the young Scottish engineer found himself in charge of the long-deferred Intercolonial Railway survey and, by 1871, engineer-in-chief of the stupendous Pacific Railway project, while it was under government direction.

The Fleming Papers, occupying forty linear feet, cover the whole period from 1775 to 1914 and were presented to the Public Archives in 1915. Although the principal part of this collection does not deal with railways, Fleming's interests included a wide range of engineering and related subjects.

General correspondence, 1846-1915, twenty feet, is arranged alphabetically, by correspondent. Letter books, 1867-1882, are also

available. The Pacific Railway (1871-1881) and the Canadian Pacific Railway Letter Books (1881-1890) concern the transcontinental project and the lands of the Northwest Territories. There are also memoranda and notes about the Canadian Pacific and Intercolonial Railways, arranged in subject files. Printed matter covers no fewer than nine linear feet and contains information on Fleming's professional career and other similar matters.

The small Walter S. Thompson Collection (1775, 1874-1901) transferred from Canadian National Railways in 1967, is included in the papers and contains information on the CPR. Finding aids for the Fleming Papers comprise both subject and nominal lists, giving file number references.

In this collection, there are some colourful and unique items dating from the days of pioneer railways. There is a map of the Intercolonial Railway survey of 1864, showing the proposed routes (1). That originally surveyed by Major Robinson and the Baie des Chaleurs/Matapedia Valley location, the latter subsequently adopted, were not popular with the citizens of New Brunswick. On the other hand, the Imperial Government's War Department preferred the Robinson location, offering financial assistance to a location less vulnerable to attack from the United States.

Another interesting item in the Fleming Papers is an Intercolonial Railway contract dated 11 January 1869 (2). Sir Sandford Fleming's paper on the future of railway communications, under date of 31 March 1860, merits perusal by the railway historian (3), and finally, the railway amateur will surely appreciate a Grand Trunk Railway timetable issued 7 May 1860 for the Detroit-Portland, Maine, service (4).

The Buchanan Papers (1845-1880), accumulated by Isaac and Peter Buchanan, wholesale-retail merchants with interests in Hamilton, Ontario, Montréal, New York, London and Glasgow, are worthy of attention. A member of the Legislative Assembly of Upper Canada, Isaac was also an ardent railway promoter. The portion of the Buchanan papers about railways follows a subject file arrangement, comprising a charter, prospectuses, minutes, agreements, lists of shareholders and financial statements of the various companies in which he had an interest. Most of these railways were planned or located in today's southern Ontario, with a few being in the United States or Great Britain. Finding aids are a descriptive list of the correspondence, arranged nominally, and a list of subject files.

Included in the above material is a list of stockholders of the Amherstburg and St. Thomas Railway on 24 August 1858 (5). Another item used recently for display purposes is a fly-sheet protesting the sale of the Hamilton and Port Dover Railway, dated 22 September 1855 (6). A timetable, issued by the Intercolonial Railway, dated 14 June 1880, for the Halifax-Saint John, N.B. division, gives a glimpse of the railway services offered in our grandfathers' day (7). A prospectus for the Québec and Richmond Railway, issued in 1852, is of interest (8).

Sir Alexander Tilloch Galt , one of the Fathers of Confederation, actively engaged in railway promotion. His papers (1858-1891),

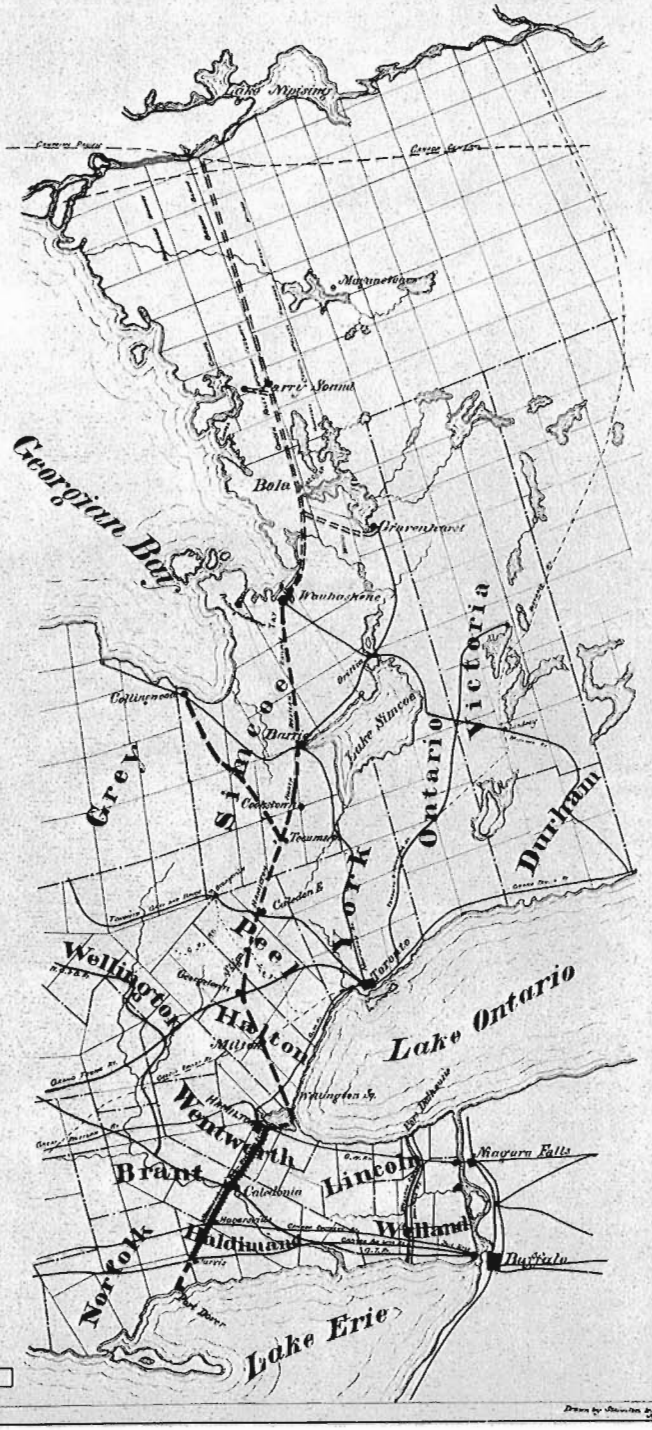
→ A VERY EARLY PHOTOGRAPH OF A GRAND TRUNK RAILWAY COMPANY 4-4-0 STEAM locomotive Number 42 with a train of platform (flat) cars, crossing the bridge over the Clinton River in southern Ontario, about 1860. The photograph is from the Public Archives of Canada, C-46481.

—MAP—

OF THE HAMILTON & NORTH WESTERN RAILWAY

—AND ITS CONNECTIONS—

Scale, 14 miles = 1 inch



a comparitively small unit, nonetheless deserve the attention of the researcher. The correspondence, arranged chronologically, has both subject and nominal indexes. Railways mentioned in these papers include the St. Lawrence & Atlantic/Atlantic & St. Lawrence, the Grand Trunk, the Great Western Railway Company of Canada, the Intercolonial and the North Shore Railway Company (Québec), among others.

Marcus Smith, a civil engineer, emigrated to Canada from England in 1849. He began his career on the Great Western Railway, later working for the Niagara and Detroit River Railway and the Intercolonial (1868-1872). He became engineer-in-chief of the Pacific Railway (1876-1878) and was engaged in the survey of the line and its construction from Port Moody to Emory's Bar, British Columbia. Presented to the Public Archives of Canada in 1949 by his daughter, Miss Clarice Smith, these papers, dating from 1815 to 1904, are made up of letter-books (1853-1899), diaries and autobiographical notes (1815-1864). An author index, listing subjects, provides a finding aid for this unit.

Samuel Keefer, a pioneer Canadian civil engineer, was born at Thorold, Ontario. He was appointed to the post of chief engineer, Board of Works, Government of Canada, from 1841 to 1853. The Keefer Papers (1852-1880) constitute a modest but rewarding source for the student of railways. Such a small collection does not require a sophisticated finding aid; thus, only an inventory description is provided.

The Keefer Papers include a discussion of the location of the Pacific Railway in the mountainous interior of British Columbia, dating from 1880, together with accounts of surveys made in 1871, 1876 and 1877. His engineer's notebook (1852-1878) is full of technical information on railway construction.

