

*A Promising Life Cut Short, Photo Gallery, The Bridge and Mixed at Limestone River,
Hudson Bay Railroading for Bug Biodiversity, Business Car*

*Frederick G. Dawson, directeur au CNR, 1922-29. Les photos de Stan. Pont sur la rivière Limestone et
trains mixtes. La chasse aux insectes sur le chemin de fer de la Baie d'Hudson. Le patrimoine ferroviaire*

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TABLE OF CONTENTS

A Promising Life Cut Short, David Ll. Davies.	95
Stan's Photo Gallery, Stan Smaill	108
The Bridge and Mixed at Limestone River, Douglas N. W. Smith	121
Hudson Bay Railroad for Bug Biodiversity, Peter Kevan, Thomas Woodcock and Peter Shergold.	126
Business Car	132

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FRONT COVER: Charles Melville Hays' 1913 'Asian Dream' of Prince Rupert becoming a major seaport servicing Asia via his Grand Trunk Pacific Railway was not fulfilled until CN opened its state of the art container terminal in 2003. Lloyd Sutton / Alphapresse - CN.

BELOW: This appears to be the first official train en route to Prince Rupert in April 1914. The 4-4-0 112 is decorated and the CMST caption reads 'Historic Train, Grand Trunk Pacific Railway Special on the Prince Rupert Line'. CMST CN002393.

PAGE COUVERTURE : Le "rêve asiatique" de Charles Melville Hays en 1913 à Prince Rupert. L'endroit deviendra un important port de mer pour le trafic commercial avec l'Asie via le chemin de fer du Grand Trunk Pacific. Cependant, le projet ne sera complété que lorsque le CN y achèvera un important terminal de conteneurs en 2003. Lloyd Sutton/Alphapresse-CN.

CI-DESSOUS: Avril 1914, la locomotive 4-4-0 no 112, décorée pour l'occasion, est en tête du premier convoi transcontinental vers Prince Rupert. La légende du Musée des Sciences et de la technologie du Canada (MSTC) indique ceci: Train historique des chemins de fer Grand Trunk Pacific; locomotive à vapeur spéciale no 112 sur la ligne Prince Rupert. MSTC CN002393.



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A Promising Life Cut Short By Tragedy: Frederick G. Dawson, CNR Director, 1922-29

By David LI. Davies

French translation by Denis Vallières

Un avenir court-circuité par une tragédie : Frederick G. Dawson, directeur au CNR, 1922-29

Par David LI. Davies

Traduction : Denis Vallières

Readers must sometimes wonder why articles are created that deal with somewhat obscure byways of life, so this one is worthy of explanation. I have a good friend in the Okanagan who knows about my lifelong interest in railways. He in turn has a good friend, long retired, who lives in Saanich, Vancouver Island. His name is John Dawson and a decade ago he undertook to research and write a family history. This was much needed because his father died before he was born and his mother had remarried, so that much of his past was an unknown.

Recently Dawson lent my Okanagan friend his 50 page "From Whence We Came" family history and it was seen that I would be interested in the life of his father. I was kindly supplied with the relevant extracts and John D. subsequently granted me permission to write about his father, Frederick Dawson, who died in 1929 in Prince Rupert. All the facts in this article are derived from the Dawson family history or Government archival material in Ottawa, with a whiff of Canadian railway history thrown in for good measure.

Les lecteurs doivent se demander pourquoi certains articles se réfèrent à des liens parfois obscurs; voici donc une explication à propos de celui-ci. J'ai un bon ami de la région d'Okanagan qui connaît mon intérêt pour le chemin de fer. À son tour, celui-ci a un bon ami du nom de John Dawson, depuis longtemps à la retraite et qui vit à Saanich, sur l'Île de Vancouver. Il y a environ dix ans, ce dernier a entrepris des recherches et a rédigé l'histoire de sa famille. Ce qui l'a motivé dans ce projet, c'est l'ignorance de ses origines, due au fait que son père soit décédé avant sa naissance et que sa mère se soit remariée.

Récemment, Dawson a prêté à mon ami d'Okanagan l'ouvrage de 50 pages de l'histoire de sa famille intitulé ``From Whence We Came`` (D'où venons-nous) et je me suis ainsi intéressé au vécu de son père. Ayant sous la main des extraits pertinents de l'ouvrage et l'autorisation de John D., j'ai écrit sur son père, Frederick Dawson, mort en 1929 à Prince Rupert. Tous les faits racontés dans cet article sont issus de l'histoire de la famille Dawson, des archives du Gouvernement à Ottawa et pour une bonne partie, des éléments de l'histoire ferroviaire canadienne.

Frederick Dawson was born in 1876 in rural Ontario. When he reached his teen years he helped in his father's dry goods store. He had an obvious facility for this type of work, so that by the time he was 30 he had had experience as a retail clerk, traveller and junior branch manager in merchandizing and trading firms in such cities as Cleveland, Toronto, Regina, Winnipeg and Calgary. In 1906 he struck out on his own and moved to Vancouver where he established his own business as a commission agent. Fred Dawson was obviously a man of promise with much self-confidence.



Frederick Dawson in his late 40s, taken sometime in the 1920s. This is the only surviving photograph of him. Dawson C. Dawson.

Frederick Dawson naît en 1876 dans une région rurale d'Ontario. Adolescent, il aide son père, propriétaire d'une mercerie, et développe un talent pour ce type d'emploi. Ainsi, âgé de trente ans, il possède déjà une expérience dans la vente au détail comme commis-voyageur puis en tant que gérant junior pour des entreprises de commerce dans des villes telles que Cleveland, Toronto, Regina, Winnipeg et Calgary. En 1906, il s'installe à Vancouver où il crée sa propre entreprise de commissionnaire. Un avenir prometteur s'ouvre à l'horizon pour cet homme imbu d'une grande confiance en lui-même.

Photos prises dans les années 1920 de Frederick Dawson à la fin de sa quarantaine. C'est la seule photo existante de lui. Dawson C. Dawson.

Two years later - in 1908 - he knew that construction of the western end of the Grand Trunk Pacific Railway (GTPR) was about to commence some 500 miles north of Vancouver. It would start from a desolate rocky shoreline on the estuary of the Skeena River. Most people would have considered such a spot the last place to have business potential, but Fred thought otherwise. In 1908 he and Florence, his wife [married 1902], moved to Prince Rupert, which at this time was little more than a name and a temporary wharf.

Fred established his own company, F.G. Dawson Ltd, Wholesale Grocery & Dry Goods. He and his wife first lived in a framed tent and operated his new business from another one. When rocks had been blasted and the semblance of a proper townsite had been created, he purchased land close to the railway and waterfront and had permanent buildings erected and a rail spur put in. In time he became a leading citizen in the ever growing small community. A published report said, "He first started on Third Ave and everything that Mr. Dawson has touched has since prospered." In other words he was an energetic entrepreneur.

Deux ans plus tard, soit en 1908, il apprend que la construction de l'extrémité ouest du chemin de fer Grand Trunk Pacific (GTP) est sur le point de commencer à 500 milles (805 km) au nord de Vancouver, un endroit isolé et rocailleux en bordure de l'estuaire de la rivière Skeena. La plupart des gens considèrent cet endroit comme le dernier ouvert à un commerce potentiel mais Fred pense autrement. La même année, lui et Florence, son épouse depuis 1902, s'installent à Prince Rupert qui n'est à l'époque qu'un patelin avec un quai temporaire.

Il fonde alors sa propre compagnie, la F.G. Dawson Ltd, Wholesale Grocery & Dry Goods (grossiste en épicerie et marchandises) qu'il gère avec son épouse depuis une tente. Lorsque les rochers s'aplanissent à l'aide d'explosifs et que l'endroit commence à ressembler à une ville, il achète un terrain à proximité de la voie ferrée et du bord de l'eau pour y construire un bâtiment permanent et une desserte ferroviaire. Il devient peu à peu un citoyen important dans cette petite communauté en pleine expansion. Un éditeur rapporte ceci: "M. Dawson s'est installé sur la Troisième avenue et tout ce qu'il touche prospère". Il est un entrepreneur énergique.



Two views of the arrival of the first official train into Prince Rupert on April 9, 1914. The train carried GTPR officials, guests and media to the last spike ceremony held two days earlier. It was the first train to travel the entire length of the GTPR from Winnipeg to Prince Rupert. The second photo, shows the rear of the train and the Dawson warehouse on the waterfront at Prince Rupert. CMST CN002378 and Museum of Northern BC, Prince Rupert.

Deux clichés de l'arrivée du premier train de passagers transcontinental à Prince Rupert en ce 9 avril 1914. Le convoi a transporté des représentants officiels du GTP, des invités et des journalistes pour la cérémonie du dernier crampon qui a eu lieu deux jours plus tôt. La deuxième photo illustre l'arrière du train et l'entrepôt Dawson en bordure de l'eau à Prince Rupert. MSTC CN002378 et Musée Northern BC, Prince Rupert.

By 1911 the GTPR was running duly approved local passenger service between Prince Rupert and Terrace. The last spike linking the eastern and western segments was driven at Fort Fraser, B.C. on April 7, 1914. In September 1914, revenue service passenger commenced between Prince Rupert and Winnipeg. Dawson's firm prospered and in a few short years he became the owner of the local newspaper, had a brewery franchise, and had purchased a number of revenue properties. In the 1920s when the town was consolidating, he became a city alderman, president of the Board of

Déjà en 1911, un train local de passagers du GTP circule entre Prince Rupert et Terrace. Le 7 avril 1914, le dernier crampon, inaugurant le lien entre les segments est et ouest, est planté à Fort Fraser, en Colombie-Britannique. Dès septembre 1914, un train régulier de passagers relie Prince Rupert et Winnipeg. L'entreprise de Dawson prospère et, au bout de quelques années, Frederick devient propriétaire du journal local, possède la franchise d'une brasserie et achète plusieurs propriétés à revenus. Dans les années 1920, alors que la ville prend de l'ampleur, il est élu conseiller municipal, président de

Trade, Rotarian, a member of the Independent Order of Foresters and Knights of Pythias, and a pillar of the Presbyterian Church; indications of a successful businessman and well-rounded citizen of Prince Rupert. The city numbered 6,393 inhabitants in the 1921 census.

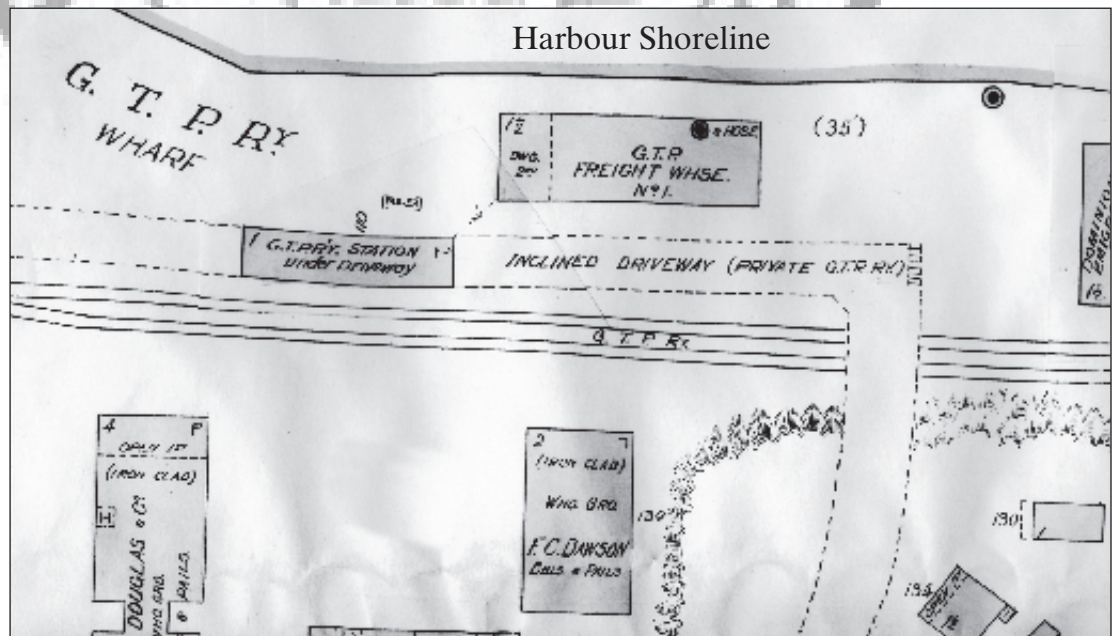
la Chambre de commerce, devient membre de l'Ordre indépendant des forestiers, Chevalier de Pythias et un pilier de l'Église presbytérienne locale. Il devient donc un homme d'affaires et un citoyen accompli de Prince Rupert, une ville qui, en 1921, a une population de 6 393 habitants.



