

Canadian Rail



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MANITOBA'S RAILWAYS

Part I

THE FIRST FORTY YEARS.

George A. Moore

It is our pleasure to introduce to our readers Mr. George A. Moore, of Winnipeg, Manitoba. Mr. Moore is a member of the Manitoba Historical Society and the two-part article which is being presented is the story of the development of railways in Manitoba from 1874 to about 1915. Mr. Moore began his research some years ago and its completion happily coincided with Manitoba's centennial in 1974. In May of that year, Mr. Moore's article won an Honorable Mention in the Margaret McWilliams Essay Contest.

Mr. Moore is presently preparing a pictorial account of the Canadian

ONCE UPON A TIME, BEFORE THE ADVENT OF THE ENVIRONMENTALISTS, THIS utilitarian and essential convenience was an inseparable part of all rural railway stations. Unfamiliar, today, to the majority of passengers and railway enthusiasts, there was a time when it was an indispensable adjunct to the railway and the community. This station outhouse at Elkhorn, Manitoba, on Canadian Pacific's main line near the Manitoba/Saskatchewan boundary, is typical of the many hundreds of such "ladies/gentlemen" from Newfoundland to the Yukon. When the CPR station at Elkhorn was sold in January 1972 and dismantled, the outhouse, too, disappeared. It is unlikely that any attempts to preserve, restore and exhibit an example of this once-well-known structure have been made. The photo was taken in November 1971 by G.A. Moore.

THE FAMOUS PHOTOGRAPH OF THE ARRIVAL OF THE "COUNTESS OF DUFFERIN" BY barge on October 9, 1877. The barge was pushed by the sternwheeler, S.S. SELKIRK and docked below Douglas Point. Also on board were six flat cars and a van, all painted "Canadian Pacific", although that company had not yet been formed. After unloading, the train is said to have steamed into St. Boniface, not Winnipeg, which was on the west side of the Red River - and there was no bridge at the time.

Photo courtesy Archives of Manitoba.

Pacific Railway Company's involvement at Winnipeg Beach, Manitoba, a summer resort established by the CPR on Lake Winnipeg in 1903.

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PROLOGUE

"Occupying the northern section of the Western Hemisphere lies Great Britain's most extended Colony, the vast Dominion of Canada, which covers an immense area of the earth's surface, surpassing that of the United States and nearly equal to the whole of Europe. Its population however, is not in accordance with its dimensions, being less than 5,000,000, while the bleak and inhospitable character of much of the greater part of its area is likely to debar it from ever having any other than a scanty nomad population, fur animals being its principal useful product. It is, however, always unsafe to predict."

Despite this rather pessimistic view of our country, Canada, published at the turn of the Twentieth Century, the struggling young nation proudly displayed the successful results of an enormous drive to encourage immigration to and settlement of her "bleak and inhospitable" lands. Wheat soon flowed forth in abundance from the rich prairie soil and the prophecy that the country would never experience more than a "scanty nomad population" had already been thoroughly refuted. And the refutation of this myth had been caused primarily by the railways.

DAWN OF AN ERA - THE 1870s

Although the "Railway Era" in the Province of Manitoba made its first appearance about 100 years ago, a railway to the prairies, to be built initially only as far as the Great Lakes, was postulated as early as 1853 by the promoters of the Grand Trunk Railway Company, following the completion of the St. Lawrence and Atlantic/ Atlantic and St. Lawrence Railroad from Montréal to the eastern seaboard at the city of Portland, Maine, U.S.A.

Early settlers in Manitoba came to the Selkirk Settlement by way of Hudson Bay and the system of lakes and rivers, or overland from the Great Lakes and Prince Arthur's Landing. By the 1870s, the need for a suitable transportation route from the east to the west, through the newly-formed Dominion of Canada, was of primary importance in the minds of many eastern Canadians, particularly the members of Canada's parliament. The all-Canadian, pre-railway route necessarily included the unpopular "Dawson Route" from Prince Arthur's Landing on Lake Superior to Fort Garry on the Red River, which had been located by Simon J. Dawson in 1857-58 and corduroyed in sections in 1868.

The Dawson Route to Lake of the Woods, and its continuation, the Fort Garry Road, while a means to an end, required the traveller to submit for some three weeks to an arduous trip from Toronto, first by train to Collingwood on Lake Huron; by steamer thence to Prince

Arthur's Landing; by open boat and wagon from Prince Arthur's Landing, through Lake Shebandowan, to the northwest angle of Lake of the Woods and finally by cart or wagon - or on foot, when the track was impassable to wheeled vehicles - over the remaining distance from Lake of the Woods to Fort Garry. In view of the rigors of the Dawson Route and its obvious deficiencies, it is not difficult to understand why the early settlers elected to make their way westward by other routes, particularly those through the neighbouring United States.

The route through the northern United States was of no avail in assuring settlement of the Canadian mid-west, since the citizens of the States through which the emigrants passed did their level best to lure the potential settlers off the trains and boats, urging them to locate in the central and northern United States instead of travelling on to central Canada. Many European immigrants, in particular, were besieged by hard-sell land-agents and were dissuaded in every possible manner from completing their journeys to central and western Canada.

While our brave forefathers continued their arduous way west, Canada's Prime Minister John (later Sir John) A. Macdonald and his Conservative colleagues, with the Province of British Columbia's future allegiance to Confederation in mind, conceived the "Pacific Railway" scheme to bind Canada's provinces together. The government granted a charter in 1872 for a then-unnamed railway, to build from "Lake Nipissing in Ontario to some point on the shore of the Pacific Ocean...", and there is no need to dwell on the implications or conclusions of this "modest" proposal. This most ambitious project yet attempted by the youthful nation was to unite east and west permanently. It was, eventually, an overwhelming success. The first transcontinental passenger train arrived at Port Moody on Burrard Inlet, British Columbia, late in 1885 and regularly-scheduled passenger service between Montréal and the Pacific was inaugurated the following year.

As far as Manitoba was concerned, the first definitive steps towards communication by iron rail were taken exactly 100 years ago, when, in 1874, a charter was granted to the Pembina Branch Railway. Under the terms of this charter, the Dominion Government agreed to construct sections and branches of the "Pacific Railway", including the first section to be built from Fort Garry south to Pembina, on the International Boundary. The contractor was Joseph Whitehead and the Pembina Branch was Manitoba's first operating railway, being opened in November 1878. It should be understood that the Pembina Branch, as it was subsequently called, today part of CP RAIL's system, is not the oldest portion of this vast railway network. The oldest portion of the Canadian Pacific Railway and CP RAIL is in Québec and was opened for service in 1847.

The steam locomotive used to haul cars during the construction of the Pembina Branch and in its first months of operation has survived to this day, 102 years from the time when she was outshopped at the Baldwin Locomotive Works, Philadelphia, PA, U.S.A. in 1872. Named "Countess of Dufferin" by Whitehead, she was built originally for the Northern Pacific Railway as their Number 56. She was purchased by Joseph Whitehead and was brought to Winnipeg by barge down the Red River, arriving on October 9, 1877. When Whitehead finished with her, she was sold to the Canadian Pacific Railway Company in 1883 and was assigned the number "151". In 1897, the CPR sold her to the Columbia River Lumber Company of Golden, British Columbia. The story is told that, in 1908, City of Winnipeg Comptroller (later Mayor) R.D. Waugh

TABLE A - CHARTERS GRANTED TO THE CANADIAN PACIFIC RAILWAY COMPANY IN MANITOBA

DESCRIPTION	FROM	TO	MILES	CONST. DATE	DATE OF AUTHORITY	NOTES	IN OPERATION
Main Line	Port Arthur	E. Selkirk	410.0	1881-84	Feb 15/81	Blt by Dominion Govt. & transferred to CPR.	1882
Main Line	E. Selkirk	St. Boniface	20.19	1878	"	"	1882
Main Line	Whittier	Stephen St.	1.2	1882	"	"	1882
Main Line	Stephen St.	Wpg. Stn.	0.2	1882	"	Built by C.P.R.	1882
Main Line	Winnipeg	"Savonas Ferry"	1257.0	1882-85	"	"	1885
Stonewall Branch	Rugby Jct.	Stonewall	18.19	1880	"	Blt by Dom. Gov't., & transferred to CPR.	Sept, 1881.
" Teulon Ext.	Stonewall	Teulon	19.48	1898	"	Blt by C.P.R.	Dec., 1898.
" Komarno Ext.	Teulon	Komarno	8.09	1905-06	1899	"	Aug. 1907.
" Icelandic R Ext.	Komarno	Icelandic River	29.21	1906-10	Feb 15/81	"	Nov. 1910.
Pembina Branch	St. Boniface	Emerson	63.51	1874-78	"	Blt by Dom. Gov't. & trans. to CPR in 1882	May, 1880.
Southwestern and Pembina Mtn. Br.	Rugby Jct.	Manitou	100.35	1881-82	"	Built by C.P.R.	Dec. 1882.
" " "	Rosenfeld	Gretna	14.06	1882	"	"	Dec. 1882.
Selkirk Branch	Rugby Jct.	Selkirk	22.0	1882-83	"	"	Dec. 1883.
Souris Branch	Kemnay	Estevan	156.1	1889-92	"	"	Aug. 1892.
" Glenboro Ext.	Souris	Glenboro	46.04	1890-92	"	"	Dec. 1892.
" Deloraine Ext.	Napinka	Deloraine	18.39	1892	"	"	Aug. 1892.
" Pipestone Ext.	Schwitzer Jct.	Reston	30.96	1892	"	"	Dec. 1892.
LacDu Bonnet Branch	Molson	Lac Du Bonnet	22.0	1899-01	"	"	June 1901.
Varcoe Branch	MacGregor	Varcoe	55.51	1899-06	"	"	June 1905.
Pheasant Hills Br.	Kirkella	Rosyth	556.9	1902-09	"	"	-
Molson Cut-Off	Molson	Whittier	36.0	1906-07	"	"	October 1907.

Virden Branch	Virden	McAuley	36.3	1908-13	"	"	Dec. 1913.
Souris Branch	Reston	Antler	16.42	1898	July 10/99	Blt by CPR, Pipestone Extension.	June 1900.
" Pipestone Ext.	Antler	Arcola	48.11	1899-01	"	Built by C.P.R.	June 1901.
" " "	Arcola	Regina	113.44	1903-04	"	"	-
Selkirk Branch							
Lake Wpg. Ext.	Selkirk	Wpg. Beach	35.03	1901-03	May 7/00	"	June 1903.
" Gimli Extension.	Wpg. Beach	Gimli	9.61	1906	"	"	Nov. 1906.
" Riverton Ext.	Gimli	Riverton	26.0	1913-14	Jun 6/13	"	Nov. 1914.
Snowflake Branch	Wood Bay	Mowbray	26.08	1900-03	May 7/00	"	June 1903.
" Ext.	Mowbray	Windygates	6.5	1908-09	"	"	Nov. 1909.
Souris Branch							
Lauder-Westerly	Lauder	Alida	55.0	1902-12	May 7/00	Built by C.P.R.	Nov. 1912.
Waskada Branch	Deloraine	Lyleton	37.46	1900-03	"	"	June 1903.
Darlingford Branch	Rudyard	Kaleida	6.25	1905-06	Sec. 175 Rly Act.	Board Of Rly Comm. Order 1058. Blt by C.P.R.	April 1906.
Boissevain-Lauder Branch	Lauder	Boissevain	36.5	1911-13	May 19/11	Built by C.P.R.	Dec. 1913.
Snowflake Westerly Branch	Snowflake	Fallison	10.0	1913	Jun 6/13	"	May 1914.