Selected papers from the records of the well-known English mercantile banking house of Baring Brothers (1818-1872) contribute information about early Canadian railways. There is no comprehensive finding aid, but a series of subject and nominal listings, arranged by various offices and agents of the Company, together with chronological listings, are of some assistance. Because of the international interests of Baring Brothers, some of this railway information relates to lines outside Canada.

Those who are interested in Canada's Bytown (Ottawa) region should not overlook the Hill Collection (1798-1942). These papers were given by the Hill family to the Public Archives in 1954, and contain many items about railways. The documents, arranged by family unit, have only a nominal listing.

The celebrated Sir John A. Macdonald Papers, arranged by his literary executor, Sir Joseph Pope, from 1891 to 1917, were transferred to the Public Archives in the latter year. The original, handsome morocco bindings have been removed and the material is stored in standard boxes, in the interests of safer preservation. Apart from some 30 volumes of patronage correspondence, the Macdonald Papers begin with 34 feet of subject files of topics of major historical interest, dating, for the most part, from the crucial and colourful period of Sir John's premiership.

← A MAP OF THE PROPOSED ROUTE OF THE HAMILTON & NORTH WESTERN RAILWAY, ca. 1883. Photo Public Archives of Canada, C-55241 MG 26A Vol. 140.

Railway topics include files on the Intercolonial Railway (1851-1891); the "Pacific Scandal", responsible for the downfall of Macdonald's second ministry; the titanic Pacific Railway project, first undertaken by the government and later (1881 to date) continued by a private corporation. An entire volume is devoted to the North Shore Railway (Québec) controversy, which caused a minor crisis in Macdonald's cabinet. There are many documents on the interminable wrangling over the government's efforts to safeguard the interests of the Canadian Pacific Railway, known as the Manitoba Disallowance Issue. Finally, there is the Hudson's Bay Railway Project (1889-1891), which outlasted Canada's first Prime Minister by a number of years.

The subject files on railways occupy a little more than two linear feet, nominally arranged correspondence with important contemporary persons takes up 24 feet. Topics frequently concern matters of primary interest, including material relating to railways.

Macdonald's correspondence with George (later, Sir George) Stephen, first president of the Canadian Pacific Railway Company, during the period of construction (1881-1885), and with dynamic William (later, Sir William) Cornelius Van Horne, the company's general manager, reflect the intensity of the personalities and the insuperable physical and financial difficulties of completing the formidable undertaking. This correspondence (1869-1891) cannot be slighted by the serious student of the railway company's relationships with the government of the time, particularly with regard to the uncertain temper of the government in the matter of continuing financial support for the vast project.

George Stephen's honesty and conviction are clearly shown in the following excerpt from a handwritten letter to Macdonald on 2 January 1884:

> "The Bank people have swallowed the 'pill' provided the letter from the Minister of Railways is satisfactory in terms. They are a weak lot in the Bank & we have there two or three G.T.R. allies who would not mind seeing us all in trouble. Smithers and Buchanan have not the influence necessary to help such men to decide...(11)

There are so many documents of significance to illustrate the scope of the Macdonald Papers that selection is difficult. For example, there is the famous telegram sent to Macdonald by Van Horne from Eagle Pass on 7 November 1885, announcing the driving of the last spike on the Montréal-Port Moody line of the Canadian Pacific Railway (12). The same volume contains Fleming's congratulatory telegram to the Prime Minister on the same occasion (13).

Macdonald and Stephen were not on the best of terms in the final months of the great C.P.R. project. Stephen's perennial optimism was strained to the utmost in those stressful days by ultimati from the Federal government, not the least of which was the forced purchase of the North Shore Railway (Québec), palmed off on the Federal government by the Québec government. This conflict of interest between these two bodies and the Grand Trunk Railway and the C.P.R., caused a cabinet crisis and forced the unpromising North Shore Railway on the C.P.R., to Stephen's understandable exasperation:

> "... It is simply impossible for me to go on struggling to carry the C.P.R. to a success

> if I am to have the Government to fight against me. Unless we make the enterprise a success to the extent of justifying its own existence as a commercial enterprise, all that has been accomplished so far will but serve as a reproach to all connected with the concern, and especially to you and to me. The North Shore deal means a loss of $ 400,000 a year to the C.P.R.".(14)

The G.T.R. and the C.P.R. inevitably found themselves at loggerheads. The older G.T.R. had initially considered the transcontinental project. Unwilling to contemplate the difficult and unprofitable all-Canadian route through the rocks and muskegs north of Lake Superior, the G.T.R. tenaciously adhered to the existing easier and more heavily populated route south, through the United States. It also proposed to use its own line as far as Chicago. The northern route was, however, a sine qua non with the government of Canada, which obliged the construction of the Pacific Railway, first under government auspices, but from 1881 by the Canadian Pacific Railway Company and the relentless hand of William Cornelius Van Horne.

The epic contract, drawn up between the Company and the Government, granted an immense subsidy to the new Company, but on the strict condition that the line of railway should not cross the International Boundary to the United States. Van Horne set about obeying this dictum by constructing a line from Winnipeg to Burrard Inlet on the Strait of Georgia over the shortest possible distance.

The finished railway, through largely uninhabited territory, was an engineering feat of the first magnitude. The Company then turned to exploitation of the region east of the Great Lakes, long considered by the G.T.R. as its private preserve. The G.T.R. mistrusted Macdonald's relations with its chief rival and this suspicion is demonstrated in one box of Macdonald's correspondence with Joseph (later Sir Joseph) Hickson, general manager of the Grand Trunk from 1874 to 1891. In a letter dated 9 October 1882, Hickson did not mince words:

> "... As I remarked to you in a previous communication, your government has created a power which believes itself to be not only stronger than the Grand Trunk but stronger than the Government. The result will be serious trouble in a good many quarters in the near future."(15)

The miscellaneous section of the papers following the nominal files contains material on such early railways as the Credit Valley (1879), Esquimalt & Nanaimo, the Nova Scotia (1880) and the Buffalo and Lake Huron (1857). Correspondence with less well-known figures, following a chronological arrangement, concludes the collection. Recently, a complete subject, nominal and chronological index, giving page references, has been completed. This provides an invaluable finding aid to the whole of the Macdonald Papers.

A LATTER FROM CHARLES MAGILL, MAYOR OF HAMILTON, ONTARIO, TO SIR JOHN A. Macdonald, Prime Minister of Canada, dated June 20, 1883, soliciting support for the Northern and Pacific Junction Railway, in connection with the Northern and North Western Railways, proposed for construction. Public Archives of Canada, C-55249 & C-55250 MG 26A Vol.140.

57689

Hamilton
20th June 1883

To the Right Honorable
Sir John A. Macdonald
Ottawa

Sir,

The Citizens of Hamilton are deeply interested in the construction of the Northern and Pacific Junction Railway and have been resting assured that it shall be built in connection with the Northern and North Western Railways. If it were to be constructed and controlled by the Northern Railway Company alone the people of Hamilton would regard it as a great injustice to our City that the North Western Company were not entitled equally with the Northern to the advantages to be derived from its construction.

As an Ex Officio director of the North Western I have become aware of the efforts now being made by the Northern Company to secure the control of the new line and of the bonus to be granted by the Government, and I therefore write to urge upon you as strongly as possible to see that justice is done to the City of Hamilton and the Hamilton and North Western Railway Company. The City has subscribed very large amounts for the building of the Hamilton and North Western Railway, having invested nearly $1,000,000 in the road as it now stands. The City Corporation holds $100,000 of stock for the last instalment of aid which was given towards its construction and a very great interest is taken by the Citizens in everything that relates to the prosperity and management of the road. The people have therefore been thoroughly aroused upon all questions relating to the Railway so far as they may affect the business or welfare of the City and there would undoubtedly be a very strong feeling

feeling that justice had not been done to Hamilton, if the Northern Railway were allowed to control either now or in the future, the Northern Pacific Junction, and thereby our connection with the Canadian Pacific.

I have read the letter which the President of the Hamilton and North Western has written to you to day on the subject and fully concur in the statements it contains. I sincerely trust that the rights and interests of the people of Hamilton will be duly considered and recognized by your Government, and can assure you that any action on the part of the Government in this direction will be fully appreciated. —

I have the honor to be

Sir,

Your obedient Servant.