The extent of Fred Dawson's business interests in Prince Rupert can be seen from the size of the trackside warehouse bearing his name. Library and Archives Canada, J. R. Wrathall Collection, PA-95669.

L'ampleur des affaires de Fred Dawson à Prince Rupert se remarque par la dimension de l'entrepôt identifié à son nom, le long de la voie. Bibliothèque et archives Canada, collection R. Wrathall, PA-95669.

Extract from a 1913 Fire Insurance Plan of Prince Rupert, showing the Dawson warehouse at the centre of the plan. Note that a competitor, Kelly Douglas & Co., Wholesale Grocers, lie immediately to the left. Both buildings appear to be clad in corrugated sheeting.



Extrait d'un contrat d'assurance-incendie de Prince Rupert en 1913, illustré au centre par l'entrepôt Dawson. À noter : l'effigie d'un compétiteur, Kelley Douglas & Co., Wholesale Grocers, illustrée immédiatement à gauche. Les deux bâtiments sont recouverts de tôle ondulée.

The Short Route between Winnipeg, Saskatoon and Edmonton

GRAND TRUNK PACIFIC

RAIL AND STEAMSHIP TOURS

SUMMER TO North Pacific Coast TOURS and California

Winnipeg	Regina
Moose Jaw	Weyburn
Saskatoon	Prince Albert
Edmonton	Calgary
Jasper and Mount	Robson Parks
Prince Rupert	Anyox
Vancouver	Victoria and Seattle

THE GRAND TRUNK PACIFIC IS THE DIRECT ROUTE TO ALASKA STEAMSHIP CONNECTIONS MADE AT PRINCE RUPERT

Folder A. No. 68 April 21, 1919

Trains and Steamships operated on Daylight Saving Time

The scenic sea route through the Inside Channel, North Pacific Coast

800-Mile Voyage through Placid Seas of the Inside Channel, North Pacific Coast

FOLDER "B" No. 1 EFFECTIVE OCTOBER 17th, 1920

Canadian National Railways

GRAND TRUNK PACIFIC RAILWAY

WESTERN LINES TIME TABLES

LINES WEST OF
PORT ARTHUR and ARMSTRONG
AND WEST TO
WINNIPEG—VANCOUVER—PRINCE RUPERT—VICTORIA—SEATTLE

GRAND TRUNK PACIFIC COAST STEAMSHIP SERVICE

ALL TRAINS OPERATE ON STANDARD TIME

Time Tables herein are subject to change without notice. They show the time trains should arrive at and depart from stations and connect with other trains, but their arrival, departure, or connection at the time stated is not guaranteed.

W. E. DUPEROW, Gen. Passenger Agent, Winnipeg	OSBORNE SCOTT, Gen. Passenger Agent, Vancouver	R. CREELMAN, Asst. Passenger Traffic Mgr., Winnipeg
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What a difference a year makes! April 27, 1919 Grand Trunk Pacific timetable cover, background colour is orange; 1920 Canadian National Railways timetable cover (white with black ink). The schedule of the tri-weekly Jasper - Prince Rupert train from the CNR 1920 timetable is reproduced on page 99. CRHA Archives.

Quel contraste en une seule année! L'horaire en vigueur le 27 avril 1919 du Grand Trunk Pacific sur fond orange et celui du Canadien National en 1920 avec un lettrage noir sur fond blanc. L'horaire du train du CN, Jasper-Prince Rupert, en 1920 est en page 99. Archives ACHF.

This narrative now switches to Ottawa and the year is 1922. World War I wrecked the international money market and with it the aspirations and health of the two newly built Canadian continental railways, the Grand Trunk Pacific/National Transcontinental and the Canadian Northern, along with the old Grand Trunk Railway. The Federal Government was forced to pick up the pieces and by 1920 the title 'Canadian National Railways' [note plural form of noun] was frequently heard, but it was not until October 4, 1922 that an Order-in-Council formalized the situation and made it a statutory entity. In a legal sense, GTR did not join CNR until January 30, 1923 and this partly explains why varying dates are often quoted for the creation of CNR.

In Ottawa discussions had been going on quietly behind the scenes for several months to select men to direct [the Board of Directors] and run [the Management] the new consolidated enterprise.

Transportons-nous maintenant en 1922 à Ottawa. La Première Guerre mondiale fait rage et a pour conséquence l'effondrement du marché monétaire international, ce qui anéantit les aspirations financières des deux nouveaux chemins de fer transcontinentaux, le Grand Trunk Pacific/National Transcontinental et le Canadian Northern (CNoR), en plus du vénérable chemin de fer Grand Trunk (GT). Le Gouvernement fédéral n'a pas le choix de sauver le tout; ainsi en 1920, on commence à entendre parler des Chemins de fer nationaux (à noter le pluriel), mais ce n'est que le 4 octobre 1922 qu'un décret gouvernemental est formulé pour créer la nouvelle entité. Au sens légal, le GTR n'a rejoint le CNR que le 30 janvier 1923, ce qui explique la confusion des dates dans la création de l'entreprise d'état.

À Ottawa, des discussions ont lieu depuis plusieurs mois pour choisir les membres du Conseil d'administration et dirigeants de la nouvelle entreprise.

WINNIPEG, SASKATOON, EDMONTON, PRINCE RUPERT					
Nos. 1, 2, 3 and 4—Standard Sleepers, Dining, Day Coaches—Winnipeg-Prince Rupert					
Read Down	No. 1-3 MoThSa	Miles	TABLE (G.T.P. Div.) 18	No. 4-2 ThSatTu	Read Up
	PM 9 40	0.0	Lv. Winnipeg	AM 11 00	
	Tu Fri Su				
	AM 11 45	472.0	Lv. Saskatoon	PM 6 30	
	PM 11 25	799.0	Ar. Edmonton	Ar. AM 7 15	
	WeSaMo			WeFrMo	
	AM 12 01		Lv. Jasper	Ar. AM 6 50	
	AM 9 10	1035.		PM 7 30	
	AM 10 15			6 35	
	f 10 33	1043.	Geikie	f 6 19	
	f 10 45	1048.	Mount Caywell	f 6 04	
	f 11 15	1051.	Lucerne	f 7 44	
	f 11 35	1065.	Grant Brook	f 5 16	
	AM 11 53	f 1073.	Rainbow	f 5 04	
	PM 12 05	1079.	Redpass Jct.	f 4 49	
	f 12 12	1080.	Respeldent	f 4 43	
	f 12 27	1087.	Mount Robson	f 4 17	
	f 12 45	1093.	Swiftwater	f 3 57	
	f 12 57	1096.	Albreda	f 3 43	
	f 1 15	1104.	Tete Jaune	f 3 27	
	f 1 30	1108.	Shere	f 3 12	
	f 1 50	1111.	Croydon	f 2 52	
	f 2 08	1122.	Dunster	f 2 37	
	f 2 28	1130.	Ross Valley	f 2 18	
	f 2 43	1135.	Eddy	f 2 03	
	f 3 00	1142.	Ar. McBride	Lv. Ar. 1 48	
	f 3 15		Le Grand	f 1 38	
	f 3 53	1155.	Rider	f 12 58	
	f 4 16	1164.	Rooney	f 12 37	
	f 4 38	1170.	Loos	PM 12 15	
	f 5 58	1178.	Uring	AM 11 57	
	f 5 15	1187.	Kidd	f 11 37	
	f 5 36	1194.	Bend	f 10 57	
	f 5 58	1200.	Guilford	f 10 41	
	f 6 18	1208.	Penny	f 10 34	
	f 6 26	1211.	Lindup	f 10 20	
	f 6 41	1217.	Longworth	f 10 12	
	f 6 52	1221.	Hutton	f 9 54	
	f 7 15	1229.	Dewey	f 9 42	
	f 7 25	1234.	Hansard	f 9 23	
	f 7 48	1242.	Aleza Lake	f 9 00	
	f 8 10	1251.	Newlands	f 8 46	
	f 8 24	1257.	Giacombe	f 8 31	
	f 8 41	1264.	Willow River	f 8 17	
	f 8 52	1269.	Shelley	f 7 55	
	f 9 17	1278.	Foreman	f 7 44	
	f 9 31	1283.	Ar. Prince George	Lv. Ar. 7 14	
	f 9 46	1288.	Otway	f 7 03	
	f 10 05	1293.	Miworth	f 6 54	
	f 10 31	1297.	Chilako	f 6 43	
	f 10 43	1302.	Bednesti	f 6 28	
	f 10 59	1308.	Nichol	f 6 04	
	f 11 21	1316.	Isle Pierre	f 5 54	
	f 11 31	1320.	Hutchison	f 5 40	
	PM 11 47	f 1327.			
	ThSu Tu		Wedgewood	f 5 26	
	AM 12 02	1333.	Stuart	f 5 13	
	f 12 10	1338.	Hulatt	f 4 58	
	f 12 34	1345.	Tsinekut	f 4 43	
	f 12 52	1351.	Vanderhoof	f 4 28	
	f 1 13	1357.	McCall	f 4 09	
	f 1 30	1364.	Engen	f 3 54	
	f 1 46	1371.	Marten Lake	f 3 42	
	f 2 01	1376.	Fort Fraser	f 3 25	
	f 2 18	1382.	Encombe	f 3 07	
	f 2 37	1390.	Fraser Lake	f 2 53	
	f 2 53	1396.	Ar. Endako	Lv. Ar. 2 35	
	f 3 15	1404.	Savory	f 2 26	
	f 3 30		Priestly	f 2 12	
	f 3 45	1410.	Sheraton	f 1 54	
	f 4 04	1418.	Tintagel	f 1 40	
	f 4 18	1424.	Burns Lake	f 1 25	
	f 4 33	1431.	Decker Lake	f 1 07	
	f 4 58	1439.	Palling	f 12 51	
	f 5 12	1444.	Rose Lake	f 12 38	
	f 5 27	1449.	Forestdale	f 12 26	
	f 5 44	1455.	AM 12 10	f 12 10	
	f 6 03	1462.	TuThSu		
	f 6 23	1471.	PM 11 51	f 11 51	
	f 6 40	1476.	Topley	f 11 37	
	f 6 58	1484.	Perow	f 11 19	
	f 7 11	1488.	Knockholt	f 11 07	
	f 7 24	1495.	Houston	f 10 52	
	f 7 42	1502.	Barrett	f 10 36	
	f 8 05	1511.	Walcott	f 10 12	
	f 8 19	1516.	Quick	f 9 56	
	f 8 31	1520.	Hubert	f 9 47	
	f 8 40	1523.	Telkwa	f 9 37	
	f 9 00	1529.	Tatlow	f 9 20	
	AM 9 15		Ar. Smithers	Lv. Ar. 9 10	
	ThSu Tu			PM 9 10	
				MoWeSa	

WINNIPEG, EDMONTON, PRINCE RUPERT—Cont'd.					
Read Down	No. 3 TuThSu	Miles	TABLE (G.T.P. Div.) 19	No. 4 MoWeSa	Read Up
	AM 9 15	1529.	Lv. Smithers	Ar. PM 9 10	
	f 9 27	1532.	Lake Kathryn	f 9 01	
	f 9 42	1538.	Evelyn	f 8 47	
	f 9 58	1544.	Doughty	f 8 32	
	f 10 15	1551.	Morietown	f 8 17	
	f 10 29	1556.	Seaton	f 8 01	
	f 10 41	1561.	Beament	f 7 48	
	f 11 01	1568.	Bulkley Canyon	f 7 24	
	f 11 30	1575.	New Hazelton	f 7 00	
	AM 11 45	1578.	Hazelton	f 6 45	
	PM 12 03	1585.	Carnaby	f 6 23	
	f 12 18	1589.	Skeena Crossing	f 6 05	
	f 12 23	1592.	Nash	f 6 01	
	f 12 34	1597.	Andimaul	f 5 50	
	f 12 44	1602.	Ar. Kitwanga	Lv. Ar. 5 37	
	f 1 25	1609.	Woodcock	f 5 17	
	f 1 38	1615.	Cedarvale	f 5 03	
	f 1 59	1623.	Ritchie	f 4 43	
	f 2 16	1630.	Dorreen	f 4 26	
	f 2 35	1636.	Ar. Pacific	Lv. Ar. 4 10	
	f 2 55		Pitman	f 3 55	
	f 3 10	1641.	Usk	f 3 38	
	f 3 28	1648.	Vanarsdol	f 3 21	
	f 3 46	1655.	Terrace	f 3 04	
	f 4 03	1661.	Ar. Ambury	Lv. Ar. 2 49	
	f 4 27	1670.	Shames	f 2 23	
	f 4 47	1678.	Shames	f 2 06	
	f 5 05	1685.	Eastew	f 1 51	
	f 5 30	1687.	Salvus	f 1 27	
	f 5 55	1709.	Kwinitsa	f 1 04	
	f 6 23	1722.	Skeena City	f 12 35	
	f 6 37	1729.	Tyee	PM 12 20	
	f 7 00	1739.	Ar. Sockeye	Lv. Ar. 11 57	
	f 7 18	1745.	Phelan	f 11 40	
	f 7 31	1750.	Katen	f 11 27	
	f 7 45	1755.	Ar. Prince Rupert	Lv. Ar. 11 15	
	TuThSu			MoWeSa	