FOOTNOTES:

1 - "Icelandic River", Manitoba is now named Arborg.

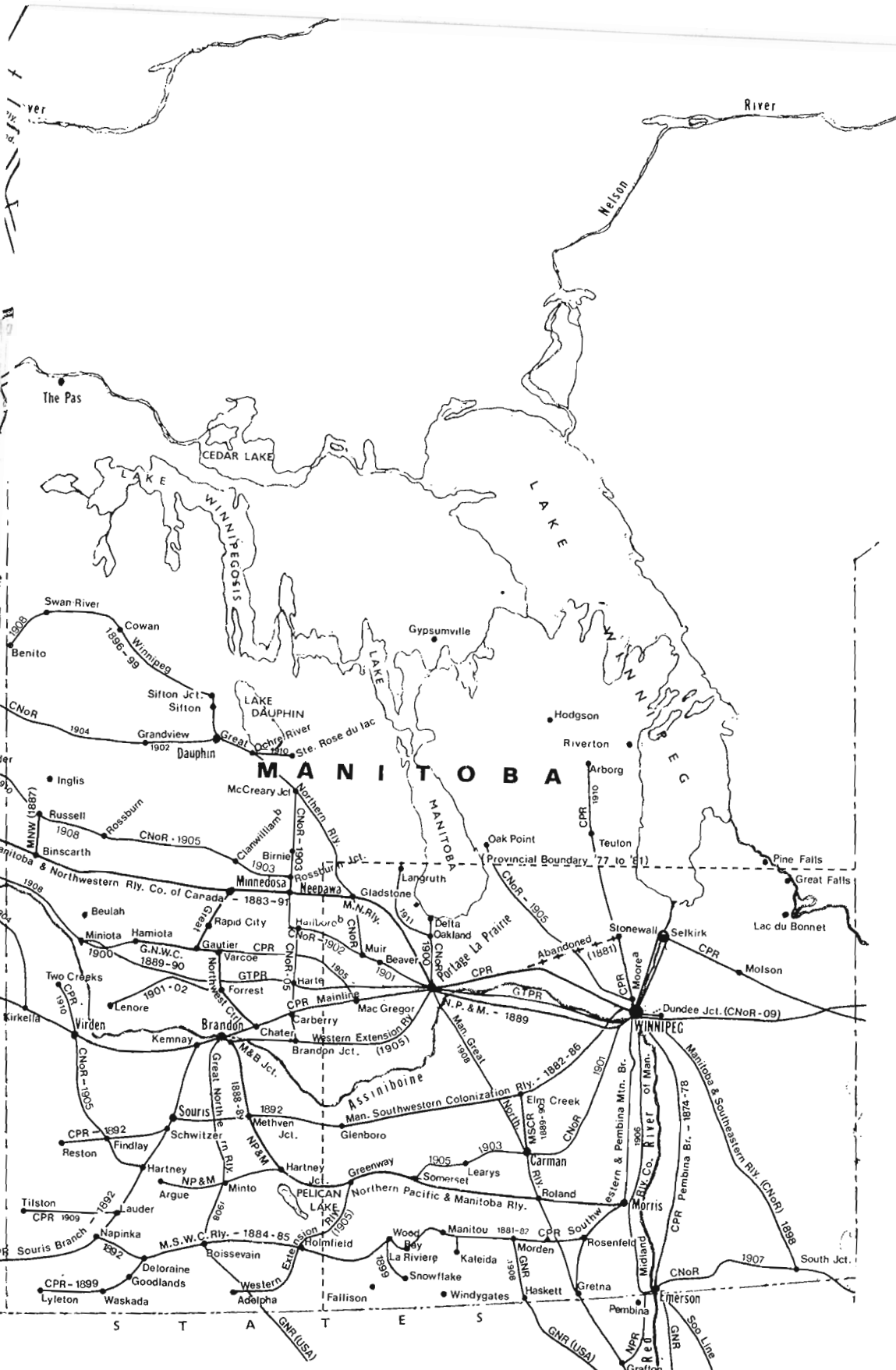
Source - Canadian Pacific Railway Company Historical Record of Subdivisions, Prairie and Pacific Regions, in chart form.

TABLE B - CHARTERS GRANTED TO OTHER RAILWAYS IN MANITOBA NOW SECURED TO CANADIAN PACIFIC LIMITED

	FROM	TO	MILES	CONST. DATE	DETAILS OF SECUREMENT	NOTES	OPENED BY CPR
Manitoba Southwest- ern Colonization Rly. Co.					1	Leased in perpetuity, June 1, 1884.	Woodman to Murray Park revision in line built in 1946.
"	Rugby Jct.	Glenboro	102.70	1882-86	"	-	Nov. 1886.
"	Manitou	Deloraine	100.52	1884-85	"	-	Jan. 1886.
" Barnsley Br.	Elm Creek	Carman	12.49	1889-90	"	-	Nov. 1889.
Manitoba & North- western Rly. Co. of Canada. 2	Portage La P.	Yorkton	222.96	1883-91	Leased for 999 years from May 1/1900.	Dominion Charter was granted May 17, 1882.	June 1900.
The Great North 3 West Central Rly. Company.	Chater	Gautier	27.79	1889-90	Leased in perpetuity from Apr. 6th, 1900.	Confirmed by Dominion Charter May 22/88.	June 1900.
"	Gautier	Hamiota	23.40	1889-90	"	"	"
"	Hamiota	Miniota	20.0	1900	"	"	"
" Lenore Exten.	Forrest	Lenore	40.7	1901-02	"	"	June 1903.
Saskatchewan and Western Railway.	Minnedosa	Gautier Jct.	17.97	1889	Leased to M&NWR 99 yrs May 28/87	Dominion Charter granted April 14th, 1927.	June 1900.
Manitoba Great 4 Northern Rly Co.	Carman	Plum Coulee	27.5	1907	Purchased on August 1, 1926.	Dominion Charter granted April 14th, 1927.	May 1907.
Winnipeg River Railway Co.	Lac Du Bonnet	Great Falls	14.0	1914	Leased for five yrs June 1/53.	-	June 1953.
Manitoba & North- Western Rly. Shell River Br.	Binscarth	Russell	11.54	1887	Leased for 999 years from May 1st, 1900.	-	June 1900.

FOOTNOTES:

- 1 - Absorbed by C.P.R. Sept. 26/57.
- 2 - Previously named Westbourne & Northwestern Rly. Co. (Feb. 14/80) and Portage, Westbourne and Northwestern Rly. (May 17/82).
- 3 - Previously named Souris & Rocky Mountain Rly Co. (1880) absorbed by C.P.R. in 1957.
- 4 - Originally the Midland Railway Co. of Manitoba.



saw the locomotive at Golden and, recognizing her significance, persuaded the Columbia River Lumber Company to donate the venerable locomotive to the City of Winnipeg. In any event, she was brought back to Winnipeg and restored exteriorally.

The "Countess of Dufferin" has since become a landmark in the City of Winnipeg and the prototype of the "old-fashioned steam engine" in every Canadian school-child's history book. She was proudly displayed in Sir William Whyte Park, across the street from the Canadian Pacific station from 1910 to 1942. The "Countess" was then relocated to a position outside the main entrance to the station for the period 1942 to 1970. In all of these years, the historic locomotive had not been immune to the ravages of time and the effects of the elements and, in the 1960s, she had begun to deteriorate badly. In 1970, she was quite literally beginning to fall apart, the rear of her tender sagging to the ground.

Rescued yet again from destruction, she was given a complete exterior restoration in this latter year by the City of Winnipeg, which is her proud owner and, a living symbol of our proud heritage, she is displayed in a tiny park at the corner of Main Street and the Disraeli Freeway. Regrettably, the "Countess" is displayed out-of-doors, near the Manitoba Museum of Man and Nature, completely exposed to the weather - and to vandalism. There is a proposal to relocate her to Assiniboine Park, to be displayed next to Canadian National Railways' steam locomotive Number 6043. This latter steam engine was the last regularly-scheduled steam locomotive to operate on Canadian National Railways.

Regardless of where the "Countess" may be placed, it is a little doubtful that she can survive for another 102 years without some form of indoor - or at the very least, enclosed - protection.

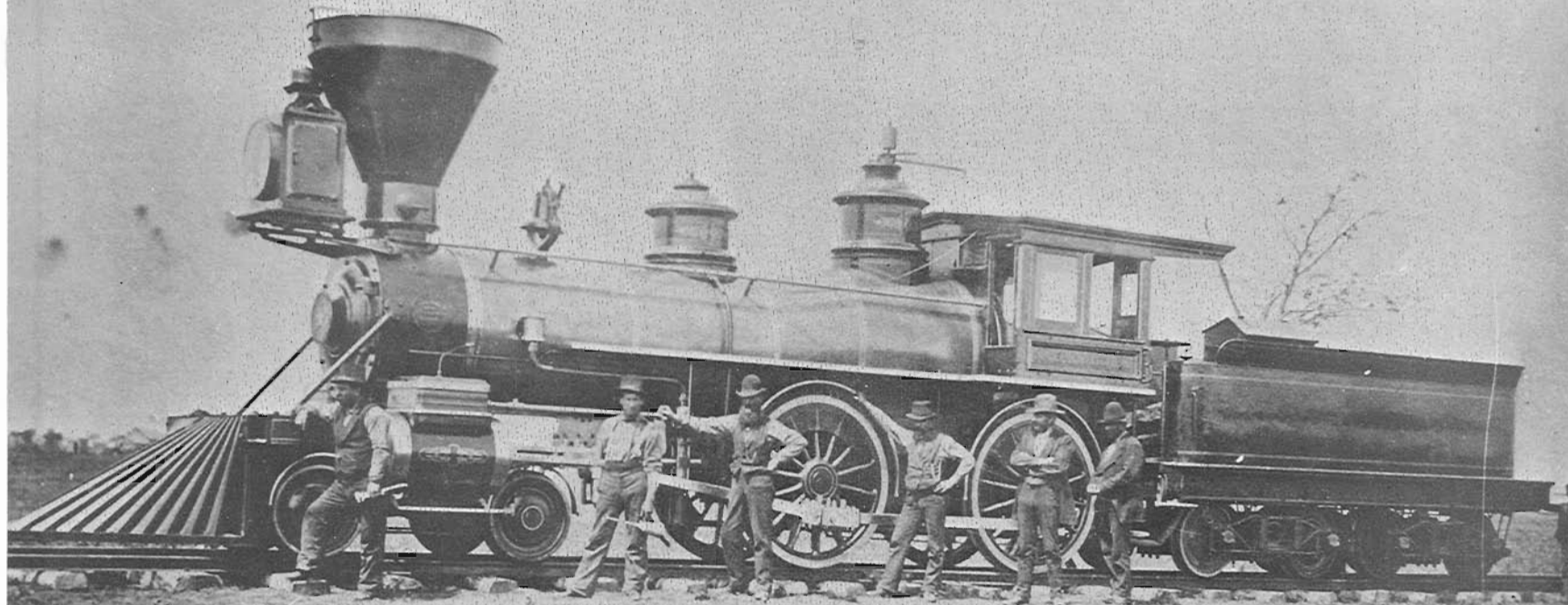
THE BOOM YEARS - THE 1880s

The Province of Manitoba grew to its present size after 1881 and, prior to this time, was referred to as the "Postage Stamp Province", being but a tiny speck in the vast expanse of Canada's North West Territories. The Province came into existence officially with the passing of the Manitoba Act on May 12, 1870.