Charles Magill

Mayor

of Hamilton

A review of this collection should not be terminated without considering a small but complimentary unit relating to the Canadian Pacific Railway. This is the Sir George Stephen Papers, consisting of 135 confidential letters from Macdonald to Stephen, during the critical period of the enterprise. Many of these are direct replies to Stephen's letters, referred to above in the Macdonald Papers. They deal with all aspects of the railway: finances, choice of route, construction, political implications and the attitudes of the press and the general public. The C.P.R.'s "Short Line" extension from Montréal to Saint John, New Brunswick, through the State of Maine, U.S.A., and the ill-starred South Shore Railway (St. Lambert to Sorel, Québec) also figure in this correspondence. The Stephen Papers were presented to the Public Archives in 1937 by his nephew, Mr. Stephen Douglas Cantlie, of Montréal, Québec.

It is probably fair to say that the amateur railway enthusiast or historian will find the Fleming and Buchanan Papers most to his liking. The general historian will undoubtedly find the Macdonald or Stephen Papers of primary importance. A prime minister or a cabinet minister generally considers a subject from a policy, political or economic standpoint; promoters and civil engineers emphasize its technical aspects and frequently mention timetables, tickets, waybills and freight rates as substantiating items.

For the hobbyist and professional historian alike, the manifold holdings in the Manuscript Division of the Public Archives of Canada provide a wealth of interesting and significant material relating to the early railways of Canada. Generally, the collections mentioned in this article are readily available to the researcher. His task is made easier by the able and experienced staff, each a specialist in his field. It is fair to say that no other archives in the world can place such facilities at the disposition of the researcher.Moreover, there is the added advantage that the historian can have access to this material after normal hours throughout the year.

References.

1. Fleming Papers: Volume 113, file 32.
2. Ibid., Volume 113, file 21.
3. Ibid., Volume 101, file 28.
4. Ibid., Volume 121, files 44-45.
5. Buchanan Papers, p. 64545.
6. Ibid., p. 69044.
7. Ibid., p. 65898.
8. Ibid., p. 67126-67130.
9. Baring Papers, Volume 185, p. 83142.
10. Ibid., Volume 185, p. 83258.
11. Macdonald Papers, Volume 269, pp. 122139-122140.
12. Ibid., Volume 129, p. 53567.
13. Ibid., Volume 129, pp. 53569-53571.
14. Ibid., Volume 268, pp. 122121-122122.
15. Ibid., Volume 223, pp. 95376-95377.

PIERRE visits the north shore !

Pierre Patenaude

Without doubt, there are several very interesting railways on both the north and south shore of the mighty St. Lawrence River, east of Québec City in "La Belle Province" of Canada. Therefore, in the summer of 1973, it became necessary to make a trip to inspect them and to photograph the motive power used on these railways.

The best rail service to the region is provided by Canadian National Railways, along the south shore and it is not surprising to find that the first picture is of CN's Train 12, the "Scotian", as it stopped briefly at Mont Joli, Québec, on 6 August 1973, with units Numbers 6779, 6631 and 6628 on the head-end. In the yard was an MLW RS 18, Number 3667, on way-freight Train 788 from Mont Joli to Campbellton, New Brunswick. The second picture presents the scene.

Mont Joli is the junction where the Chemin de Fer de Matane et du Golfe - the Canada & Gulf Terminal Railway - meets the CN. The C&GT - or CFMG - has an interesting baggage-passenger combine, Number 304, which is used as the tail-end car on the mixed train to Matane. It is shown in the third picture. Motive power is normally a GMD SW 8 switcher, ex-Number 356 (B/N A-296, 11/51) in the next

shot. Both of these were taken on 9 August 1973.

Across the St. Lawrence River on the "North Shore", the map said that there was the Cartier Railway at Port Cartier, Québec. For the photographer, there was CR unit Number 67, a DL 718 B from MLW in the yard on 8 August 1973.

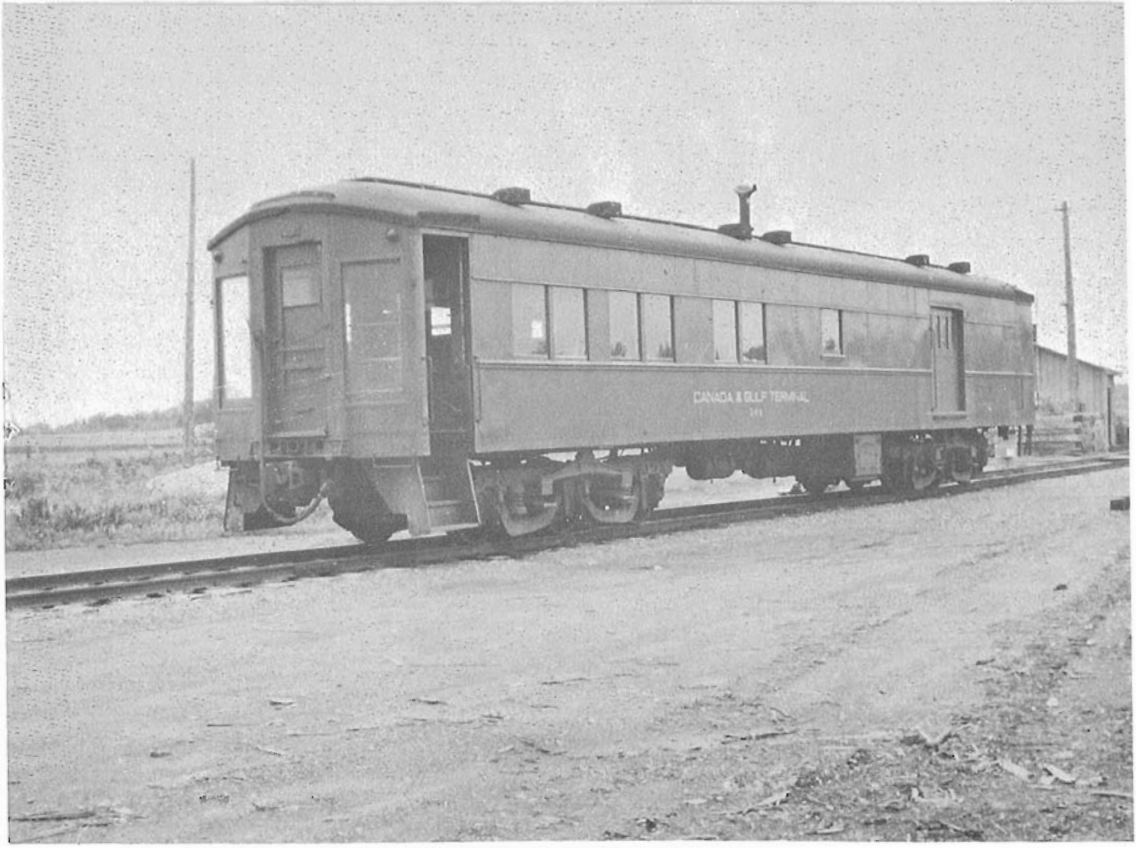
A few miles further east, at Pointe Noire, Québec, the Arnaud Railway carries plenty of iron ore, using MLW-built DL 718 Bs like Numbers 906, 901 and 904, which were photographed. The Arnaud Railway is the step-child of Wabush Mines Limited, who ship their iron ore south from Wabush Lake, Newfoundland, over the Québec, North Shore and Labrador Railway to Sept-Iles, Québec, where the Arnaud Railway takes over for the run to the loading dock at Pointe Noire.

At Sept-Iles, Québec, on 8 August 1973, there was a great deal of activity on the Québec, North Shore and Labrador Railway. Two SD 40-2 units, Numbers 223 and 218, were just heading north from the yard with a train of empty ore cars. They had to be photographed. Meanwhile, Numbers 128 and 176, a pair of GP 9 units, were switching a cut of cars in the freight yard. Another picture was necessary.