PORTAGE LA PRAIRIE, DELTA, AMARANTH

No. 161 MoWeFr	No. 159 MoWePr	Miles	TABLE (C.N.R. Div.) 20	No. 160 MoWeFr	No. 162 MoWeFr
	AM 8 30	0.0	Lv. Portage la Prairie	Ar. PM 5 20	
		8 45	Alpha	f 5 07	
		8 55	7.3	Townline	f 4 55
	AM 9 10	10.3	Ar. Oakland	Lv. PM 4 45	
	AM 9 15	10.3	Lv. Oakland	Ar. AM 10 15	
	9 25	13.6	Ar. Hudlstone	Lv. AM 10 05	
	AM 9 35	16.0	Ar. Delta	Lv. AM 9 55	
	AM 10 20	10.3	Lv. Oakland	Ar. PM 4 45	
		10 30	12.9	Puton	f 4 35
		10 45	16.9	Longburn	f 4 20
		11 05	22.5	Cawdor	f 3 55
	AM 11 40	31.4	Ar. Lakeland	Lv. 3 20	
	PM 12 00	39.6	Ar. Langruth	Lv. 2 50	
	f 12 38	47.9	Ar. Embury	Lv. 2 20	
	PM 1 10	54.2	Ar. Amaranth	Lv. PM 2 00	

WINNIPEG—HUDSON BAY JUNCTION—THE PAS

Through Sleeping Car between Winnipeg and The Pas

No. 15-167 MoWeFr	Miles	TABLE (C.N.R. Div.) 21	No. 168-16 TuThSat
	AM 10 40	0.0	Lv. Winnipeg
	PM 5 30	177.8	Lv. Dauphin
	AM 2 15		Lv. Hud. B. Jc.
	TuThSat	395.3	Ar. PM 11 00
	AM 4 30		Ar. PM 10 10
	f 5 05	404.2	Wachee
	f 5 35	413.3	Ceba
	f 6 05	422.5	Chemong
	f 6 35	430.4	Otosquent
	f 7 05	438.3	Cantyre
	f 7 35	445.8	Turnberry
	f 8 10	455.7	Whitehorn
	f 8 45	463.4	Westray
	f 9 15	473.1	Freshford
	AM 9 50	482.8	Ar. The Pas
	TuThSat		PM 5 00
			MoWeFr

Everything came together in a great rush in the month of October 1922. The Liberal Government of Mackenzie King, which had been elected in 1921, wisely wanted a Board Chairman who was knowledgeable about railway operations, but who had not come from GTR, CNOR or CPR, thereby avoiding any perception of partisanship. The suddenly found and favoured man was Sir Henry Thornton, a railway professional trained in the States, but

Le Gouvernement Libéral de Mackenzie King, élu en 1921, souhaite un conseil composé de membres qui ont des connaissances ferroviaires mais qui ne proviennent pas du GTR, CNOR ou du Canadien Pacifique pour éviter tout soupçon de partisannerie. Un choix spontané favorise Sir Henry Thornton, un expert en chemins de fer formé aux États-Unis et dirigeant d'un important réseau ferroviaire britannique depuis les huit dernières années.



Prince Rupert boasted an elaborate system of wooden sidewalks in the Frederick G. Dawson era as evidenced in these two views taken circa 1914. Both views appeared in the 'President's Album' of the Grand Trunk Railway. CRHA Archives, Fonds Charles M. Hays.

Prince Rupert s'enorgueillit de trottoirs de bois élaborés comme on peut le constater sur ces deux photos prises vers 1914. Clichés provenant du "President's Album", Archives ACHF, Fonds Charles M. Hays.

who had been manager of a major British railway for the previous eight years.

The formative 1919 Canadian National Railways Act authorized the Governor-General in Council to nominate between five and fifteen persons to be Directors. On October 4, 1922, nine men were appointed, headed by President and Chairman Sir Henry Thornton. A list of these directors is given as an appendix and amongst them is Frederick G. Dawson. Directors were to meet monthly and received a generous stipend of \$2,000 per annum. In geographical terms, all the Directors came from eastern Canada, except for one from Winnipeg and one from BC. This matched the distribution of the Canadian population where 75% lived east of the Lakehead.

With commendable speed the new Board met for the first time on October 10, 1922 in Toronto. They confirmed the appointment of Samuel Hungerford as its Vice President and General Manager and decided to make an immediate brief continental inspection of its railway. A special train was made up, leaving Montreal on the 15th, carrying six directors and ten officials. It travelled all the way to Lucerne, B.C.

Unfortunately for Dawson reaching Toronto in time for this first Board meeting was not possible. Living on the west coast, he was almost 3,000 miles from Toronto. Faced with five day journey, the trip could not be casually embarked upon. For him to make the Board's first meeting, he would have had to drop everything on the 4th, catching the eastbound train out of Prince Rupert at the supper hour that very day. By connecting Train 2, the Continental Limited, at Jasper, he could have arrived in

L'acte du Chemin de fer Canadien National, voté en 1919, autorise le Gouverneur général à nommer entre cinq et quinze administrateurs. Le 4 octobre 1922, neuf hommes sont finalement nommés sous la présidence de Sir Henry Thornton. Dans la liste des élus se trouve le nom de Frederick G. Dawson. Le conseil doit se réunir sur une base mensuelle et chacun des membres reçoit une généreuse allocation annuelle de 2 000\$. Tous proviennent de l'est du Canada à l'exception d'un membre de Winnipeg et d'un autre de la Colombie-Britannique, ce qui est proportionnel à la population du pays dont 75% vit à l'est des Grands-Lacs.

Le nouveau Conseil se réunit dès le 10 octobre 1922 à Toronto. On confirme la nomination de Samuel Hungerford en tant que Vice-président et Directeur général, puis on propose de faire immédiatement une inspection du réseau ferroviaire. Un train spécial à destination de Lucerne en Colombie-Britannique quitte Montréal le 15 octobre, transportant six membres du Conseil et dix représentants.

Il est difficile pour Dawson de parvenir à Toronto à temps pour la première réunion du Conseil car il demeure sur la côte ouest, à plus de 3 000 milles (4 828 km) de Toronto. Ne disposant que de cinq jours pour s'y rendre, le voyage ne serait pas de tout repos. Il lui faudrait prendre le train à partir de Prince Rupert le 4 octobre à l'heure du souper, puis transférer sur le Continental Limited à Jasper pour arriver à Toronto à la fin de l'après-midi du 9 octobre. Dawson décide plutôt de joindre le train spécial des membres du Conseil à Winnipeg.

L'édition de novembre 1922 du "Canadian

Toronto late in the afternoon of October 9th. Dawson decided instead to join the directors' special train at Winnipeg.

The November 1922 issue of 'Canadian Railway & Marine World' featured the appointment of the new Board with one article about Sir Henry Thornton and another consisting of the biographies of the other eight Directors. The latter, running to 25 column inches, contained considerable biographical detail about seven directors, but the eighth received only: "Frederick G. Dawson, of Prince Rupert, B.C. is a wholesale grocer and is about 50 years of age". Even the editor of this technical journal could not be bothered to make enquiries and enlighten his readers.

So how did Dawson come to be appointed; who was his influential sponsor? It turns out it was Thomas 'Duff' Pattullo, then Minister of Lands in the BC Provincial Government, and who later became the Provincial Premier in the years 1933-1941. Today's commuters of Greater Vancouver are familiar with a congested bridge in New Westminster that carries his name.

Pattullo and Dawson could be said to have been hewn from the same block. They were roughly of the same age, raised in Ontario of Liberal families, and both left for the West full of ambition. In Pattullo's case it took him to gold feverish Dawson City in 1900 as a minor civil servant, who then became a realtor. With the same motivations as Dawson he moved to Prince Rupert, also in 1908, and set up a real estate and insurance business. By 1916 he had become the mayor of the town and had been elected to represent the area in the Provincial Government. His talents recognized, he soon moved to Victoria.

The first surviving piece of correspondence that puts forward Dawson's name is a letter dated 17th May 1922 by Pattullo to Prime Minister Mackenzie King. It says "No mistake could be made in the appointment of Mr. Dawson and I sincerely hope that you will do whatever possible in this connection". A favourable acknowledgement followed. This suggests that Pattullo had the ear of the Prime Minister of Canada.

Influential businessmen – of Liberal persuasion – in Vancouver were upset with Dawson's appointment as it was expected that one of them would be favoured. It infuriated them to learn that an unknown from a freshly minted town had been chosen for the high status position. Minister Pattullo advised the Prime Minister of what was afoot in late November and, because of the noteworthy contents, his letter is reproduced nearby.

There were forces at work trying to annul Dawson's appointment. Robert Cromie, the publisher of the 'Vancouver Sun' and a Liberal, was a major critic of the appointment. In the October 5, 1922 issue of the newspaper, front and centre on the first page was a photo of Dawson and the following comment: "Word of the

Railway & Marine World" a pour thème : la création du nouveau Conseil. On y trouve un article sur Sir Henry Thornton et un autre sur les biographies des neuf autres membres. Le texte s'étend sur une colonne de 25 pouces (63,5 cm) contenant maints détails biographiques sur sept des membres tandis qu'on écrit que ces quelques mots à propos du huitième : "Frederick G. Dawson de Prince Rupert, C.B. est un grossiste en épicerie, âgé d'environ 50 ans". Ainsi, l'éditeur de cette revue ne se préoccupe guère de diffuser plus d'informations à propos de l'homme.

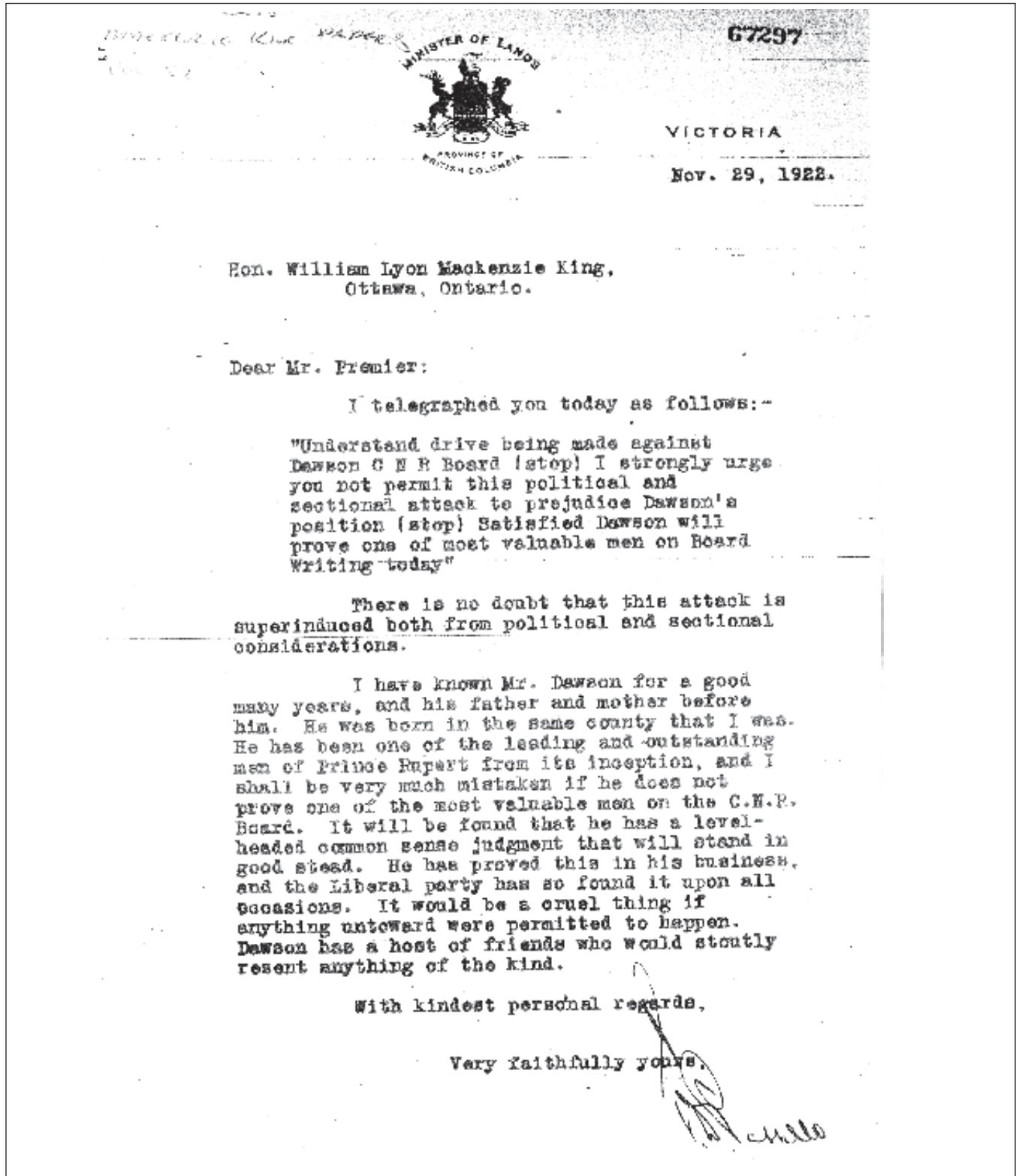
Comment a-t-on recruté Dawson? Qui a appuyé sa candidature? Il semble que ce soit Thomas "Duff" Pattullo, alors Ministre des terres dans le Gouvernement provincial de la Colombie-Britannique, lequel deviendra Premier ministre de la province de 1933 à 1941. De nos jours, les banlieusards du Grand-Vancouver sont familiarisés avec ce nom qu'on a donné à un pont congestionné de New-Westminster.

