Canadian Rail

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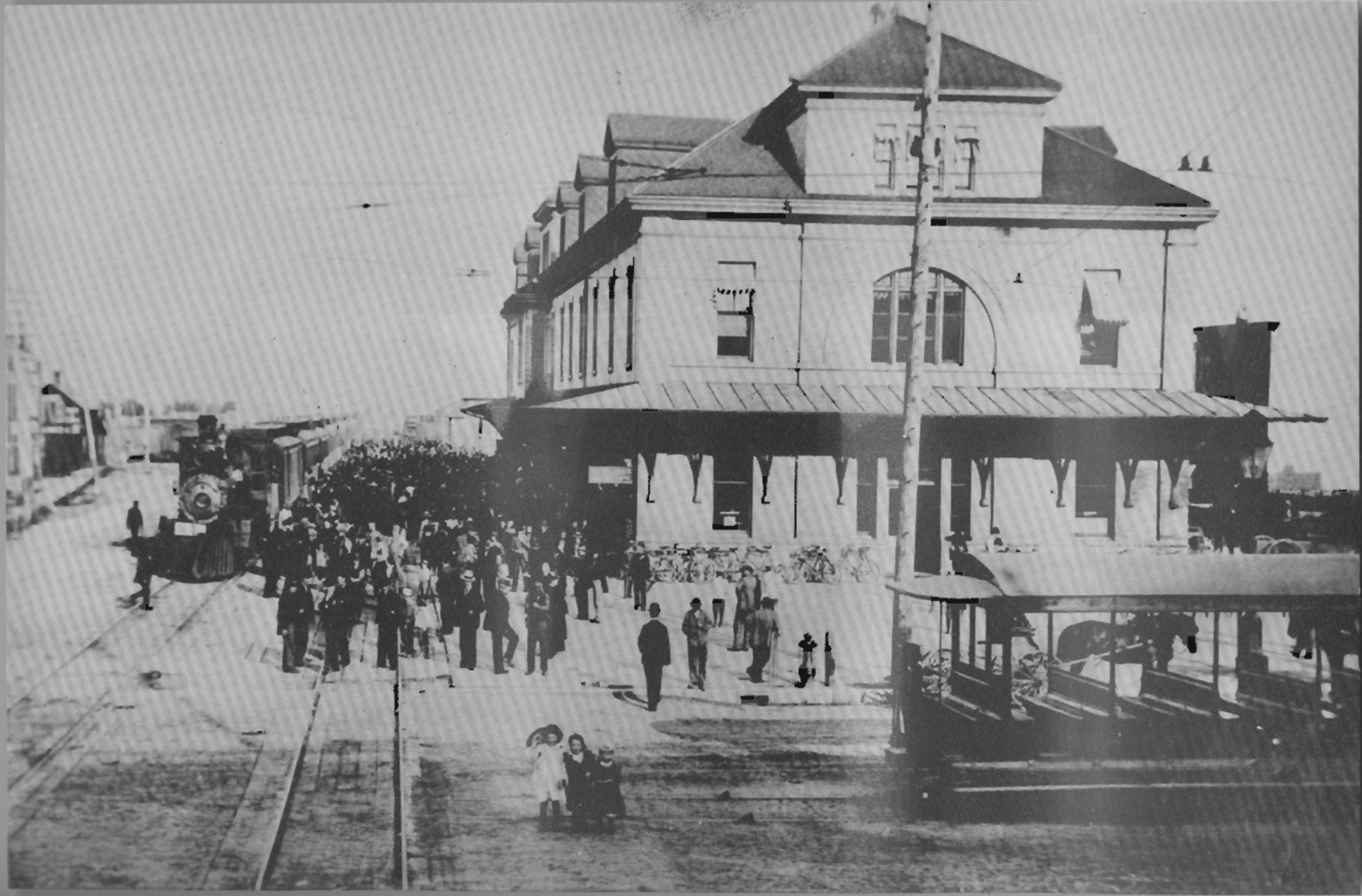

MANITOBA'S RAILWAYS

PART II

G.A.Moore

Part I of Mr. Moore's two-part article appeared in the July 1975 issue Number 282 of CANADIAN RAIL.

THE HARVEST RIPENS - THE 1890S.

The number of people immigrating to western Canada declined sharply in the early 1890s. This was the result of many factors, including better times in Great Britain and increasing competition for a share of the emigrating classes by other countries.[5] In addition, lower prices for farm produce in Canada acted as an additional deterrent. The weather also failed to cooperate; there was a succession of dry seasons and damaging early frosts.[6] A lack of available land, south of Riding Mountain district, was another contributing factor.

But, as the '90s unfolded, the situation improved steadily and, once again, there was considerable activity in the construction of new railway lines and the extension of existing ones. The Canadian Pacific Railway opened the Souris Branch from Kenmay to Oxbow, Saskatchewan in 1892, this branch being the direct result of the failure of the Northern Pacific & Manitoba Railway to honour an agreement with the Government of Manitoba to extend their Souris Branch to the coal fields in the southwestern part of the province. In 1890, the Government of Manitoba asked the Canadian Pacific to complete this railway.

TYPICAL OF HUNDREDS OF RAILWAY STATIONS IN MANITOBA ON BOTH CANADIAN main-line railways was the Canadian Pacific Railway station located at Elkhorn, Manitoba, 197.2 miles west of Winnipeg. Built in 1904, this "standard design" station was closed when it was photographed in 1971 and was subsequently sold on January 18, 1972 and thereafter demolished. Photo courtesy of G.A. Moore.

THE CANADIAN PACIFIC RAILWAY'S SECOND PASSENGER STATION AT WINNIPEG, Manitoba, as it appeared in 1897, with a train of harvester excursionists, apparently just arrived. A horse-drawn streetcar of the Winnipeg street railway system has also arrived at the station. One line of the street railway crosses the CPR's main line; the other, not yet extended to cross the railway, is protected by a pair of rather inadequate stop-blocks. Photo courtesy Archives of Manitoba.

In addition, the Canadian Pacific opened the Glenboro Extension from Napinka to Deloraine and the Pipestone Extension from Schwitzer Junction to Reston, both in 1892. The CPR completed its Waskada Branch from Deloraine to Waskada in 1899, extended the Arbourg Subdivision from Stonewall (Mile 19.8) to Teulon in December 1898 and the Snowflake Branch was opened from Wood Bay to Snowflake, in the south-central portion of the province, in November 1899.

The subject of coal mining in Manitoba and its influence on railway construction merits closer consideration. Although deposits of coal were discovered in southwestern Manitoba and southeastern Saskatchewan, the story of coal mining in the former area is brief:

> "In Manitoba, there was promise at one time of a mine at the west end of Turtle Mountain, south of Goodlands. About 1890, several holes were bored and a shaft put down; for some reason the industry was discouraged. South of Deloraine, coal has been taken from a couple of thin seams for several years, but there has been no continuous mining".[7]

Despite the Manitoba government's request for railway lines to transport the coal, no viable industry was ever established.

With the coming of the Northern Pacific & Manitoba, other railways soon appeared on the scene to compete directly or indirectly with the Canadian Pacific. Before studying these additional lines, an examination of the NP&M in the 1890s shows that their Winnipeg-Portage La Prairie branch was already in full operation. The Hartney Junction-Argue branch, completed in 1898, was the line that eventually failed to reach the Manitoba-Saskatchewan coal fields.

The Great North West Central Railway Company, leased to the Canadian Pacific in 1900, was opened for operation from Chater to Hamiota in 1890. This railway was chartered to build to Battleford, Saskatchewan, via Souris, but the CPR leased it before it was able to build that far.

The Lake Manitoba Railway and Canal Company amalgamated with the Winnipeg Great Northern Railway Company in December 1898. The former company had been chartered in 1889 to build a railway from Portage La Prairie to Lake Manitoba and to improve water communication between Lakes Manitoba and Winnipegosis and the North Saskatchewan River. The railway portion of the enterprise was opened from Gladstone to Sifton in 1897 and from Sifton Junction to Winnipegosis in the same year.

The Winnipeg Great Northern was originally organized in 1880 as the Winnipeg and Hudson's Bay Railway and Steamship Company, to build a railway from Winnipeg to Port Nelson on Hudson Bay. In 1887, the "and Steamship" portion of the corporate title was dropped and, in 1894, the company name was amended to the Winnipeg Great Northern Railway Company. Their line was opened for service from Sifton Junction to Cowan in 1898 and from Cowan to Swan River in 1899.

These two railways were destined to be of greater significance to Canada than to Manitoba, for they were the two railways, amalgamated on 13 January 1899, which formed the first portion of the Canadian Northern Railway Company, which was, by 1915, Canada's second longest and most aggressive railway system.