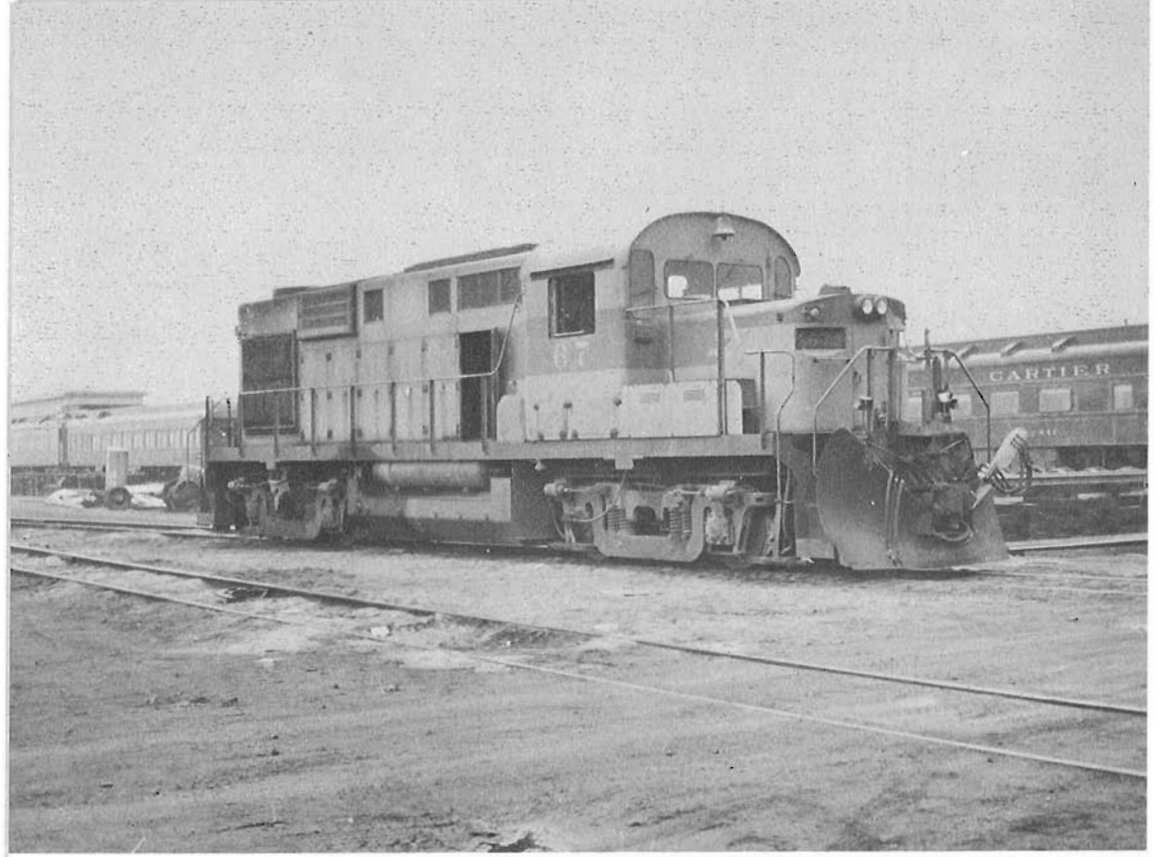
If you decide to explore the north and south shores of the St. Lawrence River, east of Québec City, you will enjoy it. You will enjoy it more if you are a railway enthusiast. Be sure to bring as much film - both black-and-white and colour - as possible. It is certainly a trip to be recommended for those "amateurs" who like independent railways.

Should you wish to ride passenger trains on these private railways, all you need to do is to write to the superintendent for a current public timetable. When you get there, you will have to buy a ticket. By careful timing of your visit, you may be able to ride most of the railways for most of their distances in the daylight. That is why a good supply of film is recommended.

You will enjoy some unforgettable experiences and the pictures you bring back will be the envy of your friends.


CANADA & GULF TERMINAL


CFMG
102


CARTIER

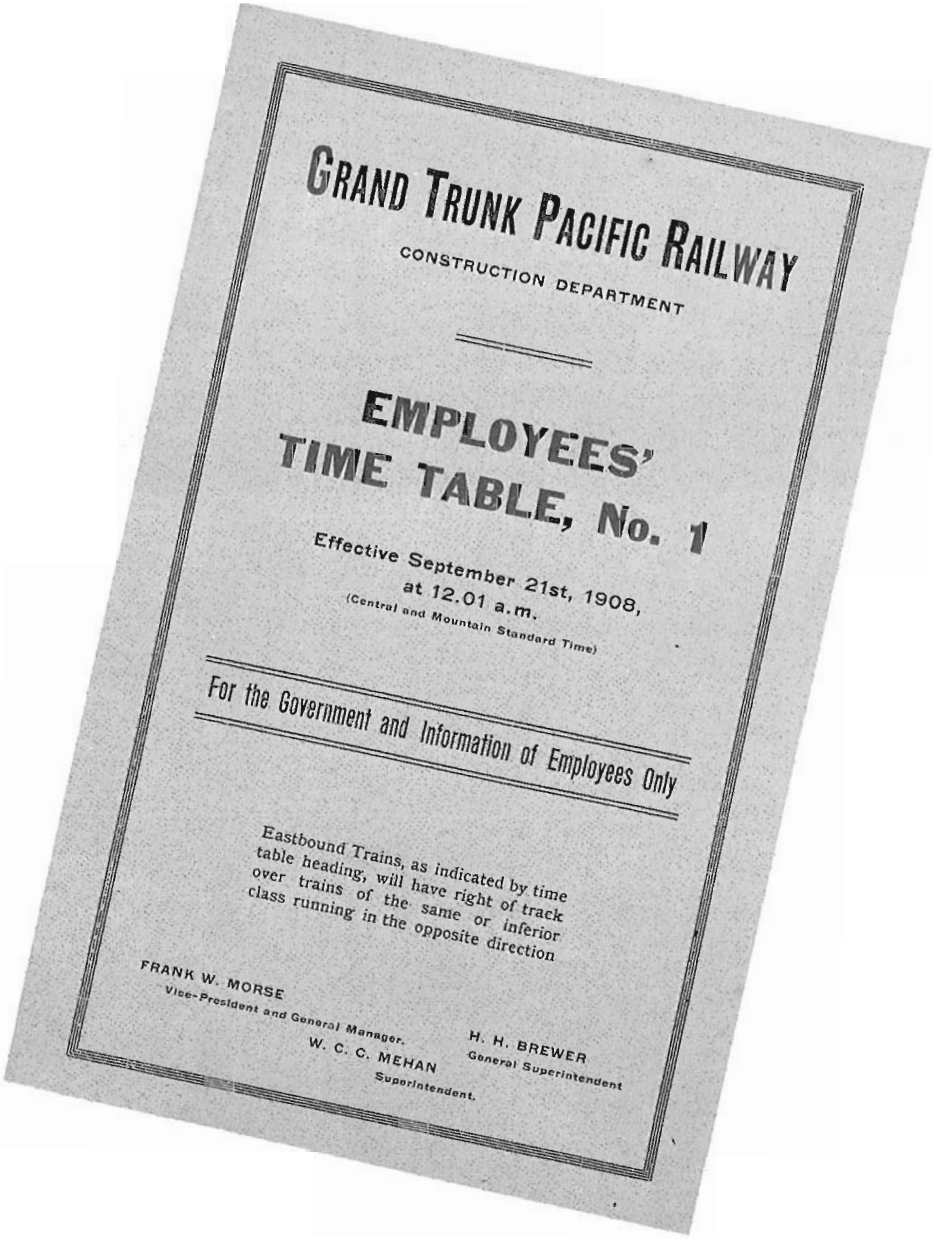

906


223
223


128
178
WABUSH LAKE

ALPHABETICAL STATION STOPS!

S.S.Morthen



GRAND TRUNK PACIFIC RAILWAY

CONSTRUCTION DEPARTMENT

EMPLOYEES' TIME TABLE, No. 1

Effective September 21st, 1908, at 12.01 a.m.

(Central and Mountain Standard Time)

For the Government and Information of Employees Only

Eastbound Trains, as indicated by time table heading, will have right of track over trains of the same or inferior class running in the opposite direction

FRANK W. MORSE
Vice-President and General Manager.

H. H. BREWER
General Superintendent

W. C. C. MEHAN
Superintendent.

For many years, railway historians and authors, writing about the fine art of naming railway stations, have taken a kind of mischevious pleasure in making veiled references to the somewhat unorthodox manner in which the Grand Trunk Pacific Railway named its stations and operating points west of Portage la Prairie, Manitoba, in the early years of this century.