Pattullo et Dawson ont quelques points en commun. Ils ont à peu près le même âge, ont grandi dans des familles libérales d'Ontario et tous deux ont réalisé leurs ambitions dans l'Ouest canadien. Pattullo s'installe en tant que petit fonctionnaire, puis agent immobilier, dans la ville de Dawson en 1900, au moment de la ruée vers l'or, déménage ensuite vers Prince Rupert en 1908, où il crée une agence immobilière et une firme d'assurances. En 1916, il est élu maire de cette ville et représentant de la région pour le Gouvernement provincial. Ses talents reconnus, il déménage par la suite à Victoria.

Le premier élément mettant en relief le nom de Dawson, est une lettre datée du 17 mai 1922 que Pattullo adresse au Premier ministre Mackenzie King, laquelle dit ceci : "Il n'y a aucun doute sur le choix de M. Dawson et sincèrement, je souhaite que vous ferez le nécessaire". Une reconnaissance favorable s'ensuit, ce qui laisse croire que le Premier ministre est à l'écoute de Pattullo.

Des gens d'affaires d'allégeance libérale à Vancouver se sentent outragés envers cette nomination de Dawson empreint de favoritisme. Ils sont furieux d'apprendre qu'un inconnu, issu d'une ville à peine éclos, puisse occuper un poste élevé. À la fin de novembre, le ministre Pattullo en avise par écrit le Premier ministre. Vu la pertinence de cette lettre, nous l'avons reproduite ici.

Des pressions du public tentent de faire annuler la nomination de Dawson. Robert Cromie, l'éditeur libéral du "Vancouver Sun" est un des principaux opposants à cette nomination. Au centre de la première page de l'édition du 5 octobre 1922 du journal, on aperçoit une photo de Dawson accompagné de ce commentaire : "Des avis ont été reçus ici à Vancouver, réclamant la nomination d'un citoyen local. Vu que la moitié de la population de la Colombie-Britannique est



Letter from BC Provincial Minister Thomas 'Duff' Patullo to Prime Minister William Mackenzie King, November 1922. King was the leader of the Liberal Party of Canada from 1919 to 1948. He was Prime Minister for 24 of those 29 years, commencing office in 1921, with a break in the 1930s. Library and Archives Canada, Mackenzie King Papers, Volume 82.

Lettre expédiée en novembre de Thomas 'Duff' Patullo, ministre provincial de la Colombie-Britannique, au Premier ministre William Mackenzie King. King a été le leader du Parti Libéral du Canada de 1919 à 1948. Il fut Premier ministre à partir de 1921, puis durant 24 de ces 29 années au Gouvernement, ayant cédé son siège quelques temps dans les années 1930. Bibliothèque et archives Canada, lettres de Mackenzie King, volume 82.

appointment was received with disapproval here in view of Vancouver's claims for the selection of a local man. With nearly half the population of British Columbia centred in Vancouver and the development of the port as a grain shipping centre a paramount issue, it was felt that a Vancouver man was in line for the appointment."

"While I am on this strain, what is true of the grain situation is true of the CNR director Dawson. The appointment has turned out to be an unsupportable and the quicker his resignation is accepted, the sooner the issue will become a closed chapter. If the alternative appointment [now unknown] recommended to you is not acceptable, why do you not say so and select some other party. Certainly B.C. and the Liberal Party and yourself should not continue to be unnecessarily embarrassed by Dawson when it would be a very easy matter for him to find it inconvenient to give his full duties to the Board."

About the same time Conservative MPs in Opposition put about an innuendo that Fred Dawson was engaged in bootlegging. The reality was that as a wholesale distributor he was licenced by the Provincial Government to handle beer.

Fred Dawson weathered these initial attacks to unseat him and soon, by the strength of his personality and directness, made good friends with his fellow directors, members of the management team, and rank-and-file staff within B.C. His common sense, down to earth, attitude to problem solving, and sociability, were respected. He was always happy promoting CNR and its services to the influential, or to the man on the street corner or at the switch-stand. One of his greatest contributions to Prince Rupert was getting the Dominion government to agree to erect a grain elevator there when New Westminster and Victoria were seeking such a facility and Vancouver was opposed to sharing any of the grain traffic flooding through its port.

Sadly his wife Florence died childless in 1924 when Fred was 48. Three years later, he remarried. Fittingly for this story, the first encounter between the future couple was in 1926 on a CNR train headed east for Montreal. Fred was travelling to a Board meeting and in the club car there was this interesting woman of 35, called Olive, who was on her way to Amsterdam. She had been nominated to be a delegate at an international convention of the Association of University Women's Clubs. There followed a long distance courtship, mainly by mail, as Olive was a school administrator and teacher in Wisconsin and was a US citizen. They were married in mid 1927, the bride 36 and the groom 51. They went by train to Winnipeg and stayed at the sumptuous Fort Garry Hotel, owned by CNR. As it happened, the CNR President, Sir Henry Thornton and his wife Lady Thornton, were travelling west in his private railway car and they invited the newlyweds to join them. Surrounded by opulence they travelled to the Rocky Mountains,

concentrée à Vancouver et qu'il existe un important développement des installations portuaires pour l'expédition du grain, il va de soi qu'on doit nommer un citoyen d'ici."

Vers la mi-décembre, Cromie fait suivre cette parution par une lettre personnelle de deux pages qu'il expédie au Premier ministre. La majeure partie de celle-ci concerne une demande au Gouvernement d'avancer des fonds au Conseil d'administration du port de Vancouver pour la construction d'un élévateur à grains. Cependant, il y a une flèche à la fin de la lettre qui se lit comme suit :

"À propos, ce qui est vrai pour la situation du grain l'est aussi pour Dawson, le directeur du CNR. Cette nomination m'est insupportable et plus tôt sera-t-elle annulée, mieux ça vaudra. Si une autre candidature (pour le moment inconnue) vous étant soumise s'avère inacceptable, pourquoi ne pas regarder vers un autre parti. La Colombie-Britannique, le Parti Libéral et vous-même, ne devriez pas vous embarrasser de Dawson, il serait si simple de trouver un prétexte pour le soustraire de sa participation au Conseil."

Au même moment, des membres du Parti Conservateur, siégeant dans l'opposition, font des allusions malveillantes laissant croire que Fred Dawson est impliqué dans un trafic de contrebande. Dans les faits, c'est qu'en tant que grossiste, il possède un permis provincial pour la distribution de la bière. Malgré tout, Fred Dawson survit à ces attaques, puis grâce à sa forte personnalité et sa franchise, il se lie d'amitié avec ses collègues administrateurs, les membres de l'équipe de direction et des ouvriers au travers de la Colombie-Britannique. Son sens commun, son côté terre-à-terre, son attitude vis-à-vis la résolution de problèmes et sa sociabilité en font un homme respecté. Il est fier de promouvoir le CNR à son entourage, aux gens de la rue ainsi qu'au simple cheminot. L'une de ses plus grandes réalisations à Prince Rupert est de faire accepter au Gouvernement l'idée d'y faire construire un élévateur à grains alors que New-Westminster et Victoria cherchent à obtenir de telles installations et que Vancouver s'oppose au partage du trafic du grain qui afflue vers son port.

En 1924, son épouse Florence décède sans avoir enfanté alors que Fred est âgé de 48 ans. En 1926, alors qu'il se rend à une réunion du Conseil à Montréal, il croise dans la voiture-salon du train une femme âgée de 35 ans qu'il trouve intéressante. Elle se nomme Olive et est en route vers Amsterdam. Elle a été nommée déléguée pour le congrès international de l'Association des Clubs des femmes universitaires. Elle est citoyenne américaine et professeure en administration scolaire dans le Wisconsin. Après cette rencontre, ils entretiennent une correspondance, puis se marient en 1927. Elle a 36 ans alors que lui en a 51. Alors qu'ils voyagent en train vers Winnipeg, ils y rencontrent le

where they honeymooned for a week at the luxurious Jasper Park Lodge, another CNR hotel. This rail trip sounds more like a planned wedding surprise on the part of the Thorntons than a mere coincidence.

There followed happy days with Fred involved in his wholesale business, CNR affairs, politics and, as a couple, being part of a social entertaining circle. Fifteen months after the wedding, their first child was born, a son who was given the same name as his father. Being middle-aged and a first time dad, Fred was beside himself with pride and apparently used to take the baby with him to the office and on other business errands to show him off.

In 1929 Dawson decided to change his career and develop new interests in Prince Rupert. By October he had closed a deal to sell his principal business to W.H. Malkin Co. of Vancouver. On October 28, 1929 Fred, his staff and the auditors, were making an inventory of stock

président du CNR, Sir Henry Thornton, et son épouse Lady Thornton; installés dans leur voiture privée, ces derniers invitent les nouveaux époux à les rejoindre. Fred et Olive soupçonnent que cette rencontre soit une surprise planifiée plutôt qu'une simple coïncidence. À Winnipeg, ils séjournent au prestigieux hôtel Fort Garry, propriété du CNR. Entourés d'opulence, ils traversent les Rocheuses puis passent leur lune de miel d'une semaine au luxueux Jasper Park Lodge, un autre hôtel du CNR.

Des jours heureux se poursuivent pour Fred tant en affaires comme grossiste, au CNR, en politique que dans sa vie de couple; c'est un cycle continu de rencontres sociales. Un fils, qui portera le prénom de son père, naît dans les quinze mois suivant le mariage. Fred, âgé dans la cinquantaine et nouveau père, est fier de son bébé. Il l'amène parfois au bureau ou dans ses sorties d'affaires pour le montrer à son entourage.



An eastbound train approaches the Canadian National station in the 1920s. This is the approximate location of the unfortunate accident which ended Dawson's life. Library and Archives Canada, PA-4116.

1920 : un convoi, en direction est, approche de la gare du Canadien National. C'est l'endroit approximatif où a eu lieu l'accident fatal de Dawson. Bibliothèque et archives Canada, PA -4116.

and the results showed that it was in excess of his anticipation. So he was a very happy man when a dreadful calamity occurred.

In the late afternoon Fred had planned to meet the incoming train to check some baggage. What happened next is a quote from a witness at the coroner's inquest. "I heard the train blow and the bell ringing and suddenly a door opened in the Dawson warehouse and out came Mr. Dawson. He looked up toward the yard through which the train was running. I saw Mr. Dawson make a dash. He ran, holding onto the brim of his hat and appeared to be buttoning his coat. It seemed to me that he thought the train was approaching faster than he first supposed, for he right inclined and went parallel with the track. I saw the train would catch him. I shouted "Go Back! Go back!" He got over the rails and had placed his left foot on the platform. He was hurled across the platform and struck the wheel of a baggage cart. I did what I could to give first aid, assisted by Constable Geddes." Dawson died almost instantly from massive injuries.