The Manitoba and South Eastern Railway Company received its charter in 1889, to construct a line from Winnipeg in the direction de-

scribed in its corporate title, towards the International Boundary in the direction of the Lake of the Woods. It was, of course, a Mackenzie and Mann (Canadian Northern) undertaking, intended to provide the eastward main line from Winnipeg to Port Arthur and Toronto. Construction began in 1898 and the line was completed and opened for service over the 109.04 miles to the International Boundary near Sprague on 2 December 1900. The Company was amalgamated with the Canadian Northern effective 4 May 1900.

Immigration to Manitoba increased somewhat in the mid-'90s, but its traditional pattern had changed, with a significant percentage of new Canadians now coming from countries other than the United Kingdom. Waves of Ukranian immigrants swept into Manitoba in 1897, 1898 and 1899, the people settling mainly in the northwest portions of the province. By the end of 1897, available land was scarce and it grew moreso as the turn of the century approached.

Railways were constructed rapidly across the prairies west of Winnipeg and stations of varying shapes and sizes were erected along the tracks. In the first few months after a new line was opened, it was usually considered sufficient to "ground" an old boxcar on the station site, providing the bare necessities for the agent's survival and the care and handling of passengers, their baggage, express and freight. A pioneer of the era recalls:

> "The station on wheels soon arrived and was placed on a small track behind the platform; apparently an old boxcar converted for use by the B&B gang.
>
> It had an office at one end,a bedroom at the opposite end, and the space in the centre was intended for use as a passenger waiting room and storage for freight and baggage. The total length of the car was about 36 feet. Two bunks in the sleeping quarters were torn out so that it could be made into a regular bedroom. When the two bunks were ripped from the walls, thousands of dead bugs fell to the floor, the result of a previous fumigation.
>
> A second boxcar reached Pierson soon after and was placed at the end of the first car to be used for storage of freight and baggage.
>
> The two cars served as a railway station for two years when a nice station was built in 1897 with good living accommodation."[8]

Canadian Pacific Railway records show that, with the exception of principle towns and villages, very few permanent stations were built prior to 1900. Most were built after that time.Many towns depending of course on their state of prosperity, local politics and sundry other matters, were awarded beautiful station structures,surrounded in time by lush floral gardens and trimmed hedges, the result of scrupulous maintenance by the agent. Other towns made do, through the years, with the aforementioned old boxcars or other portable structures, converted to suit the needs of the railway, not the aspirations of the citizens.

The basic collection of station plans of the Canadian Pacific Railway was large and the imagination of the station designers produced some very interesting results. The roof of the station at Hartney, for instance, was a sight to behold, with its "tear-drop" style peak. The majority of these fine buildings stood in lonely splendour in many towns, the most striking building for miles around.They were

frequently built with the finest British Columbia timber and, in some few instances, this is the case even today. Following the decline of the branch-line passenger train however, the railway station had outlived its usefulness and today is fast disappearing from the prairie landscape. Fortunately, some of these stations have been preserved as museums, community halls or even as private dwellings, but, alas, these preserved stations are very few indeed.

To recapitulate: the 1890s or "Gay '90s" as they were popularly called, represented a period when first-class railway travel meant precisely that and was unequaled in its plush and panelled elegance. Sleeping cars, a popular innovation on medium-distance trains, were being built as fast as the car builders could turn them out and travel on luxurious transcontinental expresses promised pleasures never to be exceeded in the decades to come.

THE TWENTIETH CENTURY - THE 1900S.

The Twentieth Century brought yet another boom to western Canada, with the majority of new immigrants travelling right through Manitoba, seeking their fortunes in the country further west. Despite this inevitable circumstance, since available farmland was fast disappearing in Manitoba, the province did receive a proportion of the new Canadians.

In the decade 1900-1910, more miles of railway were constructed in Manitoba than in any other similar period. Branch lines were located and built primarily to encourage settlement on the prairies and to transport the agricultural products of these new areas. This is not to say that agriculture was the sole justification for these new lines; minerals, mainly coal, in the period about 1900 were also a justification for these new lines.

The CPR further extended its Pipestone Branch from Reston to Antler, Saskatchewan in 1900 and began construction of the Lauder-Westerly branch from Lauder to Alida, Saskatchewan in 1906. The Waskada Branch from Waskada to Lyleton was opened in 1903 and the Boissevain-Lauder Branch from Sanger to Lauder commenced operation in 1913. The Varcoe Branch grew from McGregor to Wellwood in 1901, Wellwood to Brookdale in 1903 and Brookdale to Varcoe in 1905. The Virden Branch was opened from Virden to Two Creeks in 1910 and the Pheasant Hills Branch from Kirkella to Neudorf, Saskatchewan was completed in 1904. The Kalieda Branch was opened for service from Rudyard to Kalieda in 1906.

As previously mentioned, the Northern Pacific & Manitoba Railway extended its line from Argue to Hartney in 1900. The "main line" of the Great North West Central Railway, leased to the Canadian Pacific in the same year, built from Hamiota to Miniota in 1900 and its Lenore Extension was opened in 1903, from Forrest to Lenore.

The Morden and North Western Railway Company, incorporated 29 March 1901 and amalgamated with the Canadian Northern effective 21

THE WINTERTIME-1896 ARRIVAL OF THE FIRST TRAIN OF THE LAKE MANITOBA Railway & Canal Company at Dauphin, Manitoba, created quite a stir among the youngsters. The LMR&CCo. was one of the components of the Canadian Northern Railway Company, subsequently.

Photo courtesy Archives of Manitoba.