It was alleged that the GTP selected its station and operating point names using a strict alphabetical sequence, starting from the crossing at grade with a branch of the Canadian Pacific Railway and the line of the Canadian Northern Railway, 5.5 miles west of Portage la Prairie and 59.8 miles west of Winnipeg, Manitoba.

Such a thing was incredible.

It must be kept firmly in mind that this altogether unilateral procedure in naming these geographical locations was quite normal, particularly in a situation where the Grand Trunk Pacific was laying its rails across the lone prairies of Canada's middle west - a vast, unending land as yet quite uninhabited - in much the same manner as the Canadian Pacific Railway had done farther to the south some twenty-five years before. Thus, in this empty vastness, the station-namers may, in some degree, be forgiven for this unorthodox but novel procedure.

' Thanks to Mr. H.W.Blake of Winnipeg, Manitoba, this remarkable list of stations and operating points of the 666.8-mile Grand Trunk Pacific Railway of 1908 is reproduced herewith in its entirety, from Employees' Time Table, No. 1, taking effect at 12.01 a.m., September 21, 1908. For purposes of comparison, the corresponding listings from Canadian National Railways' Employees' Timetables of April 28, 1968, are shown.

GRAND TRUNK PACIFIC RAILWAY

September 21, 1908

1st. District

Miles	Station
000.0	WINNIPEG, MANITOBA
54.3	Portage la Prairie
59.8	Arona
63.4	Barr
71.0	Caye
77.1	Deer
84.5	Exira
91.5	Firdale
99.7	Gregg
106.8	Harte
113.2	Ingelow
121.7	Justice
129.4	Knox
136.9	Levine
142.2	RIVERS, MANITOBA

CANADIAN NATIONAL RAILWAYS

April 28, 1968

Rivers Subdivision

Miles	Station
000.0	WINNIPEG, MANITOBA
55.3	Portage la Prairie
-	-
64.3	Barr
72.0	Caye
-	-
85.2	Exira
91.8	Firdale
100.6	Gregg
107.8	Harte
114.2	Ingelow
122.7	Justice
130.2	Knox
137.6	Levine
143.2	RIVERS, MANITOBA

2nd. District

147.9	Myra	149.2	Myra
152.0	Norman	-	-
158.4	Oakner	159.4	Oakner
164.9	Pope	165.8	Pope
170.8	Quadra	171.8	Quadra
176.5	Rea	179.9	Miniota
186.2	Uno	186.9	Uno
193.3	Treat	-	-
203.8	Lazare	204.5	St. Lazare
208.8	Victor	-	-
217.1	Welby	218.0	Welby
224.7	Spy Hill, Saskatchewan	225.8	Spy Hill, Saskatchewan
238.0	Yarbo	239.0	Yarbo
244.1	Zeneta	245.1	Zeneta

The new line of the Grand Trunk Pacific had now progressed across the "lone prairie" through the 1st. District from Portage la Prairie to Rivers, Manitoba and, in this 142.2 mile stretch, had used the first 12 letters of the alphabet in precise order. Onward, through the 2nd. District towards Melville, Saskatchewan, another 13 letters had been used - in a somewhat disorderly fashion, it is true - and omitting "X".

The gallant station-namers then set about repeating the exercise as follows:

251.9	Atwater	252.8	Atwater
257.3	Bangor	258.3	Bangor
271.5	Cana	272.6	Cana
279.3	MELVILLE, SASKATCHEWAN	280.3	MELVILLE, SASKATCHEWAN

3rd. District		Watrous Subdivision	
286.2	Birmingham	-	-
291.4	Fernwood	292.4	Fernwood
298.4	Goodeve	299.1	Goodeve
307.8	Hubbard	308.7	Hubbard
314.0	Ituna	314.8	Ituna
321.4	Jasmin	322.7	Jasmin
326.1	Kelliher	327.1	Kelliher
331.8	Leross	333.0	Leross
337.5	Mostyn	338.3	Lestock
351.7	Punnichy	352.8	Punnichy
357.0	Quinton	357.9	Quinton
362.3	Raymore	363.2	Raymore
371.7	Semans	372.5	Semans
376.6	Tate	377.5	Tate
385.6	Nokomis	386.5	Nokomis
393.2	Undora	394.4	Undora
400.0	Venn	401.0	Venn
408.4	WATROUS, Saskatchewan	409.3	Watrous, Saskatchewan

To complete this second alphabetical series, it was necessary to proceed onward some 23 miles into the 4th. and 5th. District of the Grand Trunk Pacific:

414.9	Xena	415.8	Xena
422.3	Young	423.3	Young
431.1	Zelma	431.9	Zelma

This second alphabetical "run-past" had suffered somewhat, having missed "D" and "E", as well as "N" and "O". However, all but these four letters of the alphabet had been used as initial letters for station names in a distance of 187 miles.

Now enough ought to have been enough, but the GTP station-namers bravely began yet a third alphabetical station series, starting at mile 438.1 of the 4th. District:

438.1	Allan	439.1	Allan
446.6	Bradwell	446.5	Bradwell
453.6	Clavet	454.6	Clavet
460.5	Duro	-	-
466.6	Earl	-	-
-	-	471.9	SASKATOON
474.7	Farley	475.5	Farley
481.9	Grandora	482.6	Grandora
496.8	Juniata	497.8	Juniata
501.2	Kinley	502.4	Kinley
507.2	Leney	507.9	Leney
515.2	Mead	519.1	Cazalet
519.7	Neola	520.8	Neola
526.7	BIGGAR, Saskatchewan	527.6	BIGGAR, Saskatchewan
4th. & 5th. Districts		Wainwright Subdivision	
535.1	Oban	536.2	Oban
542.6	Palo	543.9	Palo
563.3	Reford	-	-
569.4	Scott	570.3	Scott
577.8	Tako	-	-
584.6	Unity, Saskatchewan	585.5	Unity, Saskatchewan
595.1	Vera	596.1	Vera
604.1	Winter	-	-
610.2	Yonker	612.1	Yonker
617.6	Zumbro	-	-

This third exercise did not show much improvement over number two - "H" and "I" had been omitted for some reason, as had "Q" and "X" - understandably, perhaps!

Passing into the 5th. District at Scott, the GTP was within 50 miles of its 1908 terminal at Wainwright, Alberta, but alas! the third alphabetical series had been exhausted. There was, of course, only one thing to do. The dazed but determined station-namers began the whole exercise all over again, in one final, desperate attempt to achieve the apparently impossible:

623.3	Artland	624.1	Artland
629.9	Butze	-	-
634.6	Chauvin	634.5	Chauvin
643.5	Dunn	644.4	Dunn
647.5	Edgerton	-	-
654.5	Heath	655.4	Heath
662.1	Greenshields	662.9	Greensheilds

And they were getting along so well, having missed only "F", after all, when they came to

666.8	WAINWRIGHT, Alberta	667.6	WAINWRIGHT, Alberta

and the end of the line! In 1908, that is.

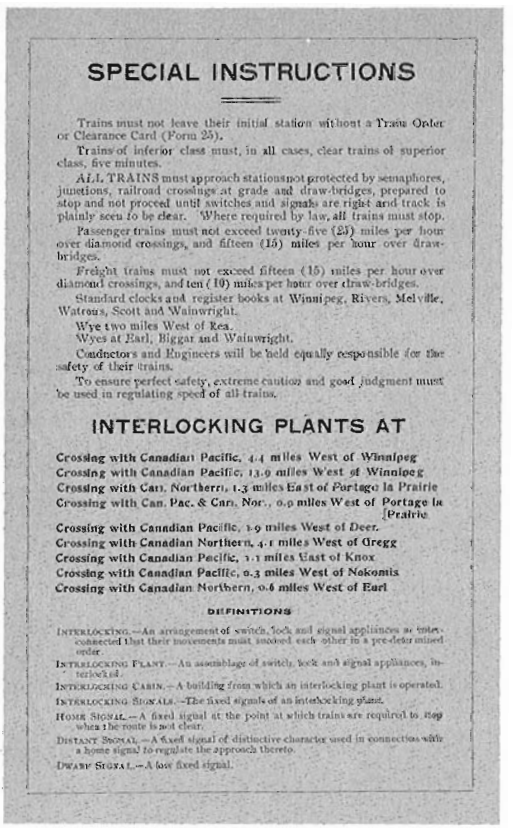
The CNR Employees' Timetable of April 28, 1968, suggests that a genuine and determined effort was made subsequently to introduce the missing "F" and thus complete the series between Wainwright and Edmonton, Alberta:

-	-	674.2	Fabyan
-	-	685.3	Irma
-	-	699.7	Kinsella

But west of Kinsella, any residual reason fled and the sequence was utterly and irretrievably randomized with the introduction of Viking, Bruce, Holden and Ryley.