The Dominion Land Survey began subdividing the prairie lands in 1873, in advance of the coming of the railways. The survey progressed at a leisurely rate, anticipating the route of the "Pacific Railway", and was almost complete by 1881. The Canadian Pacific Railway Company, incorporated on February 15, 1881 and granted Royal Assent the following day, was constructed in a "bits-and-pieces" fashion across the greater part of the rolling prairies. As far as Manitoba was concerned, by December 1882 there was a continuous line of railway from Winnipeg to Maple Creek, Saskatchewan, a distance of nearly 500 miles.

→ THE LOCOMOTIVE IN THIS PHOTOGRAPH IS SAID TO BE THE "COUNTESS OF DUFFERIN" in the year 1877, as purchased from the Northern Pacific Railway. The gentlemen are, from left to right, Engineer John Cardell; Fireman George Charles Swinbank; Mr. George Swinbank, foreman for Joseph Whitehead, the contractor; John Lumley, timekeeper; John Clark, assistant foreman and Alexander McCloy, roadmaster. A note on the margin says that Mr. George Swinbank unloaded the "Countess" from the barge on the Red River at the mouth of the Seine River in 1877.

Photo courtesy Archives of Manitoba.



Various branch lines were also being built by the Canadian Pacific in Manitoba at this time and the work proceeded throughout the 1880s. For example, the Stonewall Branch, Rugby Junction to Stonewall, 18.2 miles, was completed; the Southwestern and Pembina Mountain Branch, Rugby Junction to Manitou, Rosenfeld and Gretna, 125 miles, was opened. The Selkirk Branch, Rugby Junction to Selkirk, 22 miles, began operation and the Souris Branch, Kemnay to Estevan, Saskatchewan, 156.1 miles, was completed. Further details on these and other branch lines can be found in Table A of the Appendix.

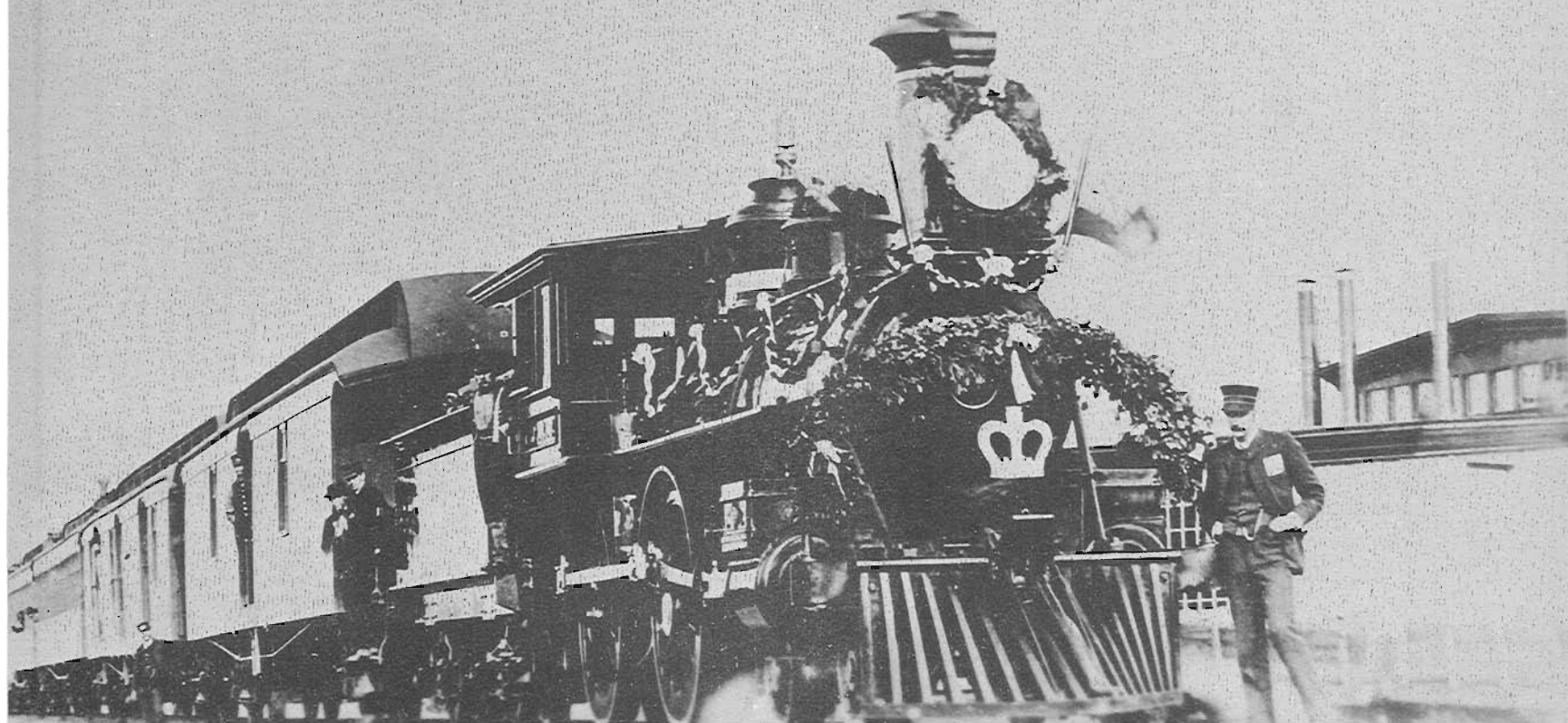
There were, in addition, some private railway companies chartered, which were eventually absorbed by the Canadian Pacific Railway Company, either through lease or purchase. The Manitoba South Western Colonization Railway Company constructed lines from Rugby Junction to Glenboro (102.7 miles), Manitou to Deloraine (100.5 miles) and Elm Creek to Carman (12.2 miles). The Manitoba and North Western Railway Company of Canada started from Portage La Prairie and built a line to Yorkton, Saskatchewan, 222.5 miles, and a branch from Binscarth to Russell, 11.0 miles, today the Russell Subdivision of CP RAIL. The Great North West Central Railway Company was chartered in 1880 as the Souris and Rocky Mountain Railway Company. A change in corporate title occurred in 1886 and, in 1900, the lines from Chater to Gautier and Gautier to Hamiota were leased in perpetuity to the Canadian Pacific Railway Company.

The degree of optimism expressed in the corporate titles of these independent railways reflected great credit on their organizers. Table B of the Appendix provides additional information on these railways, including their acquisition by the Canadian Pacific.

In the first decade of its existence, the Canadian Pacific was vulnerable to competition from the railways in the adjacent areas of the United States. Despite the "Monopoly Clause" in the company's charter, issued by the Government of Canada, the Northern Pacific and Manitoba Railway Company, a subsidiary of the Northern Pacific Railway Company of the United States, received a charter from the Province of Manitoba in 1887 for a railway from Winnipeg to Portage La Prairie. The Dominion Government immediately disallowed this charter. Nevertheless, the Manitoba government persisted and the Conservative federal government finally capitulated. The line from Winnipeg to Portage La Prairie was completed and opened on September 1, 1889, as was the line from Morris to Brandon. The colourful events surrounding the construction of this railway will be described in due course.

The 1880s in Manitoba were characterized by a rate of growth of railways experienced only during two other periods in the history of Canada. From 1855 to 1870, the Grand Trunk Railway, the Great Western Railway and the Intercolonial Railway were completed and placed in operation. From 1900 to 1915, the National Transcontinental, from Moncton, New Brunswick to Winnipeg, Manitoba was completed and the Grand Trunk Pacific Railway, the National Transcontinental's westward continuation, was opened to Prince Rupert, British Columbia. The Canadian Northern Railway, from humble beginnings in Manitoba, completed its trans-Canada railway from Québec, on the St. Lawrence River, to Vancouver, British Columbia.

→ DECKED IN GREENERY AND FLAGS; THE FIRST TRANS-CANADA PASSENGER TRAIN of the Canadian Pacific Railway Company rolled into Winnipeg, Manitoba on July 2, 1886. Photo courtesy Canadian Pacific Limited.



The Canadian Pacific land-boom of 1881-82 accelerated the fevered rate at which the rails were laid across the prairies and the City of Winnipeg became the undisputed centre of a rapidly growing rail network in Manitoba. Following the boom of the early 1880s, a decline in the rate of railway construction ensued and fewer immigrants came to Manitoba to seek their fortunes.

It is, of course, axiomatic that, west of Winnipeg, the Canadian Pacific Railway dominated the railway scene in these years. But a cursory look at the statute books of Manitoba and the Dominion of Canada shows that, on paper, the Canadian Pacific was not without a few rivals. During the 1870s, no fewer than 15 railway companies were incorporated in law in Manitoba, but only four of these laid any track. One was the Canadian Pacific. The figures for the years 1880 to 1889 are most surprising, as out of 40 incorporations, only six railways were built. The best laid plans often failed to materialize, under the baleful influence of the almighty CPR and its "Monopoly Clause".

Towards the close of the Eighties, there was a considerable outcry in favour of competition for the Canadian Pacific, which was enjoying rapid, undisciplined growth in the shelter of their exclusive charter. Among the clauses of the contract with the Government of Canada was one which guaranteed that no railway company would be chartered to construct lines on either side of the CPR's main line for a period of 20 years. In response to the public outcry against this monopoly, and in the hope of reducing freight rates to the east, the Manitoba government under the leadership of Premier Norquay, ratified the incorporation of the Red River Valley Railway Company and authorized the Railway Commissioner for Manitoba to build it from Winnipeg to West Lynne (now Emerson) Manitoba. Subsequently, it was to be turned over to a private company for operation. On September 4, 1888, the Red River Valley's name was changed to the Northern Pacific and Manitoba Railway Company, while the line from Winnipeg to Emerson, 65.81 miles to the south on the International Boundary, was opened to traffic on September 1, 1889. To no one's surprise, the Northern Pacific & Manitoba turned out to be a wholly-owned subsidiary of the Northern Pacific Railway of the U.S.A.