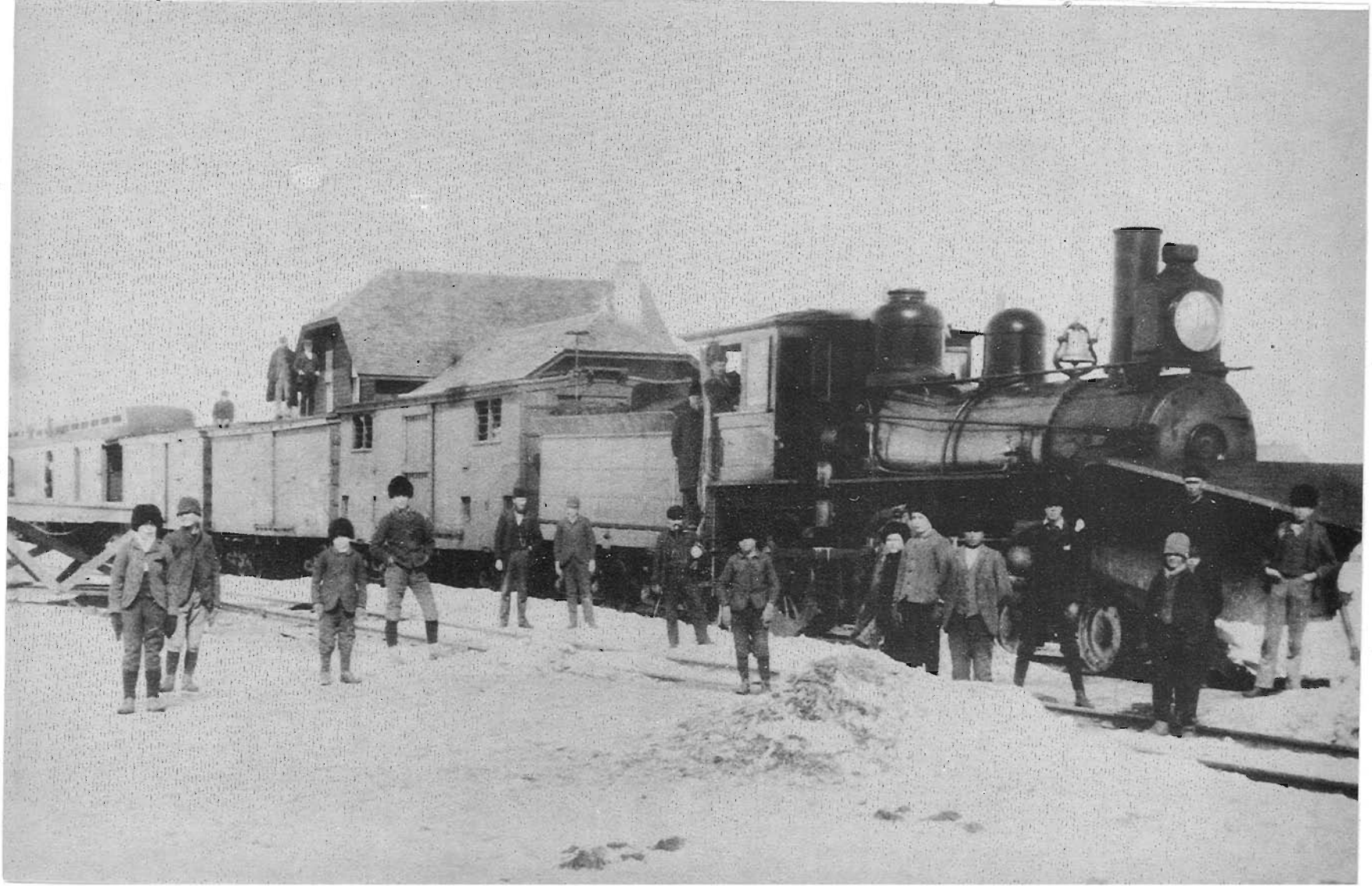

TABLE C - CHARTERS GRANTED TO RAILWAYS IN MANITOBA

RAILWAY	FROM	TO	PLACED IN OPERATION
Northern Pacific & Manitoba Rly.	Morris	Brandon	1889
	Winnipeg	Portage LaPrairie	1889
	Hartney Jct.	Argue	1898
	Argue	Hartney	1900
Lake Manitoba Rly. & Canal Co.	Gladstone	Sifton	1896
	Sifton Jct.	Winnipegosis	1897
Winnipeg Great Northern Rly.	Sifton	Sifton Jct.	1896
	Sifton Jct.	Cowan	1898
	Cowan	Swan River	1899
Manitoba & Southeastern Rly.	St. Boniface	Marchand	1898
	Marchand	Sprague	1900
	Sprague	Rainy River	1900
Morden & Northwestern Rly.	Hallboro	Neepawa	1902
	Neepawa	Clanwilliam	1903
Portage & Northwestern Rly.	Portage L.P.	Beaver	1900
	Portage L.P.	Oakland	1900
	Oakland	Delta	1900
Western Extension Railway	Greenway	Adelpha	1905
	Portage L.P.	Brandon Jct.	1905
	Thunderhill Jct.	Sask. Bdry.	1906
Midland Rly. Co. of Manitoba.	Portage L.P.	Gretna	1908
	Haskett	Morden	
Brandon, Saskatchewan & Hudson's Bay Railway	International Bdry.	Brandon	1908
Grand Trunk Pacific Railway	Winnipeg	Portage La Prairie	1909
	P. La Prairie	Sask. Boundary	1907
Canadian Northern Railway	Swan River	Erwood, Sask.	1900
	Carman Jct.	Carman	1901
	Beaver	Gladstone	1901
	North Jct.	Grandview	1902
	P. La Prairie	Delta	1900
	Birney	McCreary Junction	1903
	Carman	Leary's	1903
	Neepawa	McCreary Junction	1903
	Grandview	Kamsack, Sask.	1904

OTHER THAN CANADIAN PACIFIC (1870 TO 1910)

DATE OF AUTHORITY	NOTES
1889	A subsidiary of Northern Pacific (USA), assumed operation
"	of the Red River Valley Railway in 1888. [1]
"	
"	
1889	Amalgamated in 1898 with Winnipeg Great Northern Rly.
"	under new name of Canadian Northern Railway.
1880	Original charter granted to Winnipeg & Hudson's Bay Rly.
"	& Steamship Co. Name changed to Wpg. Great Northern in
"	1894. Amalgamated with Lake Manitoba Rly. & Canal Co.
	and named the Canadian Northern Rly. in 1899.
1889	Amalgamated with Canadian Northern in 1901.
"	
"	
1901	Amalgamated with Canadian Northern in 1903.
"	
1899	A subsidiary of Northern Pacific (USA), turned over to
"	Canadian Northern under long-term lease in 1901; assumed
"	by successor CNR in 1919.[1]
1903	Amalgamated with Canadian Northern in 1903.
"	
"	
1903	Jointly owned by Great Northern and Northern Pacific (USA).
	Purchased by Manitoba Great Northern July 1/09.
1903	Subsidiary of Great Northern (USA).
1903	Turned over to Canadian National
"	Railways in 1919.
1899	Originally formed through amalgam-
"	ation of Lake Man. Rly. & Canal Co.
"	& Wpg. Great Northern in 1899. Con-
"	solidated with other railways to
"	become Canadian National Railways in
"	1919.
"	
"	
"	

	Hartney	Virden	1905
	Clanwilliam	Rossburn	1905
	Brandon Jct.	Carberry Jct.	1905
	Learys	Somerset	1905
	Brandon	McCallum, Sask.	1907
	Emerson	South Junction	1907
	Rossburn	Russell	1908
	Swan River	Benito	1908
	St. Boniface	Dundee Junction	1909
	Russell	Calder, Sask.	1910
	Ochre River	Ste. Rose du Lac	1910
	Moore	Oak Point	1905
Winnipeg & Northern Railway Co.	Parkmount	Grand Beach	1914
	Grand Marais	Victoria Beach	1916

Source: "Canadian National Railways" - Volume II by G. R. Stevens,

NOTE 1 - Order-In-Council Dec. 22/02 approves amalgamation of Portage the Winnipeg Transfer Railway Co. and the Waskada and North

February 1903, was opened from Carman Junction to Sperling on 5 October 1901 and Hallboro to Neepawa on 13 November 1902. The extension from Neepawa to Birnie (15.1 miles) and a new line from Rossburn Junction to Clan William (20.2 miles) were opened on 12 July and 22 November 1903, respectively, after amalgamation with the Canadian Northern.

The Canadian Northern, chartered by the Government of Canada in 1899, resulted from an amalgamation of the Lake Manitoba Railway and Canal Company and the Winnipeg Great Northern Railway Company, as noted above. The new Company lost little time in establishing its presence in Manitoba. It built new lines and extended existing ones. A complete list of its lines is too lengthy to detail here, but a listing for the first decade of its existence is given in Table C of the Appendix.

The Western Extension Railway Company was incorporated by the Government of Manitoba on 18 March 1903 and was amalgamated with the Canadian Northern in October of the same year. Construction progressed from Portage La Prairie to M&B Junction, near Brandon, and this 77-mile line was opened in May and October 1905. The portion from Greenway to Adelpha and Thunderhill Junction to the Saskatchewan boundary was opened for traffic on 1 April 1906. Although beyond the 1910 limit of this study, the last line built by the Western Extension was from Hallboro to Beulah, opened on 24 June 1911. The station at this latter place still stands, a few hundred feet from the end of track. The original plans for the Western Extension were very ambitious; however, it entered the scene of competitive railroading too late to achieve any real success and it never fulfilled the stated aims of its charter which read, in part:

"... to build from Sperling on the Canadian Northern Railway southerly and easterly to Morris, then to a

"
"
"
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"
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"
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"
"
"
"

1906
"

(Toronto 1962).

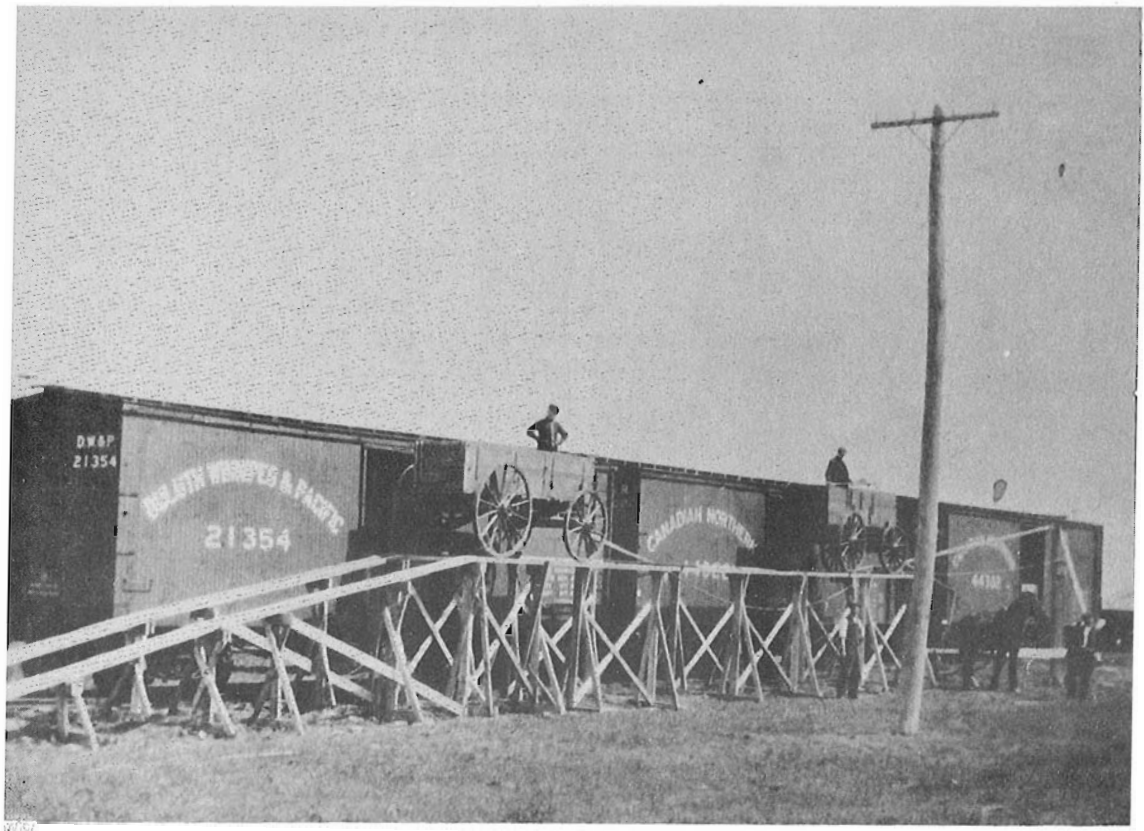
& North Western Rly. Co., the Northern Pacific & Manitoba Rly., Eastern Rly. Co. under the name of Manitoba Railway Company.