A faint, nostalgic echo of this monumental four-time effort to establish alphabetical regularity to the names of prairie railway stations on the Grand Trunk Pacific was faintly audible in Ardrossan, Clover Bar and Bretville Junction, just before the GTP entered North Edmonton.

It is interesting to speculate on the motives of these pioneer prairie station-namers in the planning and implementation of this beautifully simple - but unbelievably difficult - procedure of assigning station names. Could it be that the GTP Superintendent of Construction anticipated the later immortal, apocryphal eipgram of Henry Ford, who retorted, "You can have 'em any damned colour you want, as long as it's black!"



SPECIAL INSTRUCTIONS

Trains must not leave their initial station without a Train Order or Clearance Card (Form 25).

Trains of inferior class must, in all cases, clear trains of superior class, five minutes.

ALL TRAINS must approach stations not protected by semaphores, junctions, railroad crossings at grade and draw-bridges, prepared to stop and not proceed until switches and signals are right and track is plainly seen to be clear. Where required by law, all trains must stop.

Passenger trains must not exceed twenty-five (25) miles per hour over diamond crossings, and fifteen (15) miles per hour over draw-bridges.

Freight trains must not exceed fifteen (15) miles per hour over diamond crossings, and ten (10) miles per hour over draw-bridges.

Standard clocks and register books at Winnipeg, Rivers, Melville, Watrous, Scott and Wainwright.

Wye two miles West of Rea.
Wyes at Earl, Biggar and Wainwright.

Conductors and Engineers will be held equally responsible for the safety of their trains.

To ensure perfect safety, extreme caution and good judgment must be used in regulating speed of all trains.

INTERLOCKING PLANTS AT

Crossing with Canadian Pacific, 4.4 miles West of Winnipeg
Crossing with Canadian Pacific, 13.9 miles West of Winnipeg
Crossing with Can. Northern, 1.3 miles East of Portage la Prairie
Crossing with Can. Pac. & Can. Nor., 0.9 miles West of Portage la Prairie
Crossing with Canadian Pacific, 1.9 miles West of Deer.
Crossing with Canadian Northern, 4.1 miles West of Gregg
Crossing with Canadian Pacific, 1.1 miles East of Knox
Crossing with Canadian Pacific, 0.3 miles West of Nokomis
Crossing with Canadian Northern, 0.6 miles West of Earl

DEFINITIONS

INTERLOCKING.—An arrangement of switch, lock and signal appliances so interconnected that their movements must succeed each other in a pre-determined order.

INTERLOCKING PLANT.—An assemblage of switch, lock and signal appliances, interlocked.

INTERLOCKING CABIN.—A building from which an interlocking plant is operated.

INTERLOCKING SIGNALS.—The fixed signals of an interlocking plant.

HOME SIGNAL.—A fixed signal at the point at which trains are required to stop when the route is not clear.

DISTANT SIGNAL.—A fixed signal of distinctive character used in connection with a home signal to regulate the approach thereto.

DWARF SIGNAL.—A low fixed signal.

RULES FOR INTERLOCKING

Interlocking signals, unless otherwise provided, do not affect the rights of trains under the time table, or train rules; and do not dispense with the use or observance of other signals whenever and wherever they may be required.

HOME SIGNALS

SIGNAL	OCCASION FOR USE	INDICATION	NAME
Horizontal Arm or Red Light	Route is not clear	Stop	Stop Signal
*Diagonal Arm or Green Light	Route is clear	Proceed	Clear Signal

DISTANT SIGNALS

SIGNAL	OCCASION FOR USE	INDICATION	NAME
Horizontal Arm or Yellow Light	Home Signal at Stop	Proceed with caution to the home signal.	Caution Signal
*Diagonal Arm or Green Light	Home Signal at Proceed	Proceed	Clear Signal

*Diagonal—At an angle of 60 degrees below the horizontal

The arm of a home signal has a square end, of a distant signal a forked end.

The governing arm is displayed to the right of the signal mast as seen from an approaching train.

The back view of a signal does not govern the movement of a train.

When there is more than one signal on a mast the highest signal governs the main track, and in the case of a dwarf signal it governs the track to the right.

Trains or engines shall be run to but not beyond a signal indicating stop.

If after accepting a clear signal it is changed to a stop signal before it is reached, the stop shall be made at once. Such occurrence shall be reported to the Superintendent.

Enginemen and trainmen must not accept clear hand signals as against fixed signals until they are fully informed of the situation and know that they are protected. Where fixed signals are in operation clear hand signals must not be given or accepted against them.

The engineer of a train which has parted on approaching an interlocking cabin, must sound the whistle signal for "Train Parted."

An engineer receiving a "Train Parted" signal from a signalman, must answer by the whistle signal for "Train Parted." When the train has been re-coupled the signalman shall be notified.

Sand must not be used over movable parts of an interlocking plant.

Conductors must report to the Superintendent any unusual detention at interlocking plants.

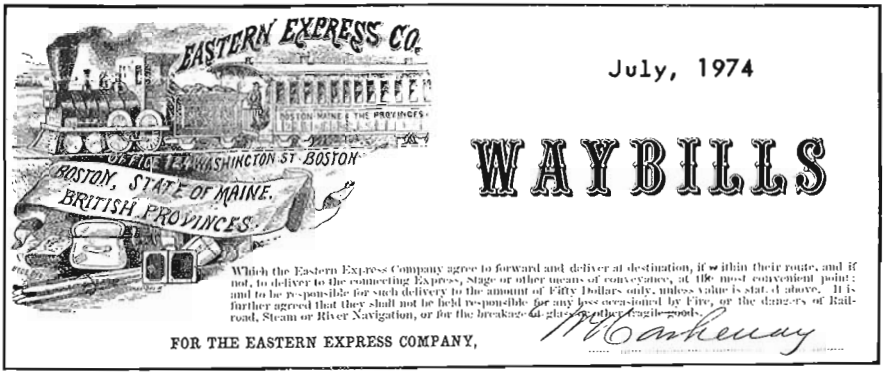
Trains or engines stopped in making a movement through an interlocking plant must not move in either direction until they have received the proper signal from the signalman.

NON-INTERLOCKING SEMAPHORES AT LEVEL CROSSINGS AND OTHER POINTS

Arm at Horizontal position by day, and Red light by night, indicates, Danger —Stop.

Arm at Perpendicular position by day, and Green light by night, indicates, Safety—Proceed.

Dispatchers Office at Melville. Telegraph call "S."



July, 1974

WAYBILLS

MR. JOHN L. HARMSEN, PRESIDENT, TACHOTRACK SYSTEMS LIMITED OF MARKHAM, Ontario, member of the Association and chief officer of the North American representative company for the RS Concrete Tie system, has advised us that the test section of Canadian National Railways' track, located near St-Germain, Québec, where the RS concrete ties are installed, is in excellent condition after carrying 240 million tons of traffic during 12 years of service. Mr. Harmsen points out that, since this was the first test of concrete ties in Canada, future installations will be modified for the following reasons:

- the RS concrete ties at St-Germain were spaced at 30 inches, which is excessive for a heavy-tonnage, high-speed line such as Canadian National's Montréal-Québec-Maritimes route;
- the ties in the test section were of standard European size; the present concrete blocks for North American conditions are 15% larger;
- at the west end of the test section, the long, welded rails on concrete ties were joined to bolted rails on timber ties. These two track systems are incompatible and therefore track disturbances were caused in the joint area. The last fifty RS concrete ties suffered damage, as a consequence;
- RS concrete ties were installed under bolted joints between long rail sections. No concrete tie can withstand the impact forces at bolted rail joints and , consequently, the concrete ties adjacent to the rail joints were replaced with timber ties.

Mr. Harmsen points out that, in spite of these developments, the test section is still in very good condition after this lengthy period of difficult service.