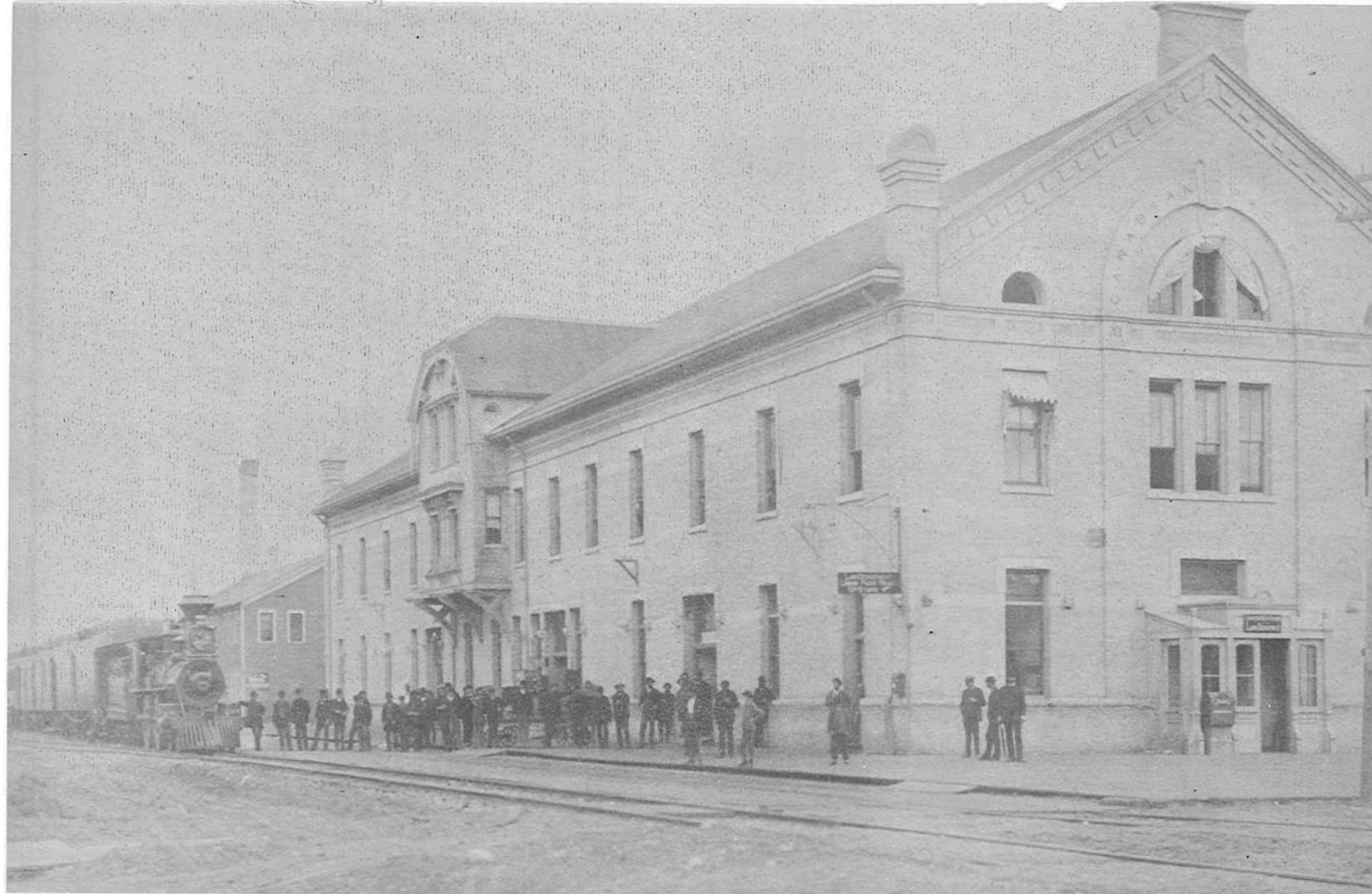
The decision to award control of a Manitoba railway to a United States corporation - for that was what it amounted to - brought a storm of protest from citizen and corporation alike and the Manitoba government faced a political nightmare. It was accused of having disregarded its promise that the Red River line should be awarded to the Manitoba Central Railway, a Canadian-owned company which later went bankrupt in the 1890s. There were those who claimed that the Manitoba Central should have been awarded proprietorship of the Red River Valley line in direct return for campaign contributions made to the Norquay cause.

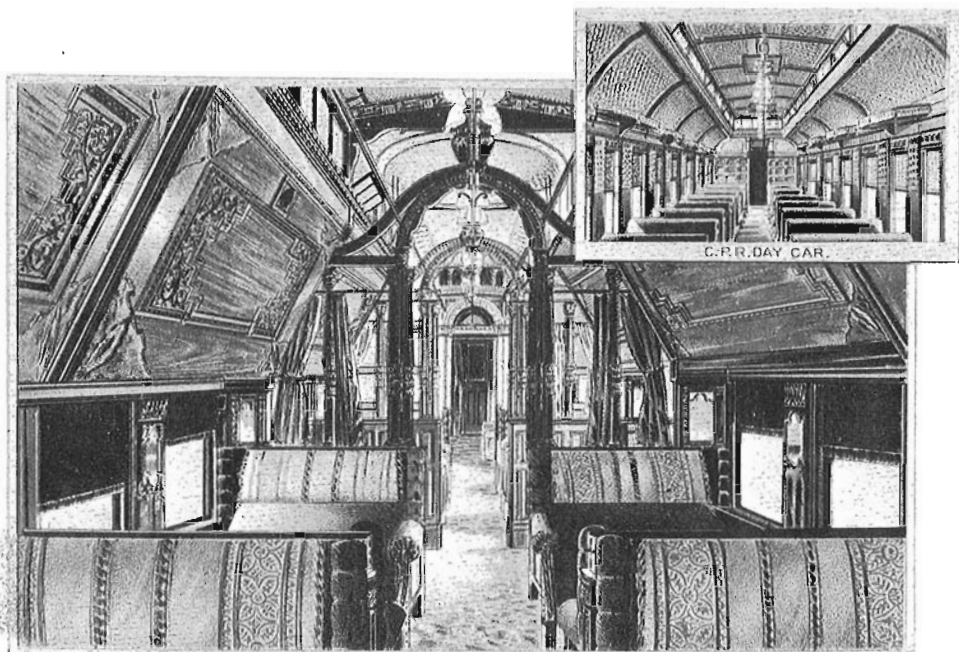
Although a Royal Commission of Inquiry investigated the whole, sorry mess, the charges could not be substantiated. The turmoil over the Northern Pacific and Manitoba was just beginning.

The Canadian Pacific Railway's response to the prospect of competition on the prairies is best illustrated by the following ex-

CANADIAN PACIFIC'S FIRST PASSENGER STATION OF ANY SIGNIFICANCE IN Winnipeg, Manitoba was photographed in 1884, with the local from Portage La Prairie standing in the station.

Photo courtesy Archives of Manitoba.





↑ THESE SKETCHES OF THE INTERIORS OF A SLEEPING CAR AND A "DAY" CAR OF the Canadian Pacific, made in the latter part of the Nineteenth Century, show the primitive opulence of decoration which anticipated the luxury which was to ensue. Photo courtesy Archives of Manitoba.

cerpts from Company President George Stephen's statement to the shareholders on September 12, 1888:

"It was deemed absolutely necessary to the procuring of the necessary capital, to the safety of the capital to be invested and generally to the success of the enterprise, that the traffic of the territory to be developed by the railway should be secured to it for a reasonable period; and the term of ten years from the time fixed for the completion of the railway was agreed upon. Without this provision for protection, the necessary capital could not have been secured and the railway could not have been made...

The same protection was insisted upon by the (Dominion) government in respect of the C.P.R. when it was commenced as a public work, long before the company was thought of...

Winnipeg at the time (mid-1870s) was a mere village, and the settlements in Manitoba were mainly confined to a narrow fringe along the Red River. The province hailed the signing of the contract, and hardly a voice was raised in objection to the so-called 'Monopoly Clause'

The inevitable consequences of over-speculation have been mistaken by people in Winnipeg and some other towns in Manitoba for the need of railway competition... The

local political parties have vied with each other in securing to themselves the support of the malcontents and this has resulted in the undertaking by the Provincial Government to construct a line of railway to the International Boundary, where it has agreed to make a connection with a line advancing northward from the Northern Pacific Railroad... The acts of the local government providing for the railway in question are in direct violation of the British North America Act...

It would be absurd to urge that the completion of the sixty-six miles of railway undertaken by the Government of Manitoba would ruin the vast Canadian Pacific system, but its construction would be a violation of the contract with this company, and the Directors feel it to be their duty to maintain the rights of the company in the matter, in every legitimate way..."²

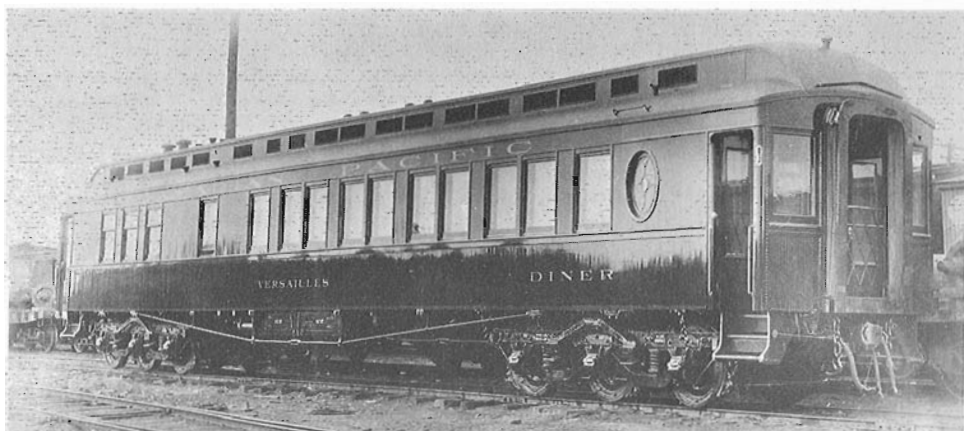
It was a forceful but unavailing argument. The Northern Pacific and Manitoba received its provincial charter in 1888, with authority to construct and operate the Red River Valley Railway from Winnipeg to the International Boundary, from Winnipeg to Portage La Prairie and from Morris to Brandon. Before it was completed, the railway would be the cause of the "Battle of Fort Whyte", an encounter which possessed all the prerequisites for bloodshed.