point on the Canadian Northern Railway between Ste. Ann and the northern boundary of the province; from a point on the Manitoba Railway between Winnipeg and Portage La Prairie to Brandon; from Swan River along the valley of the Swan River to the western boundary of the province; from Minto to Melita, etc.; from Greenway to the International Boundary; from Fairfax to Souris, etc.; from Neepawa to Brandon and from a point on the Canadian Northern Railway Company south of Neepawa to the western boundary of the province, etc..."

The Midland Railway Company of Manitoba, incorporated provincially in 1903, was a venture in joint ownership by the Great Northern and Northern Pacific Railways of the United States. Lines were built from Portage La Prairie to Gretna and from Haskett to Morden. On 1 July 1909, the Midland was purchased by the Manitoba Great Northern Railway, mentioned above. The Midland retained its switching trackage in Winnipeg and subsequently obtained running rights over the Canadian National Railways' line from Portage Junction (Winnipeg) to the International Boundary at Emerson.

The Brandon, Saskatchewan and Hudsons Bay Railway was also chartered in 1903, building from the International Boundary at Range 16-18 to Brandon in 1908. This company was a subsidiary of the Great Northern Railway (USA) and was admirably described by Mr. John Todd in his article "Jim Hill's Canadian Railway" in the August 1975 issue Number 283 of CANADIAN RAIL.

During the ensuing years, the importance of the branch lines criss-crossing the southern half of manitoba diminished considerably. Passenger service on all of the branch lines described in this study is now non-existent, a situation which is directly attributable to the automobile and the modern highway system. Farmers are, in the



IN THE EARLY PART OF THIS CENTURY, PRAIRIE GRAIN WAS LOADED INTO BOX cars at a multitude of sidings. One of the boxcars is from the Duluth,Winnipeg and Pacific Railroad and the other two are Canadian Northern Railway cars. Photo CP Limited, coll. G.A.Moore.

majority of instances, now trucking their grain to elevators located on secondary or primary main-line sidings and, because of the heavier weight on axles of loaded covered hoppers, old grain elevators are disappearing from branch lines that cannot support these heavyweight cars at a steady rate. Some of the branch lines have not seen a train in years and such is the fate of Canadian Pacific's Carman Subdivision, between Carman and Kronsgart, which has not been used since 1964, although it is still included in the 27 October 1974 CP RAIL employees' timetable.

On 1 January 1896, Charles Melville Hays was appointed General Manager of the Grand Trunk Railway Company of Canada. Tragically lost in the S.S.Titanic disaster of 1912, Mr. Hays had been proposed as the president and general manager of a new transcontinental railway, to be built from Moncton, New Brunswick to Winnipeg and onward to Port Simpson on the Pacific Ocean, north of today's Prince Rupert. The entire line was to be known as the National Transcontinental Railway and was to have an eastern division and a western division.

The National Transcontinental Railway Act was promulgated in 1903 and the western division was incorporated in the same year as the Grand Trunk Pacific Railway Company. The first sod in the construction of the GTP was turned at 0600 hours, 29 August 1905, at a point described as being some 15 miles north of Carberry, Manitoba.

Although the various construction contracts stipulated that the GTP was to be ready for operation by 1 December 1908, a shortage of manpower was the main cause for delay. By the terminal date, the roadbed had been completed from Winnipeg to Wolf Creek, 121 miles to

the west of Edmonton, Alberta. Difficulty had been experienced in obtaining rail and train service between Manitoba and Alberta did not begin until 12 February 1911. The first regular service between Winnipeg and Portage La Prairie began on 2 January 1909, although service between Portage La Prairie and the Saskatchewan boundary had started somewhat earlier in 1907.

Unlike the Canadian Pacific and the Canadian Northern, the Grand Trunk Pacific was built without the benefit of land-grants from the federal government, but the latter did offer other concessions. The GTP and the NTR were generally acclaimed as the finest long-distance railway ever built in North America. Eighty-five-pound rail was used throughout, instead of the more generally used 65-pound-per-yard type of that day. The prairie portion of the GTP had a maximum eastward grade of only 0.4% and a westward maximum of 0.5%.

The Grand Trunk Pacific adopted a remarkably simple procedure for naming the towns, sidings and operating points along its main line west. West from Portage La Prairie, they were assigned names in alphabetical order from A to Z. This unique situation was described in detail in the article "Alphabetical Station Stops" by S.S.Worthen in the July 1974 issue Number 270 of CANADIAN RAIL. An inspection of a modern map of Manitoba, Saskatchewan and Alberta will reveal that there are still a few stations on the CN main line in their nearly original order, with the alphabetical cycle, somewhat fragmented, being repeated three times from Portage La Prairie to Edmonton.

↓ PAINT IS PEELING FROM THE WALLS OF THIS CLASSIC NATIONAL TRANSCONTINental Railway station at Elma, Manitoba, east of Winnipeg. This part of the NTR was opened in 1910. The photograph was taken in October, 1973 by G.A.Moore.

Although it planned to build branch lines, the GTP never constructed any in Manitoba, probably because of the lack of financial support from the provincial government, the latter being already heavily committed to support the rival Canadian Northern Railway. By agreement, the GTP shared the Canadian Northern's extensive terminal facilities in Winnipeg, the present "Union Station" being completed in 1911.

The name "Canadian National Railways" was authorized by the Government of Canada in 1918 to designate operating procedure of the Canadian Northern Railway Company and the entrusted Canadian Government Railways, the latter composed of the Intercolonial, National Transcontinental and sundry other small railways in the Maritime Provinces, Québec and Ontario. The Canadian National Railway Company was incorporated on 6 June 1919 for the purpose of consolidating the above railways. The Grand Trunk Railway Company of Canada was amalgamated with the Canadian National Railway Company on 31 January 1923.

EPILOGUE.