Vancouver Province, October 28, 1929

The nature of his death is almost incomprehensible. He had worked for at least 18 years with the railway at his backdoor and he was intimately aware of all the movements of local railway operations. He was not impetuous by nature, so the mystery remains.

The circumstances that surrounded Olive, his widow, were particularly cruel. She had conceived just days before her husband's death and bore another son on July 28, 1930, exactly nine months after the fatality and on the 3rd anniversary of her wedding. It is this second son, John C. Dawson, to whom we are indebted for this story.

As for the vacancy Fred's death created on the CNR board, it was filled by resident of Vancouver leaving the

En 1929, Dawson réoriente sa carrière et développe de nouveaux intérêts à Prince Rupert. En octobre, il conclut une entente pour vendre sa principale entreprise à W.H. Malkin Co. de Vancouver. Le 28 octobre de la même année, à l'aide de son personnel et des vérificateurs, il fait un inventaire des biens et constate que le solde dépasse ce qu'il anticipait. C'est un homme comblé au moment où survient le drame.

En cette fin d'après-midi, Fred se rend à la rencontre d'un train pour vérifier certains bagages. Voici

ce que dit un témoignage noté par le coroner : "J'ai entendu le train siffler et la cloche sonner puis, à l'entrepôt Dawson, une porte s'est soudainement ouverte et M. Dawson en est sorti. Il a regardé vers la cour que traversait le train. J'ai vu M. Dawson prendre un élan. Il courait, en tenant son couvre-chef et en attachant son manteau. À mon sens, il a cru que le train roulait plus vite qu'il avait d'abord supposé car il s'est tassé à droite et a couru le long de la voie ferrée. J'ai vu que le train le rejoignait. J'ai crié : Reculez, reculez. Il a enjambé les rails puis mis le pied sur la plateforme du quai. Il s'est jeté en travers de celle-ci et s'est frappé contre la roue d'une voiturette à bagages. Assisté par le constable Geddes, j'ai fait ce que j'ai pu en lui prodiguant les premiers soins". Dawson meurt presque instantanément de ses multiples blessures.

Le Vancouver Province, 28 octobre 1929

La nature de son décès dépasse tout entendement. Il a travaillé au moins 18 ans à proximité d'une voie ferrée, il était donc conscient du danger potentiel des mouvements ferroviaires locaux et n'était pas téméraire de nature, le mystère demeure donc entier.

Ironie du sort, Olive devient enceinte dans les jours précédant le décès de son mari et accouche d'un second fils le 28 juillet 1930, précisément neuf mois après l'accident fatal et au troisième anniversaire du mariage. C'est à ce second fils, John C. Dawson, que nous devons le récit de cette histoire.

F. G. DAWSON OF RUPERT KILLED

Struck Down by Train In Crossing Track From His Warehouse.

HAD SOLD BUSINESS

PRINCE RUPERT, Oct. 28.—Frederick G. Dawson, director Canadian National Railways, ex-mayor, alderman and pioneer of Prince Rupert, was struck by incoming train No. 410 Sunday afternoon, sustaining such grave injury that death followed in a few minutes.

Pending official Canadian National investigation and inquest, particulars of Mr. Dawson's death are that he had left the warehouse formerly occupied by his company a few minutes before arrival of the train, which was forty minutes late. A station baggageman saw him hurrying forward, buttoning up his coat and pressing his hat tighter on his head, intent on crossing the track and gaining the station platform ahead of the train.

DID NOT HEAR WARNING.

Some one yelled at him not to make the attempt, and it is thought the roar of the train made it impossible for him to hear the warning. He had all but cleared the rails and with foot on the edge of the station platform, he was about to vault upward to safety when the locomotive projection behind the pilot struck him. He was hurled sideward, striking the baggage truck. This is believed to have caused fracture of the skull.

Those nearest rushed to his assistance, but nothing could be done. He was dead within a few minutes. Just prior to starting to the cross tracks, he had been in conversation with a representative of W. H. Malkin Co., who were to take over Mr. Dawson's business immediately following sale of a week or so ago. Mrs. Dawson was to sail on 28. Prince Rupert Sunday night to visit her old home in the East and Mr. Dawson expected to leave shortly for Montreal to attend the C. N. directors meeting.

thinly-trafficked Prince Rupert line to sink in obscurity until it was revived by military movements in the Second World War.

Acknowledgements

To John C. Dawson, Vancouver Island, grateful thanks for allowing us to share the story about the father he never knew.

To Public Archives of Canada, Ottawa, for diligently storing all kinds of historical papers over the decades.

To Douglas N.W. Smith, Co-editor of 'Canadian Rail', for ferreting out the relevant papers for this article from the Public Archives.

To Museum of Northern BC, and City Archives [separate bodies], Prince Rupert, for sundry assistance.

To the book 'The People's Railway' by Donald MacKay, Douglas & McIntyre, Vancouver, 1992, 328 pages, for a detailed review of the birth of CNR on pages 25-41, plus very brief Dawson mentions on pages 40 and 50.

To John Raybould, West Kelowna, BC, for being the midwife of this article.

La place laissée vacante au Conseil d'administration du CNR par le décès de Fred est comblée par un résident de Vancouver. Laisse à lui-même, le trafic ferroviaire de Prince Rupert décline jusqu'à ce que des manœuvres militaires, lors la Deuxième Grande guerre, le revitalise.

Remerciements

À John C. Dawson, Île de Vancouver, merci d'avoir partagé avec nous l'histoire d'un père qu'il n'a pas connu.

À Bibliothèque et archives Canada, Ottawa, pour nous avoir fourni diligemment des documents historiques variés concernant plusieurs décennies.

À Douglas N.W. Smith, coéditeur du Canadian Rail, pour la recherche de documents en lien avec cet article, auprès de Bibliothèque et archives Canada.

Au musée Northern CB et City Archives (entité différente) de Prince Rupert, pour leur collaboration.

À Donald Mackay, pour les informations contenues dans son livre "The People's Railway". Édition Douglas & McIntyre, Vancouver, 1992, 328 pages, dans lequel se trouve des détails sur la naissance du CNR (pages 25 à 41), en plus d'une brève mention de Dawson aux pages 40 et 50.

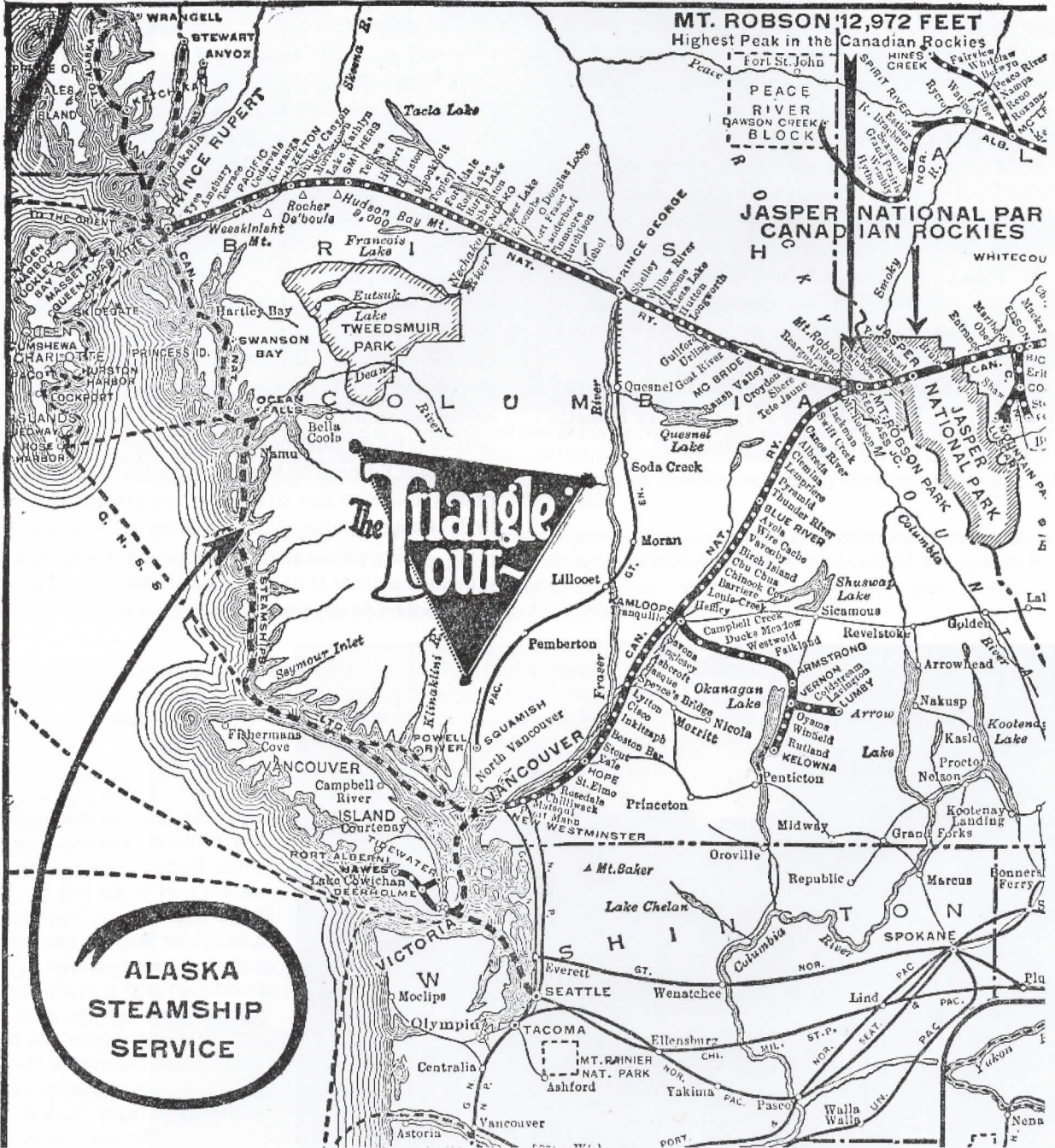
À John Raybould, Kelowna Ouest, CB, pour son assistance à la rédaction de cet article.

Appendix List of Directors of the First Constituted Board of Canadian National Railways in 1922

<i>Name</i>	<i>Residence</i>	<i>Representing (a guess by the author)</i>
Sir Henry Thornton	Montreal	Appointed President & Chairman: Former General Manager of the Long Island Railroad, New York and Great Eastern Railway, UK
Graham Bell	Ottawa	Appointed Vice President: a top civil servant, knowledgeable about railway finances.
Frederick Dawson	Prince Rupert	Representing British Columbia and maybe Edmonton
Ernest Decary	Montreal	Prominent businessman representing Quebec.
Richard Gough	Toronto	Prominent businessman representing Ontario
Tom Moore	Ottawa	President, Trades & Labour Congress of Canada [this appointment was an innovation in Canadian labour relations]
Gerard Ruel	Toronto	Appointed General Counsel for CNR and long time railway lawyer for the Canadian Northern Railway
John Sinclair	New Glasgow, NS	Representing the Maritimes: Local MP 1904-1921.
James Stewart	Winnipeg	Knowledgeable about grain trade and representing the Prairie provinces.

TRAVEL BY TRAIN

Safety—Speed—Comfort



Stan's Photo Gallery

By Stan Smaill

French Version, Michel Lortie

Introduction

In this issue we travel to two of the most distant extremities of the CN system: Prince Rupert, British Columbia and Churchill, Manitoba. Since the theme of this issue deals with these two distinctive lines of railways, our usual sources produced an eclectic mix of images ranging from the 1950s to the modern era.

Both the Prince Rupert and Churchill lines featured rail-enthusiast friendly equipment and operations that included conventional passenger trains, F units and mixed trains well into the last years of the 20th century. Thanks to Forster Kemp, Phil Mason, Steve Wray and your photo editor, we can share colour images of both lines that nicely complement the feature articles in this issue.

Climb aboard as we head westward, chasing the Asian Dream of Charles Melville Hays to Prince Rupert, then seek out the Northern Lights to Churchill.

Les photos de Stan

Par Stan Smaill

Version française : Michel Lortie

Avant-propos :

Dans ce numéro de Canadian Rail, notre galerie de photos vous fera voyager dans deux des régions les plus éloignées du vaste réseau du Canadien National (CN), soit à Prince-Rupert en Colombie-Britannique (C.B.) et à Churchill au Manitoba. Nous avons fait appel à nos collaborateurs pour recueillir de belles images prises depuis la décennie cinquante jusqu'à celle de la fin des années soixante-dix. En plus des photos, ce numéro contient des articles ayant pour thème ces deux lignes ferroviaires.