By Friday, October 19, 1888, construction of the Northern Pacific & Manitoba's branch line from Winnipeg to Portage La Prairie had progressed to a point south of the Assiniboine River, just west of Winnipeg. Here, it would have to cross the tracks of the Canadian Pacific's Southwestern & Pembina Mountain Branch. NP&M crews worked all night preparing the grade on both sides of the "diamond" crossing, today known in railway timetables as St. James Junction, thereby setting the stage for the confrontation which was to follow.

The General Railway Act of Canada, in effect at that time, prohibited any railway from crossing the tracks of another without first having obtained permission to do so from the Government of Canada. Further, the Railway Committee of the Government had the power to hear and determine any application, complaint or dispute respecting the crossing of the line of one company by the tracks of another. A final decision could thereafter issue from the Supreme Court of Canada. But this was a time-consuming procedure and, frequently, one of the contesting parties lost its patience.

At the crossing of the Southwestern & Pembina Mountain Branch, the Northern Pacific & Manitoba decided not to wait for the necessary permission to issue from the Dominion government. A decision was taken to proceed immediately with the installation of the "diamond". This unilateral decision was at least partly attributable to the Honorable Joseph Martin, Commissioner for Railways and Attorney-General for the Province of Manitoba. He was, coincidentally, a Vice-President of the NP&M at the time. The decision to act, rather than to wait for government approval and to ignore the terms and conditions of the General Railway Act (51 Vic. Cap. 29), was in no way acceptable to Canadian Pacific President William C. Van Horne and Superintendent of the Western Division William Whyte, who, both in Winnipeg at the time, took immediate steps to resist any attempt by the NP&M to cross the track of their branch line, considering even the intent as an outright act of trespassing.

The following day, William Whyte, accompanied by Magistrates and Special Constables, journeyed to the site, which by this time had



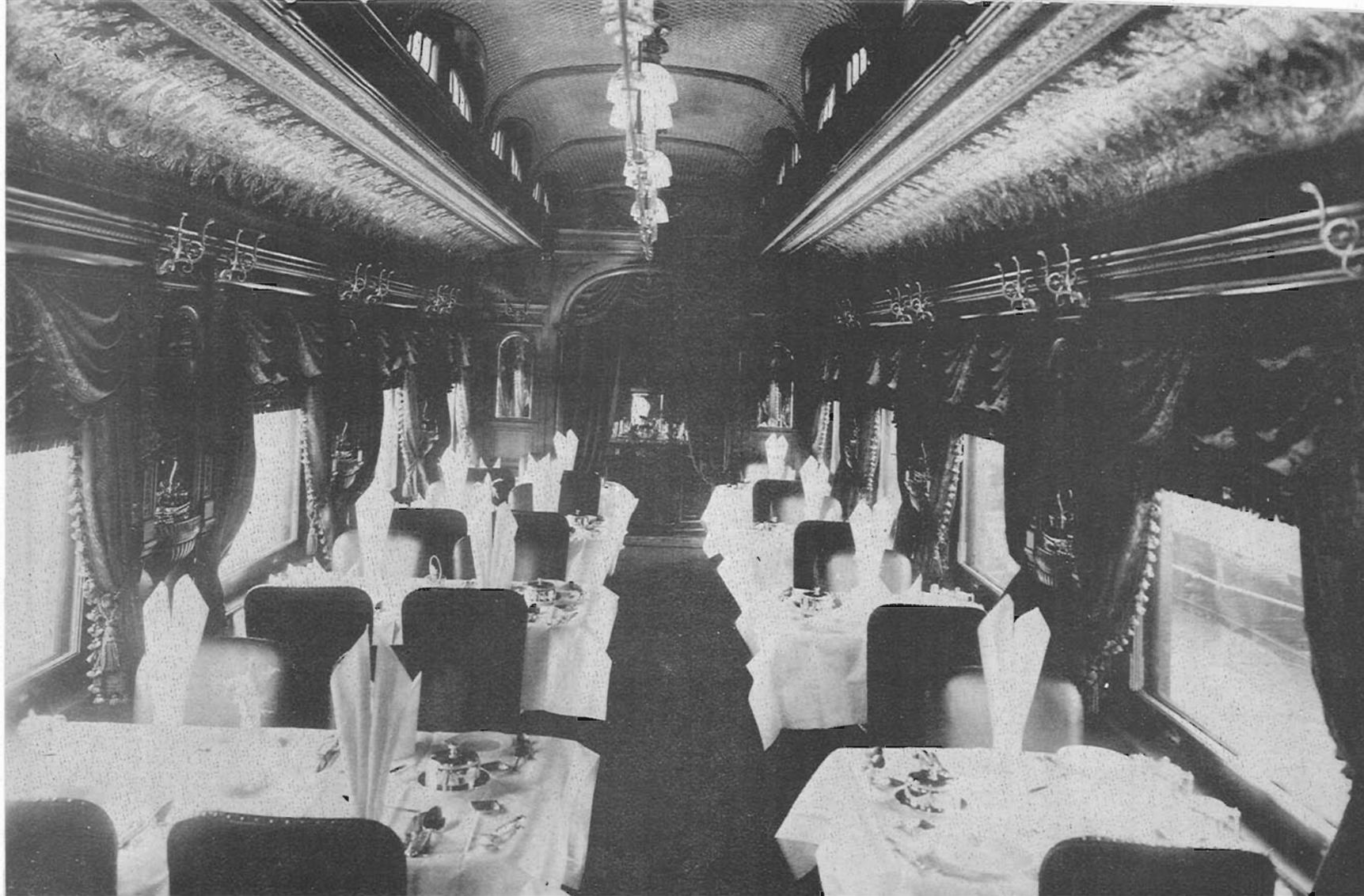
↑ AN EXCELLENT EXAMPLE OF THE EPITOME OF THE CAR-BUILDER'S ART AT THE end of the Nineteenth Century. The dining car VERSAILLES was built for the Canadian Pacific by the Crossen Car Company in 1888. It had a seating capacity of 36. Photo courtesy Canadian Pacific Limited.

→ INSIDE THE DINER, EVERYTHING WAS SNOW-WHITE NAPERY AND SHINING SILVER. This dining car is unidentified. Courtesy Canadian Pacific Limited.

become rather facetiously known as "Fort Whyte", a somewhat dubious honour for the CPR "commander". Whyte ordered his men to derail an old CPR locomotive onto the roadbed of the NP&M precisely at the location of the proposed crossing. In addition, a somewhat formidable force - in the circumstances - was assembled by the CPR, consisting of some 250 men, mostly company employees, with orders to protect the Company's interests. While Mr. Whyte supervised his "troops" from the luxurious comfort of his private railway car which had been conveyed to the location for his convenience, the men were more simply housed in six old colonist cars, brought down the line to a point nearby. "Commander" Whyte, it seemed, anticipated a prolonged state of siege.

Reacting to these preparations, the NP&M dispatched a special train from Water Street in Winnipeg. News of the impending encounter had travelled like wildfire through the Main Street bars and tonsorial parlours. The train, consisting of three grossly overcrowded flat cars, carried almost every red-bloded, able-bodied man left in the city. They were exuberant with enthusiasm and numbered some 300 volunteers, including about 50 special constables hastily sworn and authorized by Attorney-General Martin, mentioned above.

Action was not long in coming. During Saturday night, NP&M special constables took up the CPR track and dragged the prefabricated diamond rail-crossing into position with horses, spiking it firmly in place. It is puzzling how the very presence of the NP&M workmen failed to inspire the CPR forces to engage in a regular "donnybrook", especially with feelings running as high as they were. Perhaps the CPR crews were all sleeping, after a hard day's work watching the crossing location. In any event, before the night was through, the NP&M representatives were to have their own problems.



The NP&M diamond remained in position for a few hours at least, with a small guard watching over it, but, alas!, with the coming of the dawn, there also came Superintendent Whyte with his brave cohorts. The normal Sabbath calm of Sunday, October 21, 1888, was completely and utterly shattered.

Accompanied by harsh and vindictive exclamations, the NP&M crossing was manhandled and torn from its resting place, while the twenty or so NP&M "guards" watched the operation from a safe distance. According to some observers, the NP&M partisans were further embarrassed when the CPR men hoisted the "captured" diamond onto a flat car and proudly and boisterously paraded the prize of battle through the streets of Winnipeg as evidence of their victory.

Following these Sabbath-day events, the CPR added to the size of their force at the site of the crossing and kept a locomotive continually in motion across it for nearly fifteen days, steaming back and forth over the location to prevent the installation of another diamond.

Refusing to be outmanoeuvred, and in an attempt to reinforce his position, Attorney-General Martin deputized another 130 special constables on Thursday, October 24. To add to the tension in the crowd gathering at the site, the regular troops of the Army and the Militia were called out to keep an eye on the developments.

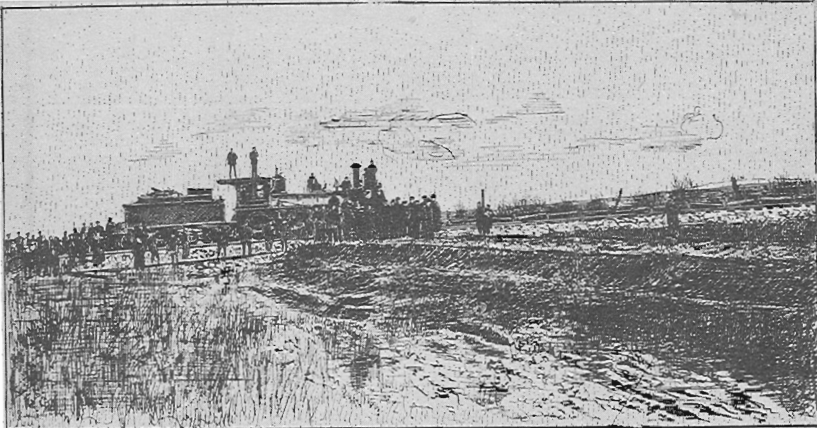
Fortunately, the "Battle of Fort Whyte" ended in anti-climax and was recorded in history as a rather peaceful encounter, this, much to the disappointment of the gallant opponents, who had answered the call to arms of their respective companies and had hurried to the "front", anticipating a little action. To the disappointment of many, the excitement of imminent battle gave way to the ultimate boredom of the "stand-off" and the end came when the CPR employees were recalled to their former jobs. The "Battle of Fort Whyte" came close to being an exciting chapter in Canadian history books. However, there were no casualties reported, to the joy and relief of the companies and politicians who were responsible. It was not necessary to erect a memorial to the gallant fallen at St. James Junction. What better way for a battle to end.

The NP&M crossing was installed later, as almost everyone knew it would be. The Supreme Court of Canada eventually rendered a decision in favour of the Manitoba government and the NP&M, thus ending the Canadian Pacific's precious legal monopoly along its main line west from Winnipeg to Brandon. In fact, the monopoly was abolished only in the immediate vicinity of Winnipeg; across the remainder of the prairies west of Brandon and south of its main line, the Canadian Pacific Railway Company was able to maintain a monopoly on rail transportation. And its successor, CP RAIL, does so to this day.