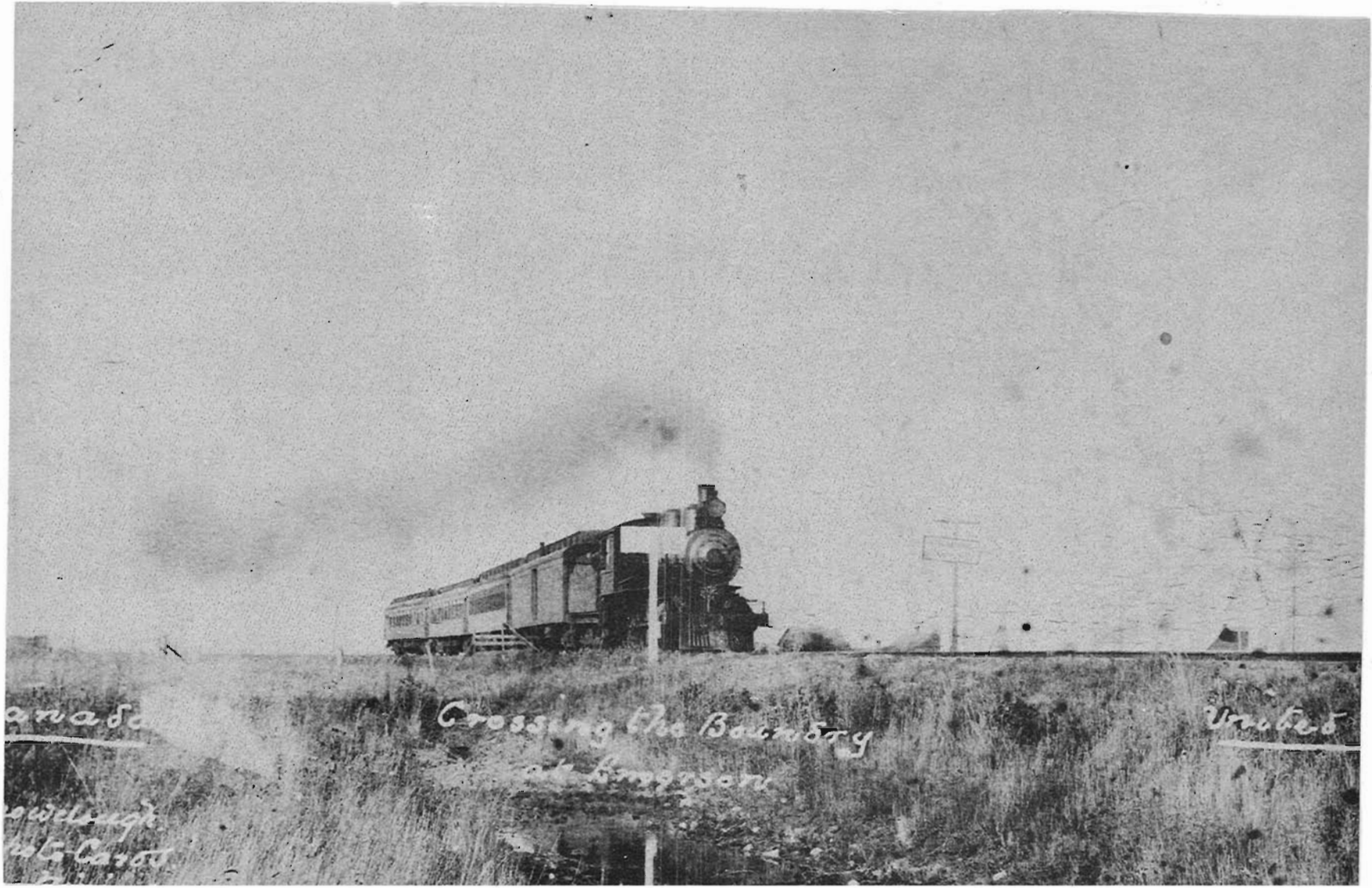
During the forty years from 1870 to 1910, most of today's railways in Manitoba were built and this period rightfully deserves the title of the "Railway Era in Manitoba". New lines were built, through the years, with perhaps the most ambitious project being the Hudson Bay Railway from The Pas, Manitoba to Churchill on Hudson Bay. The 509.89-mile line was completed by the Canadian National in 1928-1929 and the first train over the whole line operated on 14-16 September, 1929. This remarkable railway has added new branches over the years, to serve new mining communities in northern Manitoba.

The experience gained in the construction of the Hudson Bay Railway is being used today to evaluate the possibility of building a railway down the Mackenzie River Valley from Hay River to Aklavik in the North West Territories.

Several smaller railways were built subsequently in Manitoba to serve power projects along the Winnipeg River and to assist in the construction and maintenance of the City of Winnipeg's aqueduct from the Lake of the Woods.

The diminishing importance of branch lines to the agricultural industry of Manitoba has already been mentioned. There is, however, a new emphasis on more diversified industry for the province, of both primary and secondary type. Indeed, new industry has been established in various sections and, in some instances, this has led to a reconsideration by the railways of their abandonment proposals, thereby stimulating further studies to determine whether or not existing branch lines should be retained and rehabilitated. The final decision to abandon branch lines - and it would appear that close to 90% of all such lines in Manitoba have been petitioned for abandonment - should not be made in haste. Both federal and provincial governments

ALTHOUGH NOT POSITIVELY IDENTIFIED, THIS APPEARS TO BE A $00 LINE passenger train southbound across the International Boundary at Emerson, Manitoba, about 1910. The white sign, beside the track, apparently marks the boundary line. Photo courtesy Archives of Manitoba.


Crossing the Boundary

CANADIAN NATIONAL'S STATION AT WAWANESA, MANITOBA, WAS BUILT ORIGINally to serve the Northern Pacific & Manitoba Railway, on their Morris to Brandon branch. It is still in use. Photo by G.A.Moore.

seem to be adopting a responsible attitude to this important question and, although a temporary government moratorium on railway abandonment came to an end early in 1975, there is every indication that its intent will be respected and perpetuated.

Times change, as the railway companies well know. The Canadian National, for instance, is presently double-tracking its main line from Winnipeg to Portage La Prairie, after having abandoned their grade-separated dual line a few years ago. CP RAIL is also considering the feasability of rebuilding its double-track west of Portage La Prairie, abandoned some years since. Both railways are actively examining the possibility of relocating their freight yards in Winnipeg, in order to make available for development valuable tracts of land hitherto occupied by rail facilities.

The economic base of Manitoba is changing and the railways, through innovative consideration of both main and branch line service, have an important role in the development and prosperity of new, diversified industry.

While the railways of Manitoba have come full circle in the short span of 100 years, their most prosperous era did not end in 1910 and has not yet really terminated. They will continue to write their own story in the history books throughout the next 100 years and beyond, no doubt with special mention of their continuing, important emphasis on energy conservation and environmental protection.

A PORTION OF THE TOWN OF RAT PORTAGE, ONTARIO, ABOUT THE TURN OF THE century. The Castellated Canadian Pacific station and yard was photographed from the overbridge just west of the station. Later on, this western Ontario town was renamed Kenora.

Photo coll. Mr. Barry Russell.

Footnotes

5 "By Section, Township and Range" - Tyman, John L. Assiniboine Historical Society, Brandon, Manitoba, 1972. Chapter VII, p. 56.

6 Ibid.

7 "Coal Fields of Manitoba, Saskatchewan, Alberta and Eastern B.C." - Dowling, D.B., Canada Department of Mines; 1914, p 7.

8 "Along the Old Melita Trail" - Reekie, Isabel Saskatoon, 1965: Memoirs of G.F.Morrison, first Canadian Pacific Railway agent at Pierson, Manitoba.

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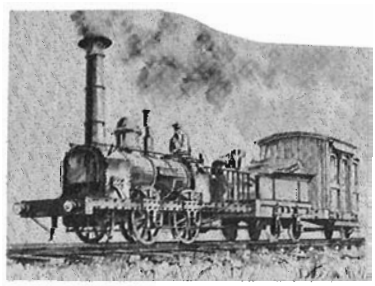
IN 1904, THE CANADIAN PACIFIC RAILWAY BUILT THE MONUMENTAL STATION IN Winnipeg which has become so well-known to travellers. This view of the station's imposing facade was taken from Sir William Whyte Park, longtime display site of Joseph Whitehead's equally famous "Countess of Dufferin". Photo coll. Mr. B. Russell.



ONE MORE TIME !

Text &
Photographs
by
Jim Shaughnessy

After the tremendous, stupendous trip of ex-Nickel Plate "Berkshire" Number 759 to Promontory, Utah in 1969, most enthusiasts concluded that any other special trains powered by this famous locomotive would be a little anticlimactic. It was with regret, intermingled with relief and peace of mind, that the news was received that Number 759 would be returned to Steamtown, U.S.A., near Bellows Falls, Vermont, for display.