Les deux lignes, Prince-Rupert et Churchill, utilisaient à cette époque toute une gamme de wagons et de locomotives de types et de modèles différents. Il y a certainement de quoi ravir les amateurs du rail, entre autres des diesels de type F, des trains de passagers, et même des trains mixtes, passagers et marchandises, et ce, jusqu'à la fin du vingtième siècle. Grâce aux photos prises par Foster Kemp, Phil Mason, Steve Wray et votre éditeur photo, nous sommes en mesure de partager avec vous de belles images couleur de ces deux lignes ferroviaires.

En voiture donc en direction ouest du Canada afin de découvrir le rêve de Charles Melville Hays et vers le nord et les aurores boréales de Churchill.



End of the line. Looking east from 'end of track' towards former CN Prince Rupert Station, this is the western end of the line for the old Grand Trunk Pacific. The track used to continue further west (behind photographer) however it is now abandoned and partially lifted. Via 'maintenance' centre and power plug in is still located at the CN Station; train overnights here after wying just east of station, however passengers must board at the Alaska Ferry Terminal further east as the CN station is now condemned. Stephen Wray.

Fin de ligne : Cette photo a été prise à l'extrémité ouest de la ligne du CN à Prince-Rupert. Les rails continuaient plus loin derrière le photographe, mais ceux-ci ont été enlevés. Cette vue vers l'est nous montre le centre d'entretien de VIA, toujours situé dans l'ancienne gare du CN, maintenant désaffectée. Le train y passe la nuit, après avoir changé de direction. Les passagers doivent maintenant monter à bord au terminus des traversiers de l'Alaska situé un peu plus à l'est. Steve Wray.

West to Prince Rupert / Ouest vers Prince Rupert



CNR U-1-d 4-8-2 6044 is seen at Prince George, B.C. on another one of Forster Kemp's rail treks, this time to Prince Rupert back in the mid-fifties. The 6000 series 'Mountain Class' engines did not operate west of Prince George and 6044 will likely power a train eastward to Jasper, Alberta later in the day. Companion 6043 is displayed in Assiniboine Park in Winnipeg, Manitoba. CRHA Archives, Fonds Kemp 942.

La locomotive de type 4-8-2 U-1-d 6044 du CN est photographiée en gare de Prince-Georges par Foster Kemp au cours de son voyage vers Prince-Rupert durant le milieu des années cinquante. Ce type de locomotives n'était pas utilisé à l'ouest de Prince-Georges. Cette locomotive était en attente pour emmener un convoi vers l'est. Une locomotive de même type, la 6043, est en montre dans le parc Assiniboine de Winnipeg, Manitoba. Archives ACHF, Fonds Kemp.

CNR H-6-g 4-6-0 1373 heads up a westbound mixed train at Prince George, captured on Forster Kemp's westward trek to Prince Rupert back in the mid-fifties. The 1373 was built by Montreal locomotive Works in 1912 as a Canadian Northern locomotive and was retired by Canadian National in 1959. CRHA Archives, Fonds Kemp 945.

La locomotive à vapeur de type 4-6-0 H-6-g 1373 du CN est en tête d'un train mixte, passagers et marchandises, en gare de Prince-Georges vers le milieu des années cinquante. Celle-ci avait été construite par MLW en 1912 pour le compte du Canadian Northern. Elle a été ferrillée par le CN en 1959. Archives ACHF, Fonds Kemp.





CNR T-4-b 2-10-2 4322 was caught at Prince George by Forster ready to head out as Extra 4322 East in this circa 1955 view. The 4322 will steam another four years before its retirement in August 1959. CRHA Archives, Fonds Kemp 943.

Photo prise à Prince-Georges par Foster Kemp vers 1955, la 2-10-2 T-4-b du CN est en partance vers l'est en tête d'un convoi de marchandises. Cette locomotive sera retirée en août 1959. Archives ACHF, Fonds Kemp.



An unidentified F unit leads a GP9 on a log train westbound over the bridge at mileage 50.3 of the CNR Bulkley Subdivision back in September 1978. A water service tank car trails the power of the log train running as an extra west to Terrace, British Columbia. Stan J. Smaill.

En septembre 1978, au point milliaire 50.3 de la sous-division Bulkley du CN, une locomotive diesel de type F suivie d'une GP-9 sont en tête d'un train de billes de bois en direction de la ville de Terrace, C.B. Le wagon-citerne derrière les locomotives en est un du service d'eau. Stan J. Smaill.



The former Grand Trunk Pacific between Jasper, Alberta and Prince George was a veritable repository of vintage GM power back in the seventies. The CNR 9100 series rebuilt F unit fleet along with the lightweight 4200 series GP9s were the regular motive power for all trains in all services. Here, a perfectly matched set of 9100 series F units led by 9165 are on a ballast train near Smithers, British Columbia on a beautiful September morning back in 1978. Stan J. Smail.

L'ancien chemin de fer Grand Trunk Pacific (GTP) entre Jasper, Alberta, et Prince-Georges, C.B., utilisait encore toute une gamme de diesels de la première génération vers la fin des années soixante-dix. Les types F de la série 9100 et les GP-9 de la série 4200 étaient couramment utilisés sur tous les trains. La 9165 est en tête d'un attelage de trois types F qui amène un train de ballast près de Smithers, C.B., par un beau matin de septembre 1978. Stan J. Smail.

Rebuilt F unit 9161 is running Extra West as it receives train orders at the lonely outpost station of Kitwanga, British Columbia. The CNR between Prince Rupert and Jasper was still controlled with train order-timetable operation in 1978 and operators were still plentiful along that stretch of railway. Stan J. Smail.

La locomotive de type F 9161, en tête d'un train en direction ouest, fait un arrêt en gare de Kitwanga, C.B., afin de recevoir ses ordres de marche. La ligne entre Jasper et Prince-Rupert était alors contrôlée par l'ancien système des horaires et des ordres de marche. Ces dernières étaient transmises par de nombreux télégraphistes tout le long du parcours. Stan J. Smail.





Like a brass model, CNR Extra 9173 West is headed for the coastal mountains at Kitwanga, in September 1978. Trailing unit 9171 displays the open grilles of an EMD F3; not surprising as it began life as Grand Trunk Western 9013 back in May 1948. Stored at Exporail for years, it is now at the Elgin County Railway Museum in St. Thomas, Ontario. Stan J. Smaill.

Le train 9176 du CN quitte la gare de Kitwanga en direction ouest vers la chaîne des montagnes côtières en septembre 1978. La dernière locomotive de cet attelage montre les grilles d'aération d'une locomotive de type F-3. Elle avait commencé sa carrière sur le Grand Trunk Western en 1948 et fut longtemps gardée en réserve au Musée Exporail. Maintenant, on peut la voir au Elgin County Railway Museum de St Thomas, Ontario. Stan J. Smaill.

Exiting the 400 foot tunnel at mile 39.9 of the Skeena Sub, F7Au 9175 leads train 9 the aptly named 'Skeena' westbound toward Prince Rupert in September 1978. Stan J. Smaill.



En septembre 1978, un convoi de marchandises en direction de Smithers passe devant la gare construite par le GTP à Kwinitza, C.B., avec la locomotive F7Au 9184. Cette gare a été déménagée tout près de l'ancienne gare du CN de Prince-Rupert et fait maintenant office de musée ferroviaire. Stan J. Smaill.



In deference to rule 26 a blue flag protects the mechanical forces inspecting the equipment of train 9 at Prince Rupert. F7Au 9177 on the adjacent track is freight service power, typical sights along the old GTP back in 1978. Phil Mason, Stan Smail collection.

La F7-Au 9175 est en tête du train de passagers numéro 9 appelé Skeena, en septembre 1978. Elle vient de sortir d'un tunnel de 400 pieds de long situé au point milliaire 39.9 de la sous-division Skeena du CN. Stan J. Smail.

VIA train 5, the 'Skeena', awaits departure from the former CN station at Prince Rupert on April 1, 2008. In the left background is former GTP Kwinista Station built in 1915 and moved to its present location in 1985. The Kwinista Station houses a small museum about the Grand Trunk Pacific. The large brick station is now closed and VIA passengers board at the intermodal ferry and rail terminal. Stephen Wray.

Une scène typique sur l'ancien chemin de fer GTP, en 1978. Selon le règlement 26, un drapeau bleu signale qu'une équipe vérifie le train de passagers numéro 9 en gare de Prince-Rupert. La 9177, avec son train de marchandises, est en attente sur l'autre voie. Phil Mason, collection Stephen Wray.



North to Churchill / Vers le nord et Churchill



The CNR J-7 class 5250 series 4-6-2's were mainstays of the long haul passenger trains at least between The Pas and Churchill, Manitoba. The ever itinerant Forster Kemp rode the Churchill train back in the mid fifties and photographed his train at every opportunity. Engineman and fireman both inspect 4-6-2 5276 at what appears to be Churchill in this undated view. CRHA Archives, Fonds Kemp 889.

Foster Kemp, grand voyageur, a pris le train vers Churchill au milieu des années cinquante et en a profité pour prendre des photos tout au long du trajet. Le mécanicien et le chauffeur de la 4-6-2 5276 du CN font l'inspection de leur locomotive. Cette photo non datée semble avoir été prise à Churchill. Les locomotives de la classe 5250 des 4-6-2 J-7 étaient utilisées, la plupart du temps, sur les trains de passagers entre The Pas et Churchill au Manitoba. Archives ACHF, Fonds Kemp.

Off its train and reposing at Churchill's imposing brick roundhouse is CNR J-7-a 4-6-2 5276. Judging by the triangular bell bracket, 5276 is definitely a "western" engine and is in beautiful condition. Later in the day, it will power the Winnipeg train on the long journey southward from Churchill to The Pas. CRHA Archives, Fonds Kemp 876.



La locomotive à vapeur 4-6-2 J-7-a 5276 du CN est en attente près de la rotonde de Churchill. Elle semble être en excellent état. Plus tard dans la journée, elle doit amener un train de passagers en direction de Winnipeg sur la longue route vers le sud jusqu'à The Pas. Archives ACHF, Fonds Kemp.



No less than seven cars of head end business (five of them express refrigerator cars) are in the consist of the Winnipeg train headed up by CNR 4-6-2 5276 circa 1954. The nattily dressed passenger trainman is striding forward to line 5276 and its train off the station track at Churchill. All aboard, Forster - Don't be left behind (as it has been known to happen)! CRHA Archives, Fonds Kemp. 891.

Vers 1954, pas moins de sept wagons de marchandises, dont cinq réfrigérés, sont en tête du train vers Winnipeg derrière la locomotive 4-6-2 5276. Le conducteur en uniforme inspecte son train en attendant le départ. En voiture ! Nous espérons que, cette fois-ci, Foster ne va pas oublier de monter à bord, comme cela lui est déjà arrivé. Archives ACHF, Fonds Kemp.

Other classes of CNR Pacific's frequented the Churchill line such as J-4-a 5084 seen here at Churchill, on the Kemp expedition. Express reefers of both the eight hatch steel and the four hatch wooden variety, are the first two cars in 5084's consist in this circa 1954 view. An example of the eight hatch steel passenger express reefer, CNR 10582, is preserved at Exporail. CRHA Archives, Fonds Kemp 892.

Vers 1954, pas moins de sept wagons de marchandises, dont cinq réfrigérés, sont en tête du train vers Winnipeg derrière la locomotive 4-6-2 5276. Le conducteur en uniforme inspecte son train en attendant le départ. En voiture ! Nous espérons que, cette fois-ci, Foster ne va pas oublier de monter à bord, comme cela lui est déjà arrivé. Archives ACHF, Fonds Kemp.





CNR J-7-a 4-6-2 5262 is at The Pas, Manitoba ready to power the Churchill train northward. Normally, 5000 and 5200 series Pacific's powered the passenger trains north of The Pas. Between Winnipeg and The Pas, power was often the U-1 class CNR 4-8-2's. The Pas roundhouse dispatched the last regular steam hauled CNR passenger train when U-1-d class 4-8-2 6043 did the honours back in April 1960. CRHA Archives, Fonds Kemp 881.

D'autres modèles de locomotives à vapeur de type Pacifique 4-6-2 ont fréquenté la ligne de Churchill tout comme cette J-4-a 5084 qui, en 1954, emmène, en tête de son train de passagers, des wagons réfrigérés construits soit en acier ou en bois. Un exemplaire de ce type de wagon en acier, le CN 10582, fait partie de la collection du Musée Exporail. Archives ACHF, Fonds Kemp.