THE TWO M 420R ("R" FOR REMANUFACTURED, SINCE UNITED STATES MANUFACtured parts were used) units, Numbers 2001 and 2002, for the Providence and Worcester Railroad left MLW Industries Montréal on 29 March 1974 for the D&H at Rouses Point, New York, to be readied to work a special train south on 1 April 1974.The special turned out to be the Icecapades Train, which was delivered to Mechanicville, New York.

The two P&W units took an eastbound Boston and Maine Corporation freight to East Deerfield and Gardiner, Massachusetts, where the two new units reached their "home iron".

It is rumored that the P&W will order three more units of the same model from MLW Industries in 1975.

J.J.Shaughnessy.

PAT WEBB, OUR MEMBER IN LETHBRIDGE, ALBERTA, REPORTS THAT THE CP RAIL yards in that Alberta city have been seething with activity since the railway began to centralize westbound prairie grain movements there. On Tuesday, March 5, 1974, the first 82-car, 250,000-bushel grain unit-train left Lethbridge, powered by a four-unit lashup headed by CP RAIL low-nose Number 5655. The accompanying photo is reproduced courtesy of the Lethbridge HERALD.

About 60 truck-trailers with a capacity of 900 bushels each are unloaded daily at the government elevator at Lethbridge, with shipments originating at points within a 100-mile radius. With trains varying between 82 and 87 hoppers and operating on a six-day-return schedule to the West Coast, it is anticipated that 2.5 million bushels will be moved from the Lethbridge area. Similar shipments are now under way from government grain terminals at Edmonton, Saskatoon and Moose Jaw.

This grain-moving concept is very efficient, Pat says, and has, for the first time in many years, made the grain elevator operation at Lethbridge profitable. By contrast, the usual method of picking up grain cars from rural points on branch-lines and sending them to the West Coast or the Lakehead takes three weeks at a minimum.

MANITOBA'S OFFICIAL PUBLICATION "VACATION HANDBOOK 1974" CONTAINS AN entry which is intriguing:

STRATHCLAIR: Strathclair Museum, located on Main Street. Old CPR station converted to contain railway and other pioneer artifacts. Also an old country church at site. Open at hours as posted or on request by telephoning any Director as posted at the entrance. Admission: donations accepted.

Strathclair, Manitoba, has a population of approximately 250 and is located on CP RAIL's Bredenbury Subdivision at mile 27.6, about 170 miles west of Winnipeg.

John Welsh of Dorval, Québec, who sent this item, says he would be most interested to see a picture of the Strathclair Museum in a future issue of CANADIAN RAIL. Perhaps one of our readers will oblige.

FROM THE MECHANICVILLE, NEW YORK YARD OF THE DELAWARE & HUDSON RAILway Company, a facility shared with the Boston & Maine Corporation, Jim Shaughnessy reports that the first trios of the B&M's new GP 38-2 units have begun to appear. Twelve of the order for 24 have been received and the remainder are scheduled for delivery during 1974. The first arrivals were numbered 201 through 212 and, in addition, the B&M is reviving the ancient and honorable custom of naming locomotives after prominent historical personages from the five States served by the railway. Names assigned to date include:

Number 202 - "Daniel Webster" Number 209 - "Styles Bridges"
Number 205 - "Hannah Dustin" Number 210 - "Franklin Pierce"

Jim sends two photographs. One is a close-up of Number 202, "Daniel Webster" and the other of a lash-up of Numbers 202, 208(unnamed) and 207 (also un-named). To carry these units and their trains speedily and safely, the B&M has completed the laying of new welded rail from the west portal of the Hoosac Tunnel near North Adams, Massachusetts, to Charlemont, about 13 miles and on the eastbound track from Charlemont to Shelburn Falls, Mass.(ca. 9 miles).

CANADIAN PACIFIC RAILWAY CONSOLIDATION-TYPE NUMBER 3728 WAS BUILT BY Montreal Locomotive Works, Montréal, in 1912. She had builder's number 51565 and was a class N-2-b. In 1946, Number 3728 was converted to a 2-8-2, class P-1-n, and renumbered 5201.

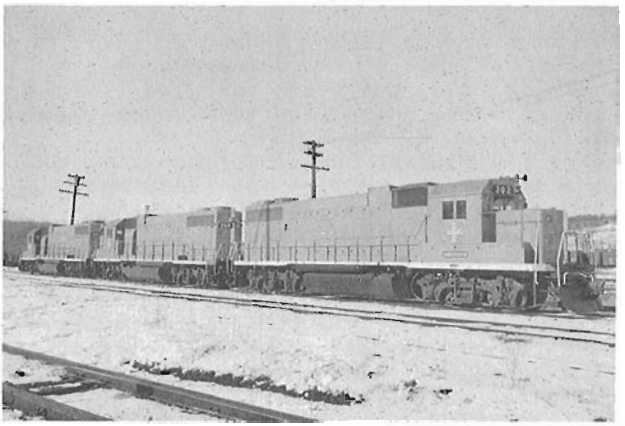
About 1946, Mr. Frederick A. Benger, then Chief of Motive Power and Rolling Stock for the Canadian Pacific Railway Company, made a trip to Europe and, during the trip, saw a steam engine which was fitted with a curious arrangement which recycled sparks and cinders from the funnel to the firebox. Mr. Albert Bacchiochi, then-designing draftsman for the CPR, was assigned the job of creating a similar device for Number 5201.

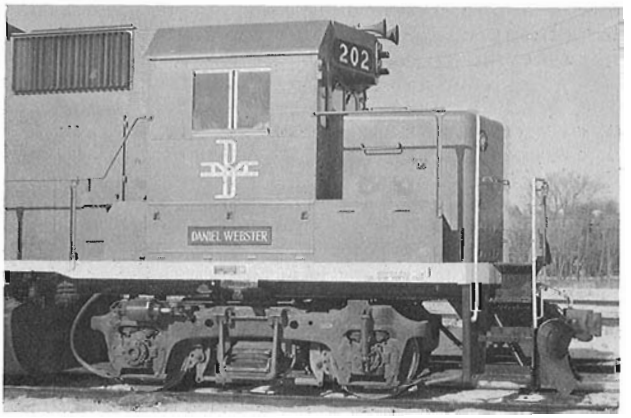
The engine was fitted with a large stack, in the lower section of which was a series of baffle-plates. These plates imparted a swirling motion to the sparks and cinders passing through the tubes from the firebox to the smoke-box. An attachment at the top right-hand side of the stack caught these sparks and cinders and led them into a pipe which returned them, the length of the boiler, to the side of the firebox and through the firebox wall. Theoretically, the cinders were then burned.

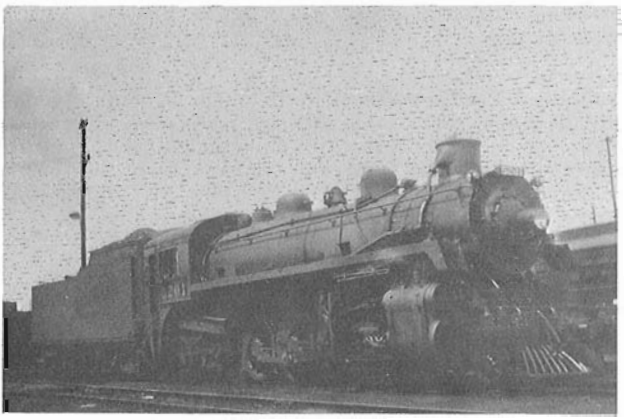
The long pipe from the stack to the firebox often plugged up and an air-jet was introduced to speed the cinders on their return journey.

Mr. Jack Hewitson of CP RAIL was a member of the team in the dynamometer car when Number 5201 was being tested on the Winchester Subdivision, west of Montréal, between 4 November and 29 November, 1946. Unfortunately, "Benger's Cinder Burner" was long on trouble and short on efficiency and, after running on the Ste. Agathe Subdivision for some time after the competion of the tests, Number 5201 was fitted with a normal stack and the sparks and cinders resumed their traditional direction.

Mr. Roger Boisvert of Québec sent in the picture and these details, for which we wish to thank him.







THE RAILWAY ENTHUSIAST IN EASTERN NORTH AMERICA WAS DELIGHTED TO learn that the Delaware and Hudson Railway, under the guidance of President Carl B. Sterzing and Vice-President of Sales and Industrial Development T.E.O'Brien, planned an excellent

series of excursions for the summer of '74. By now, several of them have taken place.