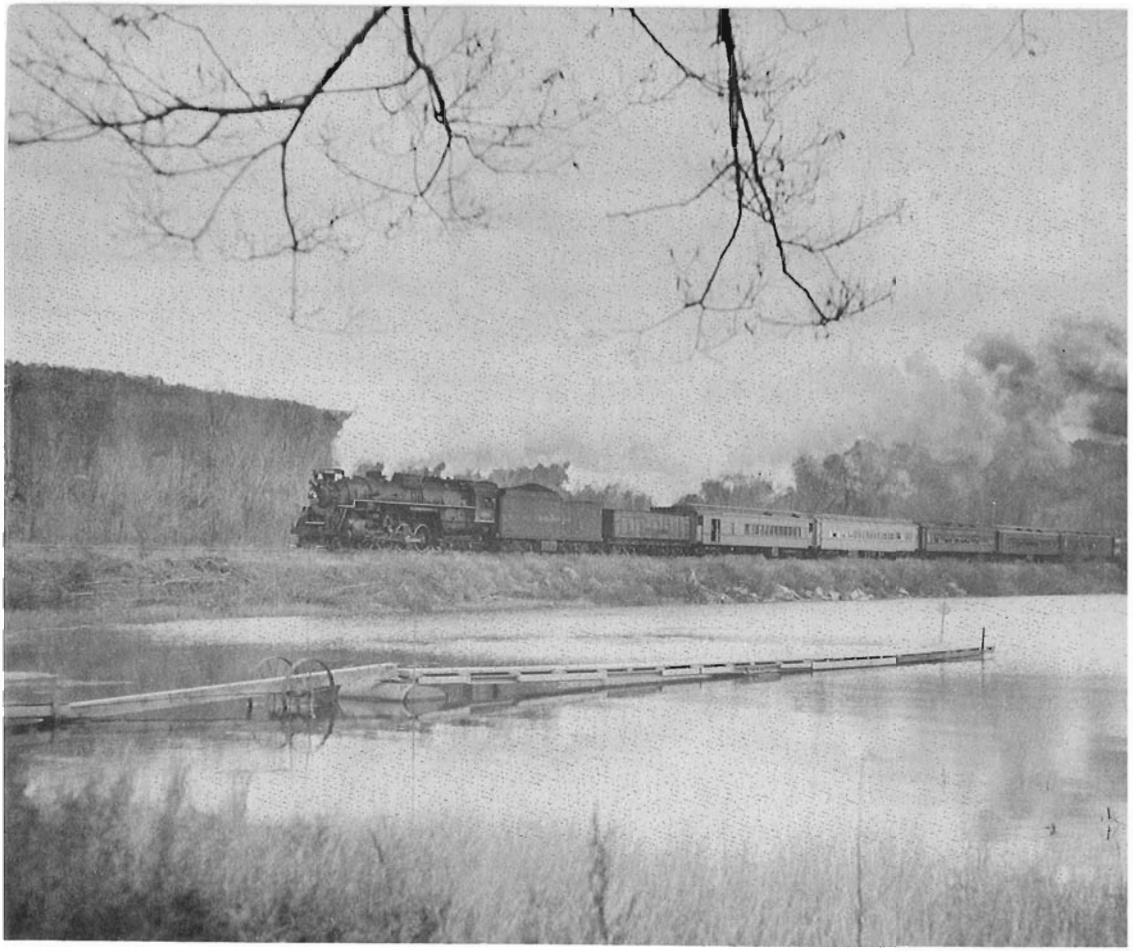
What no one could have anticipated was the energy and persistence of those steam locomotive enthusiasts who were determined to put Number 759 back on the main line somewhere, just one more time!

They finally did it. On October 27, 1973, Number 759 and train headed north from Boston, Massachusetts, over the rails of the Boston and Maine Corporation, to Concord, New Hampshire and White River Junction, Vermont, with a full load of wildly excited enthusiasts. Complete with extra tender, Number 759 layed down a long cloud of bright, white smoke and steam, along the edge of Mascoma Lake, New Hampshire, on the way north.

At White River Junction, Number 759 rolled north on the B&M iron across the White River into the Town of Hartford, Vermont, in the processing of wyeing the train for the run north. She was photographed in a foreground filled with ex-Boston and Maine Railroad 4-4-0, Number 494 - and her caboose - for many years a static display in Hartford.

Without doubt, the most magnificent view of Number 759 and her train was that obtained from the east bank of the White River at West Hartford, Vermont, the following day, after the special had run north to the State Capital City of Montpelier, Vermont. On the historic bridge 7.3 miles north of White River Junction, the Central Vermont Railway's main line crosses the White River. In the afternoon sunshine, the "759 Special" rumbled over this famous bridge, on and over the original piers which, in the 1850s, supported a multi-span, wooden, Howe-truss bridge.

Not much less impressive was the scene at the through-truss crossing of the Dog River at Northfield, Vermont, on the southbound run on October 28. Number 759 moved her train up to the summit beyond Northfield at a grisk rate, her white flags snapping in the wind.

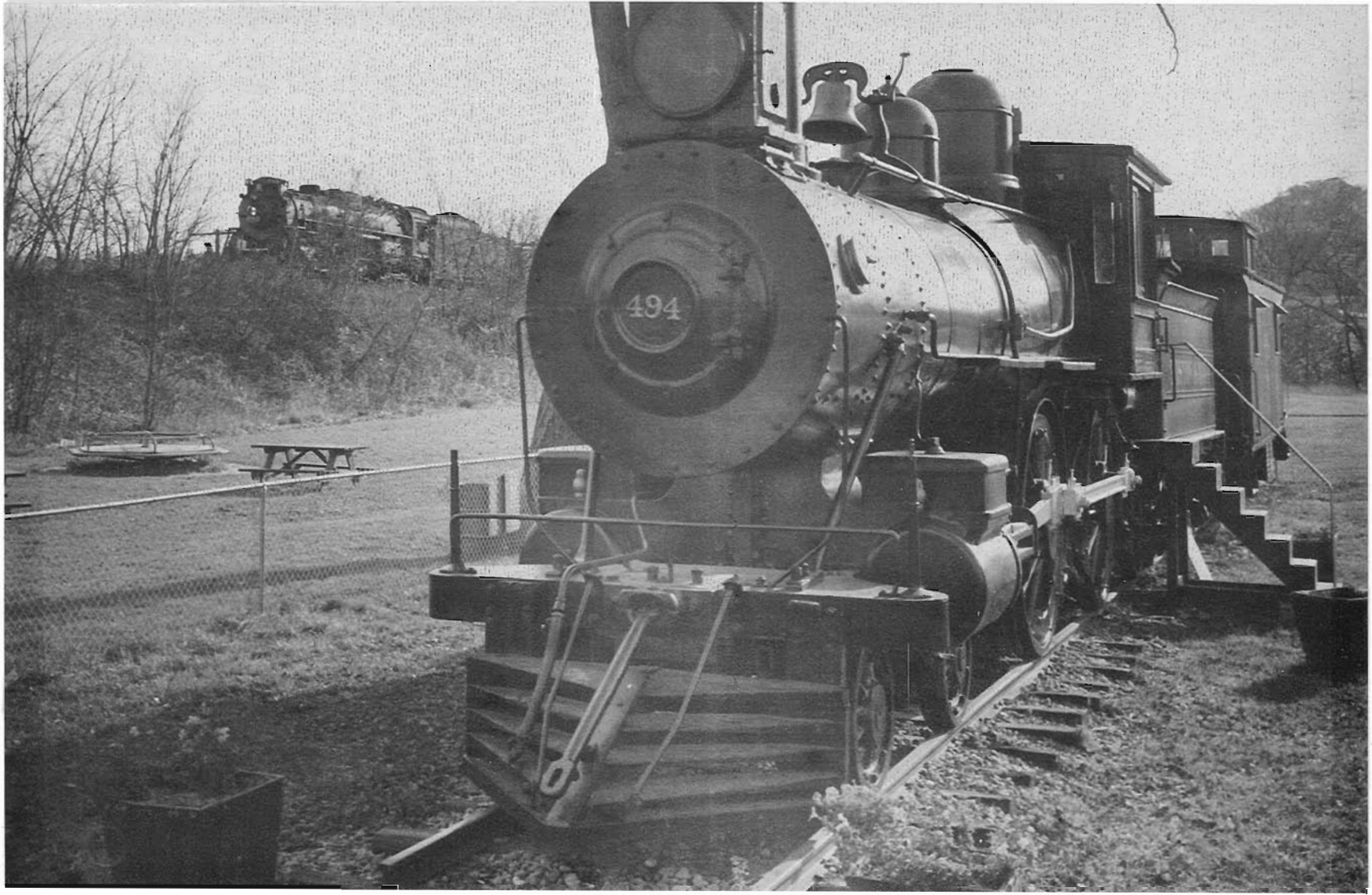


Although some people thought the cost of a seat on the "759 Special" was a little steep, the two-day venture over the B&M and CVR lines was a great success, which suggested that, in 1973, the popularity of the steam engine and steam-hauled excursions was as great as it ever was.

In the intervening months, many other things have happened. The D&H has acquired two Baldwin "sharknoses", now in freight and excursion service. The American Freedom Train has visited most eastern state capitals with ex-Reading steam engine Number 2101 on the head-end and the four famous D&H PA 1s are on their way to becoming PA 4s, with Number 16 leading the way.

And on June 21, 1975, ex-NKP Number 759 paused in Mechanicville, NY, returning to Bellows Falls, VT, via East Deerfield and the B&M , after an extended stay at the D&H roundhouse at Rouses Point, NY.

It is thus reasonable to suppose that some enthusiastic railroad society will haul Number 759 out again, one of these days, polish and fire her up and take her out on the high iron - just one more time!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759
750

October

WAYBILLS

WHEN THE NEW SYSTEM PUBLIC TIMETABLES FOR CP RAIL AND CANADIAN NAtional Railways emerged in April 1975, Mark Paul, our member in Vancouver, B.C. was mystified to find that CN seemed to have reverted to their August 1936 transcontinental times for Trains 1-2, the "Supercontinental" and Trains 3-4, the Toronto portion thereof. Responding to a question, a spokesman for CN said that extensive track maintenance work in central and western Canada necessitated a reduction in the average speed of the "Supercontinental" for this summer's operation. It is expected that the total time from Montréal to Vancouver will be reduced when the maintenance program is completed.