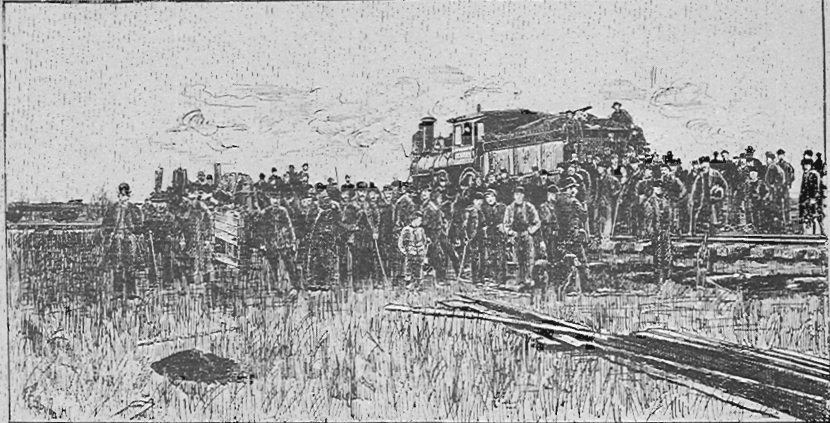
If the fuss and feathers of the "Battle of Fort Whyte" and its supporting Supreme Court decision were intended to lower railway freight rates, they failed entirely. One of the Government of Manitoba's prime reasons for building the Northern Pacific and Manitoba was to lower freight rates and this did not materialize. In the event, the added competition did little to lower freight rates and, in the end,

→ CONTEMPORARY SKETCHES FROM PHOTOGRAPHS BY BENNETTO OF THE "RAILWAY WAR in Manitoba" and the "Battle of Fort Whyte" in 1888. The lower sketches seem to be of "Part I" of the battle.

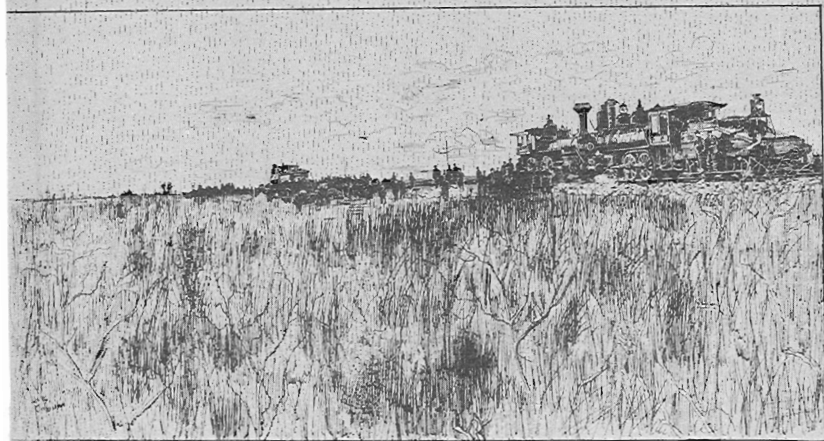
Photo courtesy Archives of Manitoba.



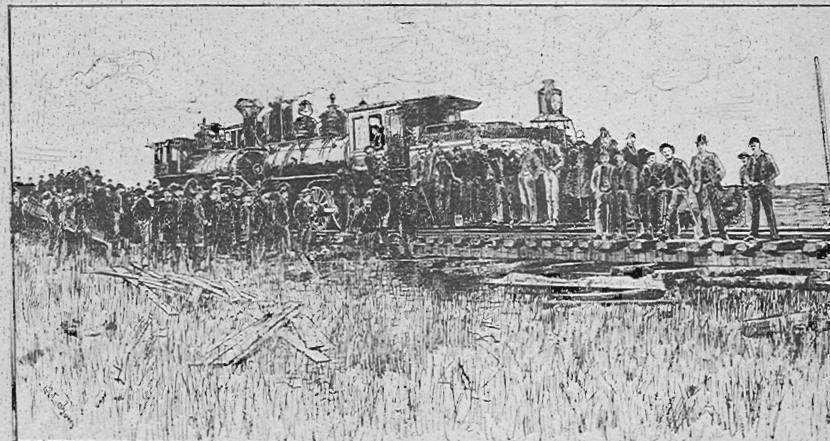
No. 1. C. P. R'y engine at the crossing of the N. P. & M. R'y, shewing the extension on the Portage La Prairie side of the C. P. R'y track.



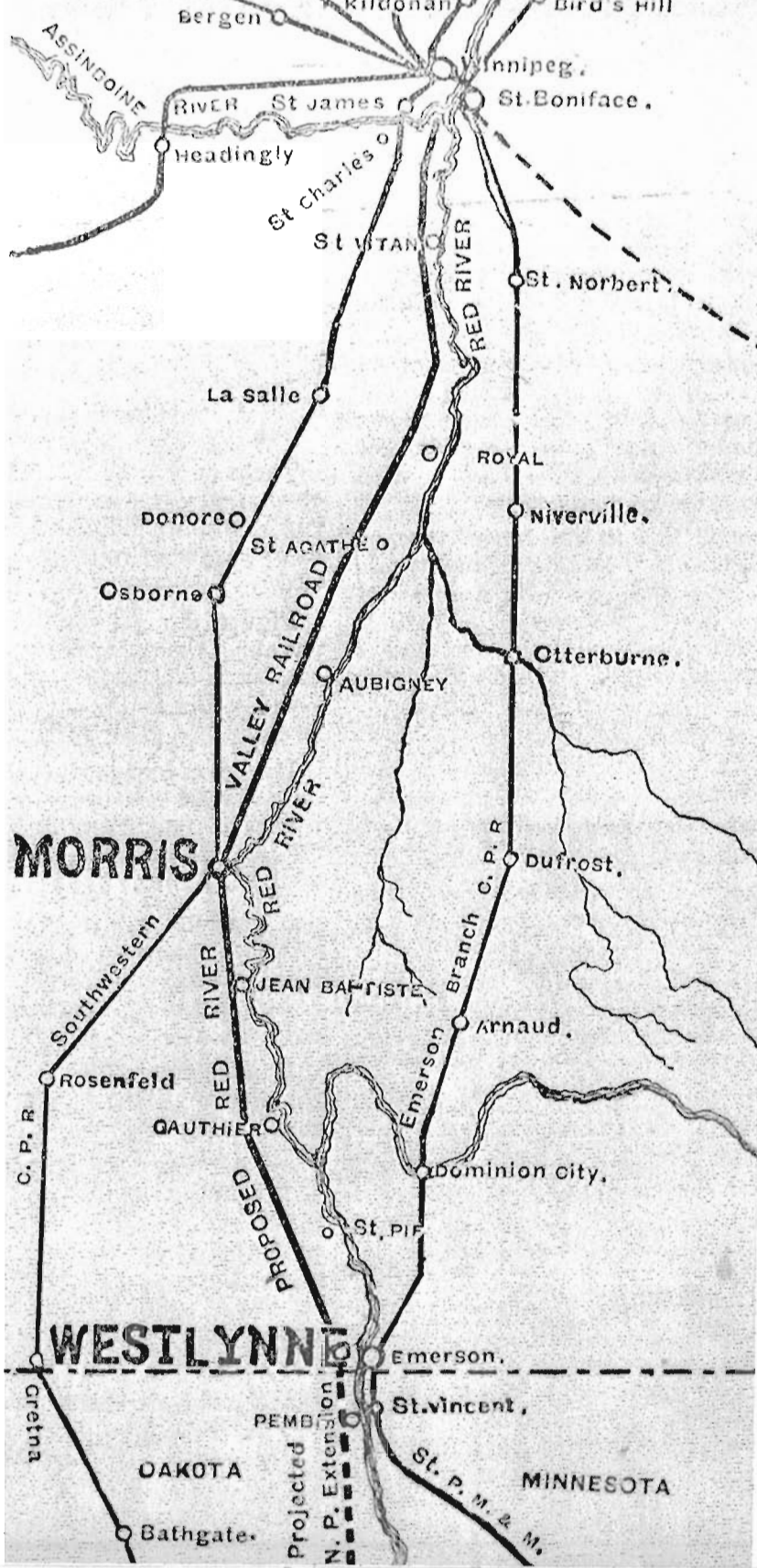
No. 2. C. P. R'y special police; the fence; and the hand car on the N. P. & M.



No. 3. C. P. R'y running two engines down the track to the crossing of the N. P. & M.



No. 4. Shewing the second C. P. R'y engine just dumped alongside the first, of which the cabin and smoke s



there was very little difference in the rate structures of the two companies.

"At the close of 1889, the Northern Pacific and Manitoba Railroad had 266 miles of road in operation within the province, but the great advantage of competition and cheapening of the rates, promised by the Company, scarcely fulfilled the hopes of those who had so longed for its advent. It was found that though the small section of the country served by the system derived the benefit of rail communication, the country at large was not benefitted at all."⁴

Manitoba had won the "Battle of Fort Whyte", but it had lost the war against the high freight rates!

- - - - -

ACKNOWLEDGEMENTS

The author wishes to express his sincere gratitude to Mr. S.S. Worthen, Editor of CANADIAN RAIL, for his assistance; to Mr. Barry Russell and the obliging staff of Canadian Pacific Limited's Regional Technical Services office in Winnipeg; to Mrs. Barbara Webber for the "quickie" course in creative writing; and to the Manitoba Historical Society who provided the confidence and inspiration needed to improve and develop further this article.

A special expression of thanks is due Mr. Rodger Letourneau for his patience in eliminating any doubts regarding the actual location of the "Battle of Fort Whyte".