On April 20, D&H ran a 12-car train, headed by three of the four PA 1 units, from Scranton/Carbondale, PA to Oneonta, NY, and return. A week later (April 26-28), the same train operated from Oneonta to Albany (April 26), returning to Oneonta on the Sunday following (April 28). Both trips were operated by the D&H.

The St, Lawrence Valley Railway Society of Montréal ran a trip on May 11 which was a real "first". Out of Montréal, the all-CN coach special was hauled by two CN ALCO-Montréal FPA 4 units south to Rouses Point NY, where a change of motive power, but not in passenger equipment, brought two of the PA 1 units to the head-end for the trip onward to Whitehall NY and return - 226 miles for $ 16.95.

The following Saturday, May 18, the D&H planned to run a Capital District Trip, sponsored by the National Model Railroad Association and the Mohawk & Hudson Chapter of the NRHS. The power and equipment were the same as on the Oneonta-Albany trips.

A week and a day later (May 26), under the auspices of the Mohawk & Hudson Chapter NRHS, the same train operated from Albany to the Starucca Viaduct near Susquehanna PA and return. The consist was the same as usual. Photo run-bys were part of the trip.

Another week and another day later (June 15), the Main Line Steam Foundation proposed to run a special train from Elizabeth, NJ to Warwick NY, over the former Lehigh & Hudson River Railroad and to provide power, the D&H planned to lease two of the PA 1 units and perhaps two baggage cars.

In addition to these special trains, the Champlain Valley Chapter of the NRHS was negotiating for a special move from Rutland VT to Saratoga NY and thence up the D&H's North Creek Branch.

There was also the possibility that two steam locomotive specials would be operated in the late summer or fall by the D&H, using ex-Reading Number 2102, now lettered Delaware & Hudson Number 302.

All in all, a very commendable summer programme. Railway enthusiasts in particular and the public in general should be very grateful to Mr. Sterzing and Mr. O'Brien, as well as to their behind-the-scenes colleagues, Messrs. Murray, Hoadley, Wilson, McDermott and many others, all D&H enthusiasts.

IN MID-JANUARY 1974, CP HOTELS DISTRIBUTED HUNDREDS OF FLYERS TO THE commuters who use CP RAIL services out of Montréal, advertising "Le Chateau Montebello" at Montebello, Québec and the delights of culinary competence and winter sports at this famous hostelry. The flyers were also available to the public at Windsor Station and part of the copy appeared in Montréal newspapers.

But did CP RAIL get a plug for their speedy DAYLINER service from Windsor Station to this North Shore Line auberge? Not on your life! On the contrary, the flyer was explicit in stating that the Chateau Montebello was "only 80 miles west of Montréal at Montebello, Québec, on Highway 8."

They did the same thing in 1973, too!

John D. Welsh.

THE "MICHIGAN RAILFAN" OF DETROIT, MICHIGAN, RECORDS WITH REGRET THAT Canadian National-Grand Trunk Western expect to discontinue their 120-year-old car-ferry operation across the Detroit River between Windsor, Ontario and Detroit, Michigan, in the summer of 1974. The Detroit "Renaissance Development" is to be built on the

site of the Brush Street ferry slip, which will effectively curtail further operation. Since the car-ferry operation has declined to about 40 cars of the high-cube variety per day, it is probable that alternate arrangements can be made, possibly with the Penn Central, to use their tunnel under the river. However, the use of the tunnel for oversized cars may be impossible until the track level has been lowered to provide the necessary clearance for these oversized cars.

PUBLIC HEARINGS HELD BY THE STANDING COMMITTEE ON TRANSPORTATION, Government of Canada, in May 1972, resulted in recommendations that rail passenger service should be restored by Canadian National Railways to the Palmerston area of Ontario, which service had been discontinued on November 1 1970. Passenger services from Goderich, Kincardine, Southampton and Owen Sound, south through Palmerston to Guelph and Toronto or to Stratford and London, were involved.

Early in 1974, the Canadian Transport Commission proposed to hold a public hearing in Guelph on February 18, to hear proposals for a resumption of CN's Toronto-Guelph passenger service only.

Editorial Staff.

THE CRIES OF OUTRAGE FROM THE GRAIN FARMERS ON CANADA'S PRAIRIES IN the early part of 1974 influenced CP RAIL to implement new methods of handling wheat from Saskatchewan and Alberta to Vancouver, British Columbia. An announcement in the Montréal STAR of March 8 1974 implied that covered hopper cars of grain were being accumulated at Lethbridge, Alberta, for the 770-mile run to the Port of Vancouver.

On March 6 the first grain unit-train of 82 cars arrived at Vancouver from Lethbridge. It was said to be the first of a series of high-speed grain trains from the Prairies to the West Coast, carrying more than 245,000 bushels of wheat in GOVERNMENT OF CANADA hopper cars.

CP RAIL handled the train west through Crowsnest Pass, over the Crowsnest and Cranbrook Subdivisions and up the Kootenay Central (Windermere Subdivision) from Fort Steele to Golden, on the main line.

At Golden, two ROBOT-controlled diesel units were added mid-train for the assault on Rogers Pass through the Connaught Tunnel, following the same procedure used for coal unit-trains between Golden and Roberts Bank.

Mr. J.D.Bromley, General Manager of CP RAIL's Pacific Region operation, said that this route should cut grain delivery time to the West Coast by half, if grain terminal operators could schedule their portion of the handling operation to take advantage of it.

DR. R.F.LEGGET, AUTHOR OF "RAILROADS OF CANADA", SENDS THE PICTURE reproduced on the back-cover. Little saddletank 0-6-0ST Number 6 (Montréal Locomotive Works B/N 49495, 1911), formerly owned by Pratt & Shanacy Company, Biscotasing, Ontario, (ex-Cavicchi & Pagano Number 8) is today a static exhibit at the East Gate Logging Exhibit, Algonquin Park, Ontario. The plaque states that she was donated to the Ontario Department of Lands and Forests by D.L. Pratt in 1958. Number 6 was one of 12 0-6-0ST engines built in 1911-12 by MLW for the construction of the Grand Trunk Pacific Railway. Originally designed to burn wood as fuel, Number 6 was later converted to burn coal.

Canadian Rail

is published monthly by the

Canadian Railroad Historical Association

P.O. Box 22, Station B, Montreal, Quebec, Canada/H3B 3J5

Editor; S.S.Worthen Production; P. Murphy

Association Branches

CALGARY & SOUTH WESTERN

L.M.Unwin, Secretary 1727 23rd. Avenue N.W. Calgary, Alta, T2M 1V6

OTTAWA

W.R.Linley, Secretary P.O.Box 141, Station A Ottawa, Canada K1N 8V1

PACIFIC COAST

R.H.Meyer, Secretary P.O.Box 1006, Station A Vancouver, B.C. V6C 2P1

ROCKY MOUNTAIN

J.M.Meikle, Secretary, P.O.Box 6102, Station C, Edmonton, Alta. T5B 4K5

TORONTO & YORK DIVISION

P.Shergold, Secretary P.O.Box 5849, Terminal A Toronto, Ont. M5W 1P3

Association Representatives

AUSTRALIA	G.L.Coop, 68 Mt.Pleasant Rd., Eltham 3095, Victoria
FAR EAST	W.D.McKeown, 6-7, 4-chome, Yamate-cho, Suita City, Osaka, Japan
MANITOBA	K.G.Younger, 267 Vernon Road, Winnipeg, Manitoba, Canada R3J 2N1
SASKATCHEWAN	J.S.Nicholson, 2306 Arnold Street, Saskatoon, Saskatchewan, Canada
SOUTH AMERICA	D.J.Howard, Price, Waterhouse & Peate, Caixa 1978, Sao Paulo, Brazil
SOUTHERN ALBERTA	Prof. E.W. Johnson, 4019 Vardell Road N.W., Calgary, Alberta, Canada T3A 0C3
SOUTHERN ONTARIO	W.J.Bedbrook, 50 Cedarbrae Boulevard, Scarborough, Ontario, Canada
UNITED KINGDOM	J.H.Sanders, 67 Willow Way, Ampthill MK 45 2 SL, Bedfordshire, England