CP RAIL has rescheduled the "Canadian" to a morning departure from Montréal and a similar increase in total transcontinental time to Vancouver. This new schedule was advertised as providing more convenient rail service to Ottawa, with an early afternoon arrival, and the earlier schedule through the Rockies and Selkirks, west of Calgary, with the opportunity of seeing more of the Rockies, was featured.

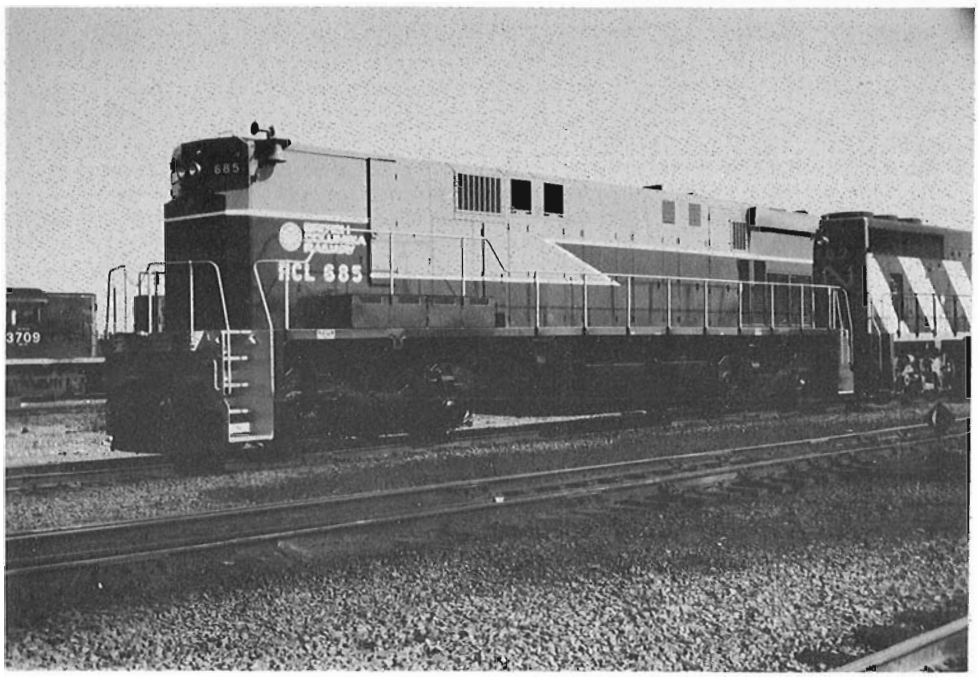
Both railways had distances in the system public timetables in miles and kilometers, but not in the Montréal commuter schedules,which clung tenaciously to the English system.

John Welsh noted at once that CN's new folder did not show Trains 18-19, the "Chaleur", so it appears that the "Scotian", Trains 11-12, will continue to handle the traffic, in sections if required.

Rumors are flying that, come October 1975, CN's "Scotian" will travel to Halifax via Sherbrooke to Lennoxville, where it will take CP RAIL's "Short Line" to Megantic, McAdam and Saint John, New Brunswick, regaining its own rails for the trip to Moncton on the main line for the onward trip to Truro and Halifax. This would allow CP RAIL to withdraw the "Atlantic Limited", Trains 40-41, for the winter months. It is probable that summer '76 passenger traffic will require the restitution of the "Atlantic Limited" on CP RAIL and the rerouteing of the "Scotian" via Lévis and the Matapedia Valley-Campbellton route.

In the meantime, the rumor mill continues to grind out dire predictions for transcontinental train service on both CN and CP RAIL, but it is likely that travel to and from the summer Olympic Games in Montréal will dissuade Transport Canada and Minister Jean Marchand from taking any definitive action until summer-'77 at the earliest.

PREMIER DAVIS OF ONTARIO SAYS TORONTO'S UNION STATION WILL BE EXPANded to serve as a new transportation terminal for metropolitan Toronto. Mayor David Crombie, committee member, said that the original proposal for the $ 1.5 million Metro Centre development is dead.



DURING THE EARLY PART OF JULY 1975, MLW INDUSTRIES DELIVERED EIGHT M-420 B units to the British Columbia Railway; they were assigned road numbers 681 to 688. These are the first "booster" type units delivered by MLW Industries and are intended to be used as mid-train helpers: hence, the letters "RCL" before the road number, meaning "radio-controlled locomotive". Pierre Patenaude photographed Number 685 at Montréal Yard, CNR, on 5 July 1975.

BRITISH COLUMBIA RAILWAY REPORTED ON 28 MAY 1975 THAT THE FIRST TWO of 400 wood-chip railcars rolled off the production line at the new Squamish, B.C. plant. The wood-chip cars are to be followed by 500 bulkhead flatcars to transport lumber products.

CANADIAN NATIONAL RAILWAYS HAS APPROACHED THE CITY OF EDMONTON ABOUT the development of 85 acres of CN property in downtown Edmonton. Tentative plans for the property include a transportation corridor to protect passenger train access to the station and provide a right-of-way for the projected northwest arm of Edmonton's rapid-transit system.

CANADIAN NATIONAL'S COWICHAN SUBDIVISION ON VANCOUVER ISLAND APPEARS to have suffered additional erosion from highway construction, writes John Hoffmeister of Victoria. On a Tuesday in April 1975, the Tidewater Subdivision, Cowichan Bay to Deerholme and that part of the Cowichan S/D from Deerholme to Youbou was still in operation, with a roughly semi-weekly freight making the turn, handling about 20 cars per week or less.

Power on the Island is generally one of the G-12s, Number 991 or 992, but, once in a while, an SW-9 appears.

The Victoria-Deerholme portion of the Cowichan S/D is severed in four places by road construction, resulting in three completely isolated sections of abandoned railway in the first 10 miles, disused for nearly 10 years and heavily overgrown with weeds and bushes. The equipment of the Victoria Pacific Railway, the tourist line which used to operate on this stretch, is "trapped" in one of these segments.

John wonders why 10 miles of salvageable rails have been left in place for so long. Further north, towards Deerholme, two bridges have collapsed; it is probable that the entire Cowichan S/D from Victoria, 58.2 miles north to Deerholme, will never be re-opened.

LATE IN JULY, MLW INDUSTRIES COMPLETED AN ORDER FOR FIFTEEN M-420 TR diesel units for the Ferrocarril Del Pacifico (1800 hp.) These units are equipped with Adirondack AAR Type B trucks and control stand located on the left side of the cab. Here is FCP Number 523 dead in a train at Montréal Yard on 20 July 1975. Pierre Patenaude sends the picture and the information.

NOW THAT THE BALDWIN UNITS OF CP RAIL HAVE LEFT VANCOUVER ISLAND, THE Nanaimo CP RAIL ALCO switcher, Number 7112, a sister unit to Number 7115, the power for WORK-TRAIN TO TYE by Hal Riegger in the March 1974 issue Number 266 of CANADIAN RAIL, handles maybe a dozen cars a week from Osborne Bay Junction, CP RAIL, to the large pulp mill of British Columbia Forest Products at Crofton, a bit more than 2 miles away. Because of weight restrictions on the spur, CP RAIL GP 9s are not permitted to work portions of main-line Trains 51 & 52 over the spur. Rail service to the mill is only required once

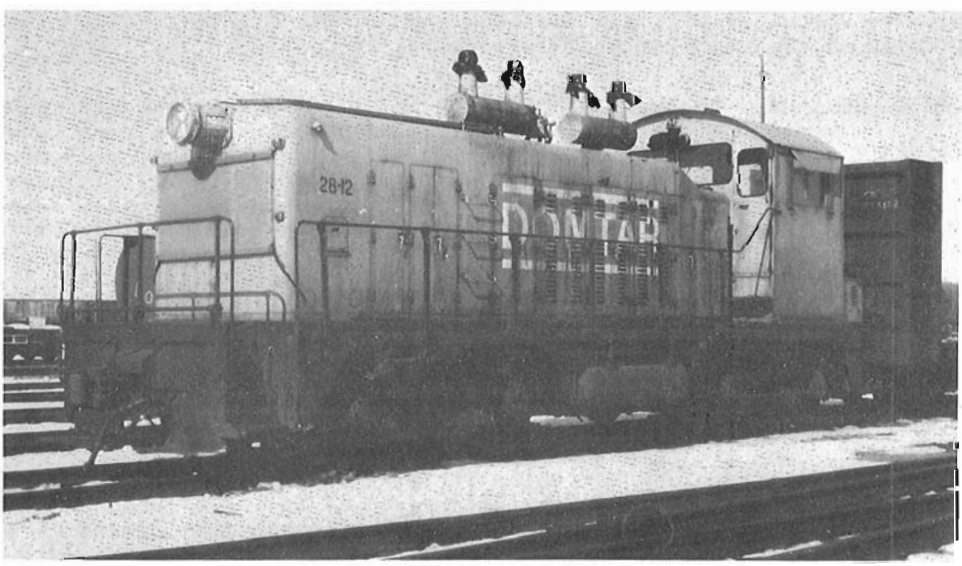
or twice a week, since most of the traffic moves directly from BCFP facilities at Crofton by car-barge.