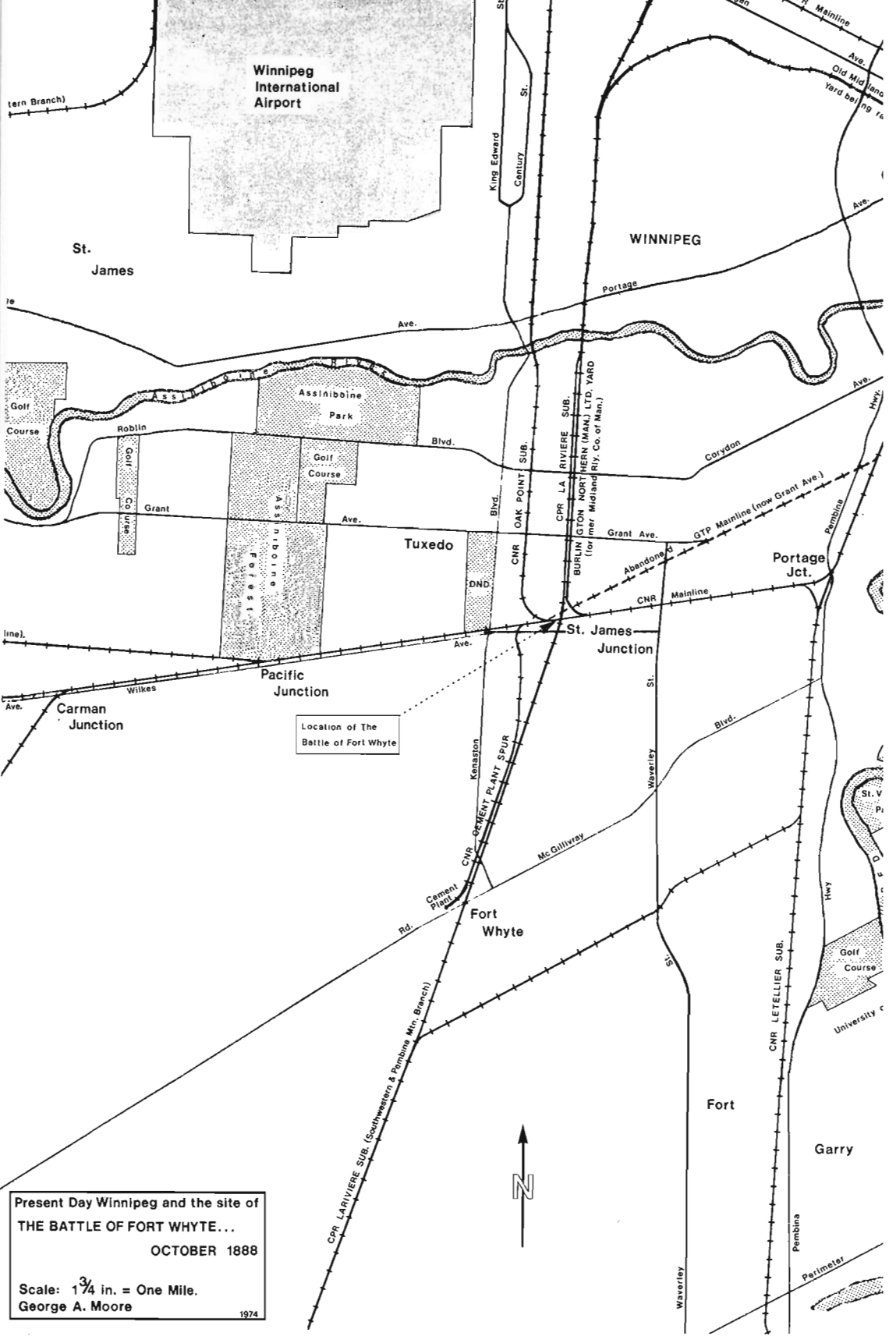
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Winnipeg
International
Airport

WINNIPEG

Assiniboine
Park

Tuxedo

St. James
Junction

Pacific
Junction

Location of The
Battle of Fort Whyte

Fort
Whyte

Fort

Garry

Present Day Winnipeg and the site of
THE BATTLE OF FORT WHYTE...
OCTOBER 1888
Scale: 1 3/4 in. = One Mile.
George A. Moore
1974



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MAPS AND OTHER DOCUMENTS

GRAND TRUNK PACIFIC RAILWAY COMPANY	Employees' Time Table Number 1	September 21, 1908
PROVINCE OF MANITOBA	Economic Atlas of Manitoba Industry and	Department of Commerce 1960
HUDSON'S BAY COMPANY	Sectional Map showing Lands for Sale or Lease in the Province of Manitoba.	Corrected to August 1, 1929.
CANADIAN PACIFIC RAILWAY COMPANY	Historical Chart of Sub- divisions, Prairie and Pacific Regions.	(blueprint)
	Station Map, showing all railway lines (Canadian Pacific & Canadian National) for Prairie & Pacific Regions.	
	Employees' Timetables	1880s & 1890s various
WARKENTIN & RUGGLES	Historical Atlas of Manitoba	Winnipeg 1970

July 1975

WAYBILLS

Which the Eastern Express Company agree to forward and deliver at destination, if within their route, and if not, to deliver to the connecting Express, Stage or other means of conveyance, at the most convenient point; and to be responsible for such delivery to the amount of Fifty Dollars only, unless value is stated above. It is further agreed that they shall not be held responsible for any loss occasioned by Fire, or the dangers of Rail-road, Steam or River Navigation, or for the breakage of glass or other fragile goods.

FOR THE EASTERN EXPRESS COMPANY, *Mckeown*

THE RECENT SURPRISE ANNOUNCEMENT OF THE BRITISH BOW-OUT FROM THE Channel Tunnel proposal, to build a rail-road tunnel under the 24-mile wide English Channel (La Manche) between England and France, in conjunction with the French government, took our reader John Welsh quite by surprise.

The reason given by the United Kingdom's Secretary for the Environment Mr. Anthony Crosland, was the escalating costs of construction, which were reported to be likely to increase to as much as \$ 3.5-4.5 billion.

What disappoints John Welsh is the apparently inescapable conclusion that he will probably not be able to make his cherished dream come true: a journey by railway in one of those enticing, luxurious blue sleeping-cars of La Compagnie Internationale des Wagons-Lits et des Grands Express Européens, all the way from Inverness, in the north of Scotland, to Teheran, Iran, via London, Paris, Basle, Belgrade, Istanbul, Ankara, Tatvan and Tabriz!

BILL MCKEOWN, THE ASSOCIATION'S FAR EAST REPRESENTATIVE, REPORTED IN March 1975 that a third segment of Japan's Shinkansen or New Tokaido Line, from Okayama to Hakata, on the southern island of Kyushu, was placed in operation on March 10 1975 at 0540. Rail travel time from Tokyo, 668 miles to the north, was thereby reduced by more than three hours, to seven hours, plus or minus a few minutes, principally through the use of the 11.7-mile long Kammon Tunnel under the Strait of Shimonoseki, between the main island of Honshu and the southern island of Kyushu.

The 23 fastest Hikari ("Light") trains scheduled daily from Tokyo to Hakata will make six intermediate stops (Nagoya, Kyoto, Osaka, Okayama, Hiroshima and Kokura) and average about 95 mph., while the Kodama ("Echo") trains will make 28 intermediate stops.

The first portion of the New Tokaido Line, from Tokyo to Osaka, was opened on October 1, 1964. The second portion, from Osaka to Okayama, was opened in March 1972.

Other extensions are planned to Sapporo on the northern island of Hokkaido, to the west, along the Japan Sea coast of Honshu and farther south on Kyushu to Nagasaki and Kagoshima.

THERE WAS A TIME WHEN THE TICKET ILLUSTRATED HEREWITH WAS CONSIDERED a collector's item and might have commanded a price far in excess of its actual purchase price.

Then, along came the "Adirondack" service and the intrinsic value of this ticket suddenly disappeared. Today, it might not even be honoured on the State of New York-Delaware & Hudson's "Adirondack" for the Montréal to Plattsburg, NY portion of the run!

As you might guess, April 30 1971 was the last day on which the southbound D&H "Laurentian" operated. Some members of the Association decided to participate in this memorable event. Memorable? Yes, until August 6 1974. After that, it was a whole new passenger train service on the D&H, which included dome cars.

And, in case you think that the D&H's "Adirondack" service provides just the "same old ride" from Montréal to Albany, NY, you are hereby invited to purchase a ticket, one day, and ride in the dome. The approach to the tunnel through the rocks at Willsboro and under the rocky ridge at Fort Ticonderoga can only be described as startling and the passage through these bores as intimidating!

Try it! You'll like it! Positively! And there's no extra charge!

Wayne Hoagland.

40463	Issued by Naperville Junction Ry.
	THE DELAWARE & HUDSON RAILROAD <small>INCORPORATED IN NEW YORK</small>
	MONTREAL (Unit 3), P. Q. To <u>Plattsburg, N.Y.</u>
	Good for One Passage within One (1) Year in addition to Date of Sale stamped on back. Subject to Tariff Regulations NOT TRANSFERABLE GOOD IN COACHES ONLY
Form NJ-GA	Printed in U.S.A. <i>Richard P. Keating</i>

40463	Check to be taken up by First Conductor
	MONTREAL (Unit 3), P. Q. To <u>Plattsburg, N.Y.</u>
	GOOD IN COACHES ONLY Not Good for Passage NOT TRANSFERABLE
	Issued by Naperville Junction Ry. The DELAWARE & HUDSON R. R. Corporation

THIS SPRING, BARRIE MACLEOD OF SYDNEY, NOVA SCOTIA, REPORTED THAT DEVCO Railway had taken delivery of a new - to them - diesel unit and was expecting delivery of a second. These units, numbered DEVCO 214 and 215, are ex-Union Pacific Railroad RS 27s, rebuilt by MLW Industries, Montréal and derated from 2400 to 2000 hp.

Barrie also sent a roster of DEVCO motive power:

Road number	Builder	Type/ model	Rated	Note
20	EMD	40	300 hp	1
61	ALCO	S 1	660	2, 3
200 thru 202	MLW	RS 23	1000	4
203 thru 212	ALCO	RS 1	1000	5
300	ALCO	RS 1	1000	5
214 thru 215	ALCO	RS 27	2000	6

Notes:

- Number 20 is one of 11 units built by EMD in 1940-43. It was the first model 40 built and used by EMD. It was afterwards sold to McKinnon Industries and then to Lake Ontario Steel, before being sold to DEVCO in 1969.

2. Number 60, not included in the roster, was an ex-Pacific Great Eastern Railway unit, Number 553 in 1960. It was sold to the Laurinburg & Southern Railroad in 1972 and became their Number 107.
3. Number 61 is ex-Chicago & North Western Railroad Number 1202, acquired by DEVCO in 1961.
4. These units were purchased new in 1960, the only new units ever acquired by the DEVCO Railway.
5. These RS 1 units were formerly Minneapolis and St. Louis Railroad and Wisconsin Central Railroad units, acquired in 1960-61.
6. These are ex-ALCO demonstrators, later Union Pacific Railroad units Numbers 675 & 676, acquired through MLW. They have been used as leased units by MLW from 1971 to 1974.

The cooperation of Ray Corley of Toronto in verifying this information is very much appreciated.