CNR lightweight GP9 4287 is at Churchill on a wintry day back in the seventies, seen here arriving on the mixed train from Wabowden, Manitoba. Weather is typical of what one encounters on the Churchill line almost all year round. The 4287 still sports its original CNR green and yellow paint scheme, one of the most beautiful to be applied to a road switcher. Phil Mason, Stan Smail collection.



La locomotive de type J-7 4-6-2 5262 du CN est en attente à la gare de The Pas, Manitoba. Elle doit amener un train de passagers vers Churchill. Ce type de locomotive était utilisé vers le nord alors que les trains vers le sud et Winnipeg étaient souvent confiés à des locomotives de type 4-8-2 U-1. La rotonde de The Pas a d'ailleurs expédié le dernier train de passagers avec une locomotive vapeur en avril 1960. La 4-8-2 6043 a eu l'honneur de tracter ce dernier train. Phil Mason, Stan Smail.



VIA FP9u 6309 leads a companion unit coupled 'elephant style' at The Pas in April 1994 as train 693 pauses on its long trek to Churchill. Weather at The Pas is quite pleasant and spring like at this point. This will change as northward we go. Stan J. Smail.

La FP9u 6309 de VIA est suivie d'une autre semblable en tête du train qui vient de faire une pause en gare de The Pas, en avril 1994. Le train 693 se dirige vers Churchill. La température à The Pas est agréable et plutôt printanière. Dès qu'il arrivera plus au nord, elle se refroidira. Stan J. Smail.

Meet at Wabowden! Via FP9u 6302 is the lead unit on southbound train 692 as the two Churchill trains stage a meet at lonely Wabowden, Manitoba back in April 1994. As late as this, VIA still operated a Saturday-Sunday mixed train between Churchill and Wabowden. Stan J. Smail.

Une rencontre à Wabowden, cet endroit perdu du Manitoba, où la FP9u 6302 de VIA est en tête du train 692 en direction sud pour Winnipeg, en avril 1994. L'autre train se dirige vers le nord et Churchill. Même en cette fin de siècle, VIA continuait à faire rouler un train mixte, passagers et marchandises, entre Churchill et Wabowden. Stan J. Smail.





As late as April 1994, VIA Rail Canada rostered some vintage passenger equipment, recalling the previous CNR era. One such operation were trains 290 and 291, the Lynn Lake to The Pas mixed train services. A heavyweight combine of CNR heritage was used in this service through the week while a streamlined baggage car and a “Canadian Flyer” 5200 series coach were reserved for weekend service. GMD-1 1172 of Northern Alberta Railways heritage was the power for the Lynn Lake mixed seen here at The Pas back in April 1994. Stan J. Smail.

VIA Rail utilisait encore en 1994 d'anciens wagons du CN sur ses petits trains mixtes, passagers et marchandises, vers des villages éloignés. C'était le cas pour les trains 290 et 291 entre The Pas et Lynn Lake. On utilisait un wagon combiné. Bagages et passagers en semaine et un wagon à bagages plus un wagon de passagers de type Canadian Flyer de série 5200 durant les fins de semaine. En avril 1994 à The Pas, une locomotive de type GMD-1 1172, ayant déjà appartenue au Northern Alberta Railway, est en gare avec son train en partance pour Lynn Lake. Stan J. Smail.



VIA FP9u 6303 has paused with northbound Churchill train 693 at Thompson, in April 1994. Wintry weather will make the steam generator car, seen behind the F units, necessary as 693 makes its way north. Stan J. Smail.

Avril 1994, le train Via no 693 avec en tête la locomotive no 6303, une FP9u, arrête à Thompson avant de poursuivre sa route vers Churchill. Le climat hivernal rend évidemment nécessaire l'utilisation de la génératrice à vapeur qu'on aperçoit derrière les locomotives. Stan J. Smail.

Churchill in the cold! Train 693 has been turned on the Churchill wye and the hardy delegation of Montrealers pose in front of FP9u 6303. The temperature is minus 32 and Ken Wadden, Richard Harris, Stan Smail and John Godfrey are already risking frostbite! Photo by Nancy (693's brakeman). Stan Smail collection.

Le train VIA 693 fait une pause en gare de Thompson, Manitoba, en avril 1994. Même à ce temps de l'année, le wagon générateur de vapeur, derrière les deux locomotives FP9u, doit travailler fort afin de chauffer les wagons de passagers. Stan J. Smail.





Eastbound F7Au 9184 leads a Smithers bound freight by the old GTP station at Kwinitsa, B.C. in September 1978. The Skeena Sub of the CNR is one of the most beautiful stretches of river running in Canada. Kwinitsa station is now on display adjacent to the original station in Prince Rupert. Stan J. Smail.

Septembre 1978, la locomotive no 9184, une F7Au, en tête d'un convoi de marchandises, roule vers l'est à destination de Smithers. On aperçoit ici la gare de Kwinitsa, CB, celle-ci est dorénavant adjacente à la gare originale de Prince Rupert. La subdivision Skeena du CNR est sans contredit l'une des plus pittoresques le long d'une rivière au Canada. Stan J. Smail.

Churchill bound train 693 headed by two VIA F40PH locomotives, was photographed just west of Winnipeg at Diamond MP 13 CN Rivers Subdivision, in the fall of 2012. Brian Schuff.



À l'automne 2012, le train 693 de VIA, en direction de Churchill, traverse le passage à niveau de la sous-division Rivers du CN au point milliaire 13 situé un peu à l'ouest de Winnipeg. Deux locomotives de type F40 PH sont en tête du convoi. Brian Schuff.

The Bridge and Mixed at Limestone River

Historic Moments on the
Hudson Bay Railway

By Douglas N W Smith

French translation by Jean-Maurice Buissard

“We want competition on transportation and we have not got it. The situation has become intolerable. The reason why we are so intense with regard to the Hudson Bay Railway is that we want a competitive trade route to regulate the excessive freight rates throughout the West.” - David Ross, President, Strasburg Grain Growers Association speech to Sir Wilfred Laurier, July 1910

From the mid 1880s, Manitobans dreamt of having a second outlet to ship their grain. Popular culture vilified the Canadian Pacific as a monopoly that overcharged and underserved the farmer. By a quirk of geography, the shortest distance from the Manitoba and the Northwest Territories (now Saskatchewan and Alberta) to European grain markets was via Hudson Bay. The first railway to aim to arctic tidewaters was the Winnipeg and Hudson Bay Railway and Steamship Company. Chartered in 1883, it laid forty miles of track before running out of funds and becoming a historical footnote.

The rapid expansion of grain production on the prairies in the first decade of the twentieth century taxed the railways' ability to move the harvest through the Great Lakes ports at Fort William and Port Arthur. To curry favour with western voters both major federal political parties supported the construction of a line to Hudson Bay in the 1908 elections. Deciding to return to the voters in 1911, the Liberal government of Sir Wilfred Laurier awarded the contract to build the first 185 miles of line to Hudson Bay from The Pas, Manitoba, the northernmost point on the Canadian Northern Railway. As no private capitalists were ready to take on the scheme, the Hudson Bay Railway was built by the Dominion government. Faced with some of the most difficult territory in the country for heavy construction, progress was slow. When work ceased in 1918 on account of shortages of manpower and construction materials caused by the First World War, the rails had reached Mile 332 at Kettle Rapids.

The end of the war later in 1918 did not bring an immediate resumption of construction. The need to address the restructuring of the Canadian Northern, Grand Trunk and Grand Trunk Pacific into the Canadian National Railways turned resources away from the Hudson Bay project. So uncertain was the future of the

Pont sur la rivière Limestone et trains mixtes

Repères historiques du
Hudson Bay Railway

Par Douglas N. W. Smith

Version française Jean-Maurice Buissard

« Nous voulons de la concurrence dans le transport et nous ne l'avons pas. La situation devient intolérable. La raison de notre impatience envers le Hudson Bay Railway est que nous voulons une voie de commerce compétitive permettant de réguler les tarifs de transport excessivement élevés dans tout l'Ouest. » David Ross, président de la Grain Growers Association, discours à Sir Wilfrid Laurier, à Strasburg (ON) en juillet 1910.

Depuis le milieu des années 1880, les Manitobains rêvent d'une autre porte de sortie pour expédier leurs céréales. La culture populaire reprochait au Canadien Pacifique d'user de son monopole pour négliger les fermiers et leur imposer des prix élevés. Par un caprice de la géographie, la plus courte distance entre le Manitoba et les Territoires du Nord-Ouest (maintenant la Saskatchewan et l'Alberta) vers les marchés européens passait par la baie d'Hudson. La première compagnie de chemins de fer à vouloir atteindre la côte arctique était le Winnipeg And Hudson Bay Railway and Steamship Company. Incorporée en 1883, elle posera les 40 premiers milles (60 km) de voies avant de déclarer faillite et de tomber dans l'oubli.

L'expansion rapide de la production de céréales dans les Prairies au cours de la première décennie du XXe siècle limitait la capacité des compagnies de chemin de fer à transporter les récoltes vers les ports des Grands Lacs, comme Fort William et Port Arthur. Pour obtenir l'appui des électeurs de l'Ouest, les deux partis fédéraux promettent la construction d'une ligne vers la baie d'Hudson lors de la campagne de 1908. Après de nouvelles élections en 1911, le gouvernement libéral de Sir Wilfrid Laurier attribue le marché pour les 185 premiers milles vers la baie d'Hudson à partir de The Pas, au Manitoba, le point le plus au nord du Canadian Northern Railway. Comme aucun investisseur privé n'est prêt à se lancer dans ce projet, le gouvernement du Dominion crée le Hudson Bay Railway. Dans cette partie du territoire la plus difficile dans le pays pour la construction lourde, les progrès sont lents. Quand les travaux cessent en 1918, à cause de la pénurie de main d'œuvre et du manque de matériaux à cause de la Première Guerre mondiale, les rails n'ont atteint que le PM 332 à Kettle Rapids.

À la fin de la guerre en 1918, la construction ne

line that the rails were removed from Mile 214 to 334 with the approval of the government for use elsewhere in the west.

Another factor that had bedevilled the Hudson Bay Railway was the choice of the northern port. Debates over whether Churchill or Port Nelson would be the better northern terminal raged for over fifteen years, even though the government had chosen Port Nelson in 1912 and done extensive construction at the site during the First World War. The uncertainty over which point would make the best port was also used by the Dominion government to postpone a decision on the Hudson Bay Railway.

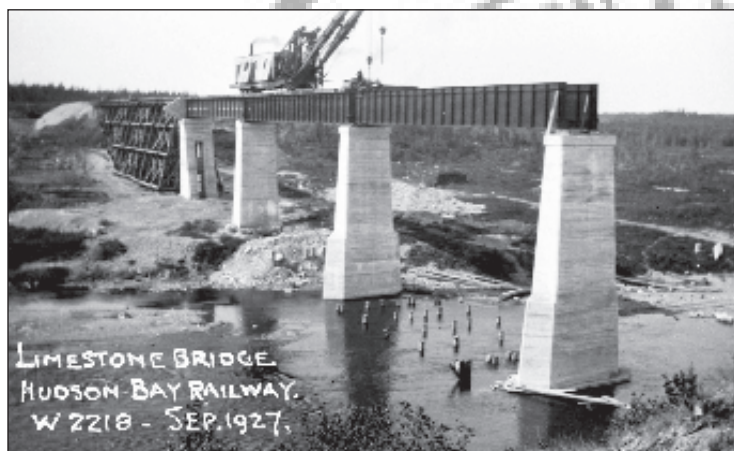
Pressures from the western provinces and an unstable political situation from the King-Byng Affair and made the 1926 federal election 'to close to call' forced

reprend pas immédiatement. La restructuration du Canadian Northern, du Grand Trunk et du Grand Trunk Pacific en une seule entité, le Canadian National Railway (CNR), détourne les ressources du projet de la baie d'Hudson. Devant l'incertitude quant au futur de cette ligne, les rails sont démontés entre le PM 214 et le PM 334, avec l'accord du gouvernement, pour être utilisés quelque part dans l'Ouest.

Un autre facteur qui dessert le projet de l'Hudson Bay Railway est le choix du port. Les débats, à savoir qui de Port Churchill ou de Port Nelson constitue le meilleur endroit pour établir le terminal du nord, dureront 15 ans même si, dès 1912, le gouvernement avait choisi Port Nelson et effectué d'importants travaux à cet endroit durant la Première Guerre mondiale. Le gouvernement fédéral prendra avantage de cette incertitude pour reporter sa décision concernant l'Hudson Bay Railway.

Les pressions exercées par les provinces de l'Ouest et une situation politique instable suite à l'affaire King-Byng, de même qu'un résultat très serré, forcent la main du gouvernement. L'année suivante, la Dominion Bridge construit un pont sur la rivière Limestone près du PM 350. Les photos des travaux illustrant cet article proviennent de la collection de Marc Perry.





A collection of five Dominion Bridge construction photos from September 1927 taken during the construction of the Limestone River bridge on the CNR route to Churchill. Mark Perry collection.

Une collection de cinq photos de la construction du pont sur la rivière Limestone par la Dominion Bridge prises sur la voie du CNR vers Churchill. Collection Marc Perry.

the Dominion government's hand. Construction resumed in 1926 even though the terminal was not fixed. The following year, the Dominion Bridge Company erected the bridge superstructure over the Limestone River near Mile 350. The photos of this work accompanying this article are from the collection of Mark Perry.

The Churchill-Port Nelson debate was resolved in 1927. Based on a report by eminent British engineer Frederick Palmer, the government decided in October of that year that Churchill would be the terminal. While the rails finally reached Churchill March 29, 1929, it took another two years to complete stabilize the rail line, build the port facilities, and establish the town.

The Canadian National Railways operated the Hudson Bay Railway on behalf of the government for most of the period from 1926 through 1957 with the government picking up the tab for the losses. In 1958, the

Le débat sur le choix du terminal prend fin en 1927. Suite au rapport de l'ingénieur britannique Frederick Palmer, le gouvernement décide en octobre que Churchill sera le port terminal. Les rails y arrivent finalement le 29 mars 1929, mais il faudra encore deux ans pour stabiliser la ligne, terminer les installations portuaires et construire la ville.

Le Canadien National (CN) exploite l'Hudson Bay Railway pour le compte du gouvernement pour la majeure partie de la période entre 1926 et 1957, le gouvernement assumant les déficits. En 1958, les actifs sont confiés au CNR et le chemin de fer commence à couvrir la perte de revenus.

Compte tenu de la faible population de la région et de l'absence d'industries, le service pendant les premières années de l'Hudson Bay Railway est irrégulier et assuré par des trains mixtes pour le trafic passager et le fret.

assets were entrusted to the CNR and the railway began covering the losses out of its earnings.

Given the thinly inhabited region and dearth of industry, train service in the early years was most infrequent. Mixed trains provided the first passenger and freight service over the Hudson Bay Railway.

The earliest timetable in my collection showing scheduled service over the line is for October 1923. It shows one mixed train operating a round trip every second week between The Pas and Pitquetenay (later the spelling was changed to Pikwitonei) at Mile 214 and another made a bi-weekly trip between The Pas and Herb Gold Mine at Mile 82. In 1926/1927, the mixed began running once a week to Mile 286, the location of the present day community of Ilford. In 1928 period, the mixed began crossing the bridge over the bridge which crossed the Limestone River and terminated at Mile 356. On November 1, 1928, operations began to Mile 412, the hamlet of Herchmer. The first train reached Churchill on September 16, 1929, but Herchmer remained the farthest northerly point that passengers could travel on the mixed train until 1932 when the townsite was finally opened.

The trip to Churchill on the 'Muskeg', as the locals dubbed the mixed train, was gruelling. The train, which made one round trip a week, took 33 hours in an old passenger car – that was if the train was on-time, and most often it wasn't.

Operation of conventional passenger trains between The Pas and Churchill only started in the early 1950s as mining, hydro, military and port activities picked up. However, mixed trains continued rumbling over the Limestone bridge making a weekly round trip. They were scheduled to operate in daytime, while the passenger train passed through late in the evening or at night. The passengers were trappers, prospectors, natives, and missionaries going to the small, otherwise inaccessible, hamlets that also depended on the train to bring in food, medical supplies, heating oil and other necessities.

The Wabowden-Gillam-Churchill weekly mixed trains 294 and 295 survived into the VIA era. Heavyweight combines, originally colonist cars purchased in 1919 but converted by CN in the 1950s, were employed by VIA on the trains to the mid 1990s. VIA replaced the heavyweights with 1954 vintage coaches that were refitted with baggage sections and self-contained heating systems.

VIA ceased operating the combines on the Churchill way freights in the late 1990s. The Hudson Bay Railway, which had bought the Churchill line from CN in 1997, reportedly handled any passengers in the caboose of their way freight for a while, but the schedule was no longer followed.

L'horaire le plus ancien de ma collection indique le service sur la ligne en octobre 1923. Il affiche un train mixte faisant l'aller-retour toutes les deux semaines entre The Pas et Pitquetenay (qui s'orthographe maintenant Pikwitonei) au PM 214 et un second bihebdomadaire entre The Pas et Herb Gold Mine au PM 82. En 1926-1927, un train mixte hebdomadaire va jusqu'au PM 286, où se situe aujourd'hui la communauté de Ilford. En 1928, les trains mixtes traversent le pont de la rivière Limestone et atteignent le PM 356. Le 1er novembre 1928, commence l'exploitation jusqu'au hameau de Herchmer au PM 412. Le premier train atteint Churchill le 16 septembre 1929, mais Herchmer demeurera le point le plus au nord pour les passagers jusqu'en 1932, année où la ville sera finalement construite.

Le voyage jusqu'à Churchill dans le Muskeg, comme on a surnommé ce train mixte, est exténuant. Doté d'une voiture de passagers obsolète, il fait un aller-retour par semaine et prend 33 heures... quand il est à l'heure, ce qui est rarement le cas.

L'exploitation régulière avec des trains de passagers entre The Pas et Churchill ne commence qu'au début des années 50 alors que se développent les mines, les barrages hydro-électriques et les activités militaires et portuaires. Cependant, les trains mixtes continuent de passer sur le pont de la rivière Limestone dans leur rotation hebdomadaire. Ils fonctionnent dans la journée, tandis que le train de passagers traverse tard dans la soirée ou la nuit. Les passagers sont des trappeurs, des prospecteurs, des autochtones ou des missionnaires allant dans de petits hameaux qui seraient autrement inaccessibles et qui dépendent du train pour leur apporter nourriture, fournitures médicales, mazout à chauffage et autres nécessités.

Les trains mixtes Wabowden-Gillam-Churchill numéros 294 et 295 survivent durant l'ère VIA. La société utilise des convois de voitures lourdes, à l'origine des voitures « colonisation » acquises en 1919 mais converties par le CN dans les années 50, jusque dans les années 90. Elle remplace les voitures lourdes par des voitures coach 1954, modifiées pour incorporer un compartiment à bagages et un chauffage autonome.

VIA cesse ses opérations de trains mixtes sur la ligne de Churchill à la fin des années 90. L'Hudson Bay Railway, qui avait acheté la ligne Churchill du CN en 1997, aurait accepté des passagers dans le wagon de queue de ses trains de marchandises quelques temps, mais ça n'a pas duré longtemps.



Two views, two different seasons. CN mixed trains 295 and 294 operated between Wabowden and Churchill, Manitoba; summer and winter shots were taken in 1987 as the train crossed the Limestone River bridge, at mile 350 on the Herchmer Subdivision. Both 4281 and 4277 are lightweight 1750 h.p. GP9 locomotives built by General Motors at its London, Ontario plant. They have small fuel tanks and Flexcoil trucks in order to reduce their weight for branchline operation. Mark Perry.

Deux saisons, deux vues des trains mixtes du CN numéros 294 et 295 circulant entre Wabowden et Churchill, au Manitoba. Les photos prises à l'été et à l'hiver de 1987 montrent le train franchissant le pont sur la rivière Limestone au PM 350 de la division Herchmer. Les deux GP9 de 1750 hp allégées numéros 4281 et 4277 ont été construites par la General Motor à son usine de London, en Ontario. Elles ont des réservoirs de gasoil réduits et des bogies Flexcoil pour réduire leur poids sur les lignes d'embranchement. Mark Perry.

While the mixed freight trains are now history, VIA's passenger trains still cross the Limestone bridge six times a week. This is generally in late night hours so darkness obscures the view. We are grateful to Mark Perry for these images of the mixed freight as few pictures are available of these trains 'out on the line' because of the remoteness of the region.

Maintenant que les trains mixtes sont choses du passé, les trains de passagers de VIA traversent ce pont 6 fois par semaine. Mais, comme ils passent tard le soir, la noirceur ne permet pas de profiter du paysage. Nous remercions chaleureusement Mark Perry pour ces photos des trains mixtes; elles font partie des quelques rares images de ces trains « hors ligne » à cause de l'isolement de la région.

Hudson Bay Railroading for Bug Biodiversity

By Peter G. Kevan, Thomas W. Woodcock and Peter Shergold

Introduction

The two Peters have been friends since attending Macdonald High School in Saint Anne de Bellevue, Quebec, where they met in 1958. Peter Shergold went on to become an engineer and Peter Kevan a professor with interests in ecology, insects, plants and the Arctic. Peter K. became familiar with Churchill, Manitoba while teaching ecology and entomology courses with colleagues and friends Paul Hebert (University of Guelph) and Rob Roughley (University of Manitoba). Tom joined the entomology course in Churchill one year, and has since worked with Peter K. at the University of Guelph in the Canadian Pollination Initiative (NSERC-CANPOLIN). Stemming from those experiences in Churchill at the Churchill Centre for Northern Studies, Peter K approached the Hudson Bay Railroad and Omnitrax for permission and help to use the railway right of way for sampling insect diversity across the northern limit of trees. Knowing that Peter S. was a railway enthusiast, Peter K. invited his old friend to join the sampling expedition by highrailer one year. That he did, and the team was assembled! All three now live in the Cambridge, Ontario region.



The Hudson Bay Railway is one of many Omnitrax lines in North America. Omnitrax often shuffles locomotives between its various subsidiaries to meet power needs. In July 2010 Central Kansas railway GP7U 713 was at Churchill. Peter Shergold.

La locomotive GP7U No 713 des Chemins de fer Central Kansas (CKR) à Churchill, Manitoba; le CKR est une filiale d'Omnitrax. Juillet 2010. Peter Shergold.

The Hudson Bay Railroad has a legacy for assisting biodiversity studies. In 2010 and 2011, the company once again came to the aid of biologists surveying the biodiversity of insects along its track from Gillam to Churchill in northern Manitoba. One of the first such surveys was made in 1936 by H.E. McClure, a renowned American ornithologist and entomologist. Since then various biologists interested in northern insects and their distributions have used the Hudson Bay Railroad for sampling along this 300 km North-South transect (i.e. a line across the landscape, in our case, a line of insect trapping devices).

The transect, and surveys, made at Churchill in July 2010 and 2011 have contributed immensely to

scientific knowledge of Canada's northern insect fauna. From a practical viewpoint, the biting flies, mosquitoes, blackflies, and clegs (horseflies, deerflies and their ilk) have been a concern for the health and comfort of the defense and development of Canada's north. More recently, concerns have grown to embrace issues of climate change and the slow creep of the northern Boreal forest's tree-line into areas that have been, and are, Arctic in all respects except location south of the Arctic Circle. How is climate change influencing the ecological systems of Boreal forest and adjacent Arctic tundra along the Hudson Bay lowlands? How are those changes likely to influence people and development?



The HBR tracks across the tundra. The new electrical transmission line runs on the west side of the track, and the old transmission line on tripods to speed installation prevent falling over remain on the east side of the tracks. Peter Kevan.

La voie des Chemins de fer Hudson Bay (HBR) à travers la toundra. La nouvelle ligne de transmission électrique longe le côté ouest des rails et l'ancienne ligne de transmission, posée sur des trépieds pour en accélérer la pose et éviter qu'elle ne tombe au sol, demeure sur le côté est des rails. Peter Kevan.



Pulling on the switch at Bylot in a forested stretch of track. Peter Shergold.

Manceuvre de l'aiguillage à Bylot sur une portion de la voie en pleine forêt. Peter Shergold.



Patricia Nunes, a visiting student from Brazil, stands beside the road master's high-railer near Churchill. Peter Kevan.

Patricia Nunes, une étudiante stagiaire du Brésil, à côté du véhicule route-rail du chef cantonnier, près de Churchill. Les trois photos : Peter Kevan.



Peter S. pitching a Malaise trap. The trapping bottle with alcohol in it is at the right-hand end. Peter Kevan.

Peter S. érigeant un piège malaise. La bouteille piège contenant de l'alcool est à son extrémité de droite. Peter Kevan.



Trackside Malaise trap in operation. Peter Kevan.

Un piège malaise en service le long de la voie. Peter Kevan.