LOGGING OPERATIONS AROUND CHEMAINUS, LADYSMITH AND CROFTON ON Vancouver Island sure aren't what they used to be, observes John Hoffmeister. Until December 1969, logs from MacMillan Bloedel's Nanaimo River Camp were hauled over their own terminal railway 16.5 miles by steam locomotives to the junction with the Esquimalt & Nanaimo Railway (CPR) at Ladysmith, where the CPR picked up the loads for the intermediate 9-mile haul to Chemainus, where another M-B steam engine took them down the switchback to the log-dump. Today, only Crown-Zellerbach schedule log-trains in this area, using one ex-Delaware & Hudson RS 3 for motive power.

THE CANADIAN TRANSPORT COMMISSION AUTHORIZED CANADIAN NATIONAL Railways on 21 July 1975 to abandon (a) the Pickering town spur at Mile 311.1 of the Kingston S/D and about 6.5 miles of the Penetang S/D, from Hendrie to Elmvale, Ontario. The Pickering spur is 0.7 miles long and is unusual in that it is one of two rail lines which cross Highway 401 - the Macdonald-Cartier Freeway - at grade.

FROM CAPE BRETON ISLAND, BARRIE MACLEOD WRITES THAT MORE NEW DIESELS have arrived at Sydney, this time for the Sydney Steel Corporation's internal railway. The first one to arrive was a 36-inch-gauge GE centre-cab unit, resting comfortably on a flat car in the consist of CN freight Train 410. According to the builder's plate, this unit was built by GE in 1952 and rebuilt in February 1975. The unit has two GE 741 prime movers.

DOMTAR SW 2 WAS ONCE CANADIAN NATIONAL RAILWAYS' NUMBER 7961, B/N 5157 built 28 November 1947. The unit was sold to DOMTAR in November 1966, and was captured on film at Montréal Yard, in transit, on 1 March 1975. Pierre Patenaude sends us the picture and the information.



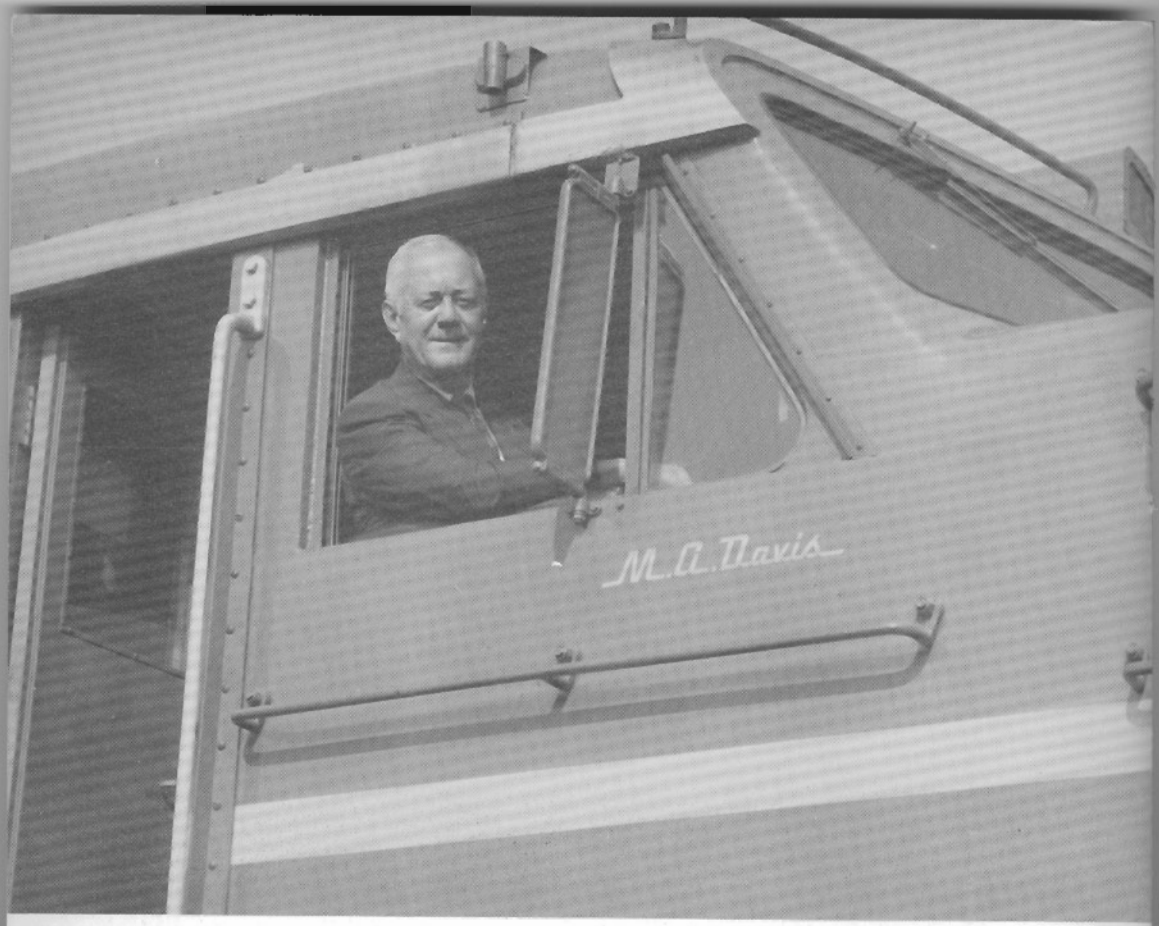
ROLLING DOWN THE HILL TO BAYVIEW JUNCTION, AT DUNDAS, ONTARIO, TEMPO Train 146, CN's flyer from Windsor and London to Toronto, was snapped by H.L.Holland of Hamilton on 1 March 1975.

JEAN-MICHEL LECLERCQ, OUR EUROPEAN REPRESENTATIVE, REPORTS THAT AFTER 1 September 1975, the French National Railways will place in service TURBOtrains between Geneva,Grenoble and Valence. At the outset, there will be three Geneva-Valence trains, with one from Geneva to Grenoble. In the northbound direction, there will be two Valence-Geneva trains and two Grenoble-Geneva trains, the latter taking 2.02 hours. After 28 September, the "Catelan" express from Geneva to Barcelona will run via Lyon and not via Grenoble, with a consequent acceleration of 30 minutes in its schedule.

THE GLOBE & MAIL OF TORONTO SAID ON 2 AUGUST 1975 THAT ONTARIO CANNOT wait for the federal government to make up its mind whether or not it will partially pay for the new double-decker coaches for GO Transit. John Rhodes, Ontario's Minister of Transportation, said that Ontario would just have to find the money somewhere else for the 80 double-deckers, costing upwards of $ 25 million, to be added in mid-1977 to increase the line's capacity by 75% while not adding to the length or number of GO trains. Contracts for these cars were to be awarded in September; tenders have been received from Hawker Siddeley Canada Limited of Thunder Bay and Canadian Vickers Limited of Montréal.

PIERRE PATENAUDE SENDS US COMPARISON PHOTOGRAPHS TO ILLUSTRATE CANADian National Railways' new paint scheme for its units. The cabs are bright orange-red, with the CN logo on the nose; the long hood has black and white stripes, with a yellow reflector band on the frame. RS 18 Number 3117 posed at Montréal Yard on 9 March 1975, while M-636 Number 2310 was photographed by Pierre at the same location on 28 March 1975.

ON BEHALF OF THE OFFICERS AND MEMBERS OF THE ASSOCIATION, THE STAFF of CANADIAN RAIL would like to congratulate Mr. Marvin A. Davis, the Chief Road Foreman of Engines for the Delaware & Hudson Railway, who has been honoured by his Company by having the rebuilt PA 4 diesel unit Number 16 named after him. Mr. Davis has been with the D&H for 34 years and Mr. Bruce Sterzing, President and Chief Executive Officer of the D&H was very pleased to recognize Mr. Davis' accomplishments in this fashion. Jim Shaughnessy took Mr. Davis' photograph in the engineer's seat of Number 16.



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