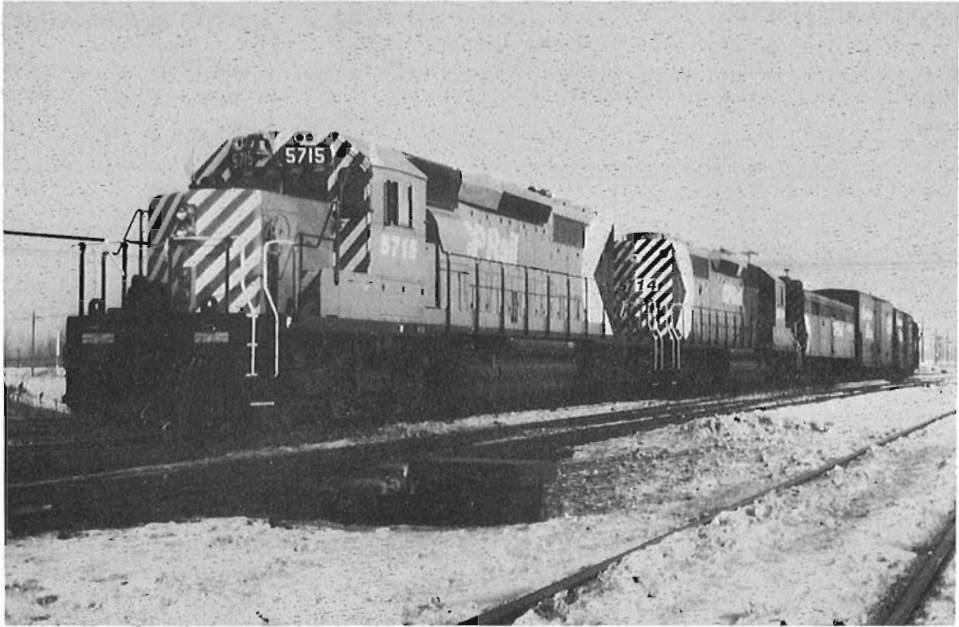
Barrie also reported that the Cape Breton Steam Railway had purchased a wooden van from Canadian National Railways for use as a canteen at "the end of the line" at Port Morien. The van was repainted a pale yellow colour, which was the paint scheme on the former Sydney and Louisburg Railway.

THE DELIVERY DATES FOR CP RAIL'S SD 40-2 UNITS FROM DIESEL DIVISION, General Motors of Canada Limited, are supplied by Pierre Patenaude. These are CP RAIL class DRF 30m locomotives:

Road numbers	Builder's numbers	Delivery date
5800, 5801	A-3113, A-3114	7 December 1974
5802, 5803	A-3115, A-3116	9 December 1974
5804, 5805	A-3117, A-3118	11 December 1974
5836, 5676	A-3119, A-3121	13 December 1974
5677, 5678	A-3122, A-3123	16 December 1974
5675, 5680	A-3120, A-3125	17 December 1974
5679, 5681	A-3124, A-3126	19 December 1974
5682, 5683	A-3127, A-3128	20 December 1974
5684, 5685	A-3129, A-3130	6 January 1975
5686, 5687	A-3131, A-3132	8 January 1975
5688, 5689	A-3133, A-3134	13 January 1975
5690, 5691	A-3135, A-3136	14 January 1975
5692, 5693	A-3137, A-3138	15 January 1975
5694, 5695	A-3139, A-3140	17 January 1975
5696, 5697	A-3141, A-3142	20 January 1975
5698, 5699	A-3143, A-3144	23 January 1975
5700, 5701	A-3145, A-3146	25 January 1975
5702, 5703	A-3147, A-3148	27 January 1975
5704, 5705	A-3149, A-3150	29 January 1975
5706, 5707	A-3151, A-3152	31 January 1975
5708, 5709	A-3153, A-3154	4 February 1975
5710, 5711	A-3155, A-3156	7 February 1975
5712, 5713	A-3157, A-3158	12 February 1975
5714, 5715	A-3159, A-3160	15 February 1975
5716	A-3161	19 February 1975
5717	A-3162	27 February 1975

These units are based at Alyth Yard, Calgary, Alberta and are used mostly west of Calgary. Numbers 5800 through 5805 and Number 5836 are LOCOTROL master units for use in coal unit-train service.

Pierre sends the accompanying picture of "something old, something new" on CP RAIL. Just-delivered SD 40-2s Numbers 5715 and 5714 left St. Luc Yard, Montréal, on freight Train 937 on 16 February 1975 in a lash-up with elderly FB 2 Number 4470.



PROPOSENTS OF TORONTO, ONTARIO'S "TOUR TRAM" OPERATION WERE SOMEWHAT disconcerted in March 1975, when the proposal for summer-'75 operation was discussed, to find that revenue in 1974 was 61.6¢ per mile, compared with \$ 1 per mile in 1973, while operating costs in '74 rose to \$ 1.25 per mile. In 1973, "Tour Tram" carried 20,451 passengers in 72 days of operation, while in 1974, the total was 19,637 in 99 days of operation. Of course, it should be recognized that the TTC suffered a work-stoppage at the height of the '74 season, during the Canadian National Exhibition; 121 days of operation had been planned.

At the inception of the "Tour Tram" operation, the Toronto Transit Commission agreed to run the service for two years without a change in the routeing. However, the route for 1975 operation was amenable to revision, if this was considered necessary.

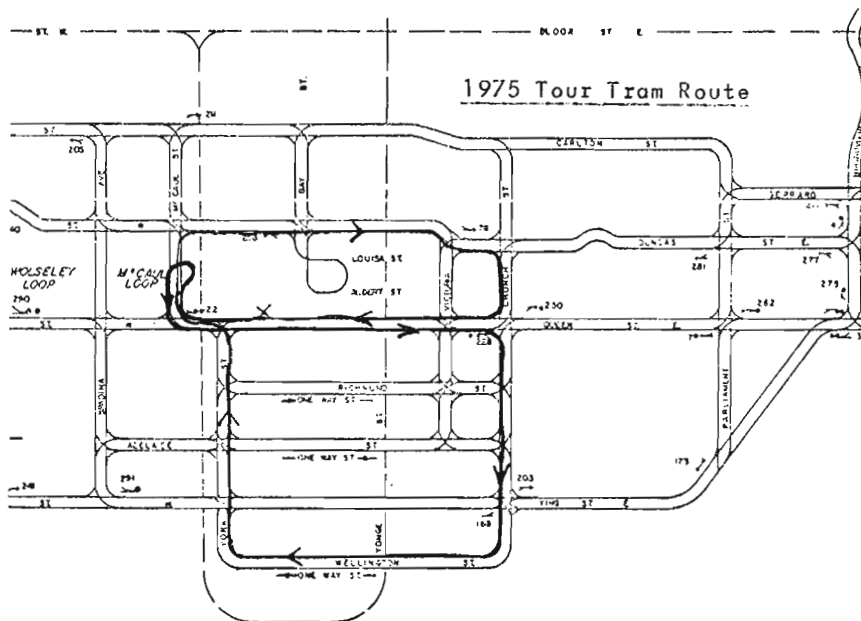
As a result of several meetings, a new path for "Tour Tram" was determined, which provided a 40-45 minute ride from May 17 to September 1, 1975, Saturdays, Sundays and holidays only. Exceptions to this schedule were July 1, when "Tour Tram" would not run because of a major Canada Day parade in downtown Toronto. Instead, "Tour Tram" was to run Monday June 30. In addition, "Tour Tram" would run daily through the CNE fortnight, August 14 to September 1. Hours were set at 1000 to 2100 on weekends and holidays, with 1000 to 1500 and 1900 to 2100 operation during CNE fortnight.

"Tour Tram" loading point was to be in front of Toronto's City

Hall on Queen Street West, where ex-London, England double-deck tour buses start - and terminate.

Large Peter Witt streetcar Number 2424, on lease by the TTC from the Halton County Radial Railway was not planned to be used in the 1975 "Tour Tram" operation, although it was to be pooled with the current Small Witts, if it was ready. Number 2424 was committed for use in the transportation exhibit at the CNE, together with the quarter-section, full-scale mock-up of the new Canadian Light Rail Vehicle, recently previewed by Ontario's Urban Transportation Development Corporation.

E.A.Wickson.



Note preliminary turn via McCaul, Dundas and Church to starting point on Queen, to pick up passengers who missed "Tour Tram". Thereafter, "Tour Tram" loops on McCaul Street loop to pass starting point, again picking up late-comers. Three times and out!

- - - - - = TTC subway

THE OTTAWA "JOURNAL" OF MARCH 12, 1975, REPORTED THAT RESIDENTS OF the Lucerne and Nepean districts of the Ottawa area were continuing to agitate for a "GO Transit" type of operation to the city centre, using CP RAIL trackage and equipment. The Lucerne group requested a commuter service from Aylmer, Québec to Scott Street in Ottawa, while the Nepean group wanted a commuter service from Kanata to downtown Ottawa.

In both cases, CP RAIL trackage, presently sparingly used by freight trains, would be utilized. CP RAIL officials, who had already been consulted, said they were "anxious" and "willing" to cooperate, on condition that no operating losses would accrue to the railway.

Proponents of the scheme were temporarily stymied by the ina-

bility to find the necessary funds for the project, but the \$ 2 million annual subsidy, allegedly paid to Toronto's GO Transit operation, offered them some hope that the money could be found.

Arguments were adduced that savings would accrue to Ontario through a reduction in probable essential highway construction. Also noted was the policy of the Government of Canada to reduce parking space for its growing number of employees.

J.D.Welsh.

JOHN WELSH SENDS IN A CLIPPING FROM THE TORONTO "GLOBE & MAIL" IN which it was announced that GO Transit had outgrown its storage and equipment yard at Willowbrook (Mimico) and plans are under way to build a new multimillion-dollar replacement.

Mr. William Howard, General Manager, Toronto Area Transit Operating Authority, said that the new maintenance yard and building complex must be ready by mid-1977, in order to accommodate the new double-decker commuter rail cars, scheduled for arrival at that time.

While the Willowbrook yards, six miles from Toronto's Union Station, might be expanded and rebuilt, Mr. Howard also suggested that another site, somewhere on one of GO Transit's lines, might be selected.

FOLLOWING THE FIRST USE OF PENN CENTRAL'S DETROIT RIVER TUNNEL, BETWEEN Detroit, Michigan and Windsor, Ontario by a Canadian National/Grand Trunk Western freight train on February 20, 1975, what appears to be the last trip, exclusively for CN/GTW of the famous S.S.LANSLOWNE, now a barge and propelled by the tug MARGARET YORKE, was made on March 14 following. The Canadian Transport Commission ratified the termination of the car-barge service using the 108-year-old former car-ferry.

The use of the PC connections and tunnel by the CN/GTW was authorized by the Railroad Service Board of the Interstate Commerce Commission and the Railway Transport Committee of the Canadian Transport Commission simultaneously and took effect at 2359 on January 24, 1975.

In the State of Michigan, the CN/GTW will use PC trackage from the vicinity of Bay City Junction yard to the International Boundary in the middle of the tunnel; on the Canadian side, CN/GTW will use PC trackage in Windsor to the junction with the Essex Terminal Railway, which provides a bridge-line between PC and CN.

The LANSLOWNE, presently a car-barge, may continue in service on the Detroit River, but leased by Detroit Barge Lines, as previously reported. The Tug MARGARET YORKE was to move to the Sarnia, Ontario-Port Huron, Michigan run.

W.J.Bedbrook.



ON A DECEMBER DAY IN 1963, CANADIAN NATIONAL RAILWAYS' MIXED TRAIN M-243 from Halifax to Yarmouth, Nova Scotia, daily except Sunday, paused at Liverpool, N.S. Mr. Maxwell L. MacLeod captured it on film, with units Numbers 1640 and 1633 on the point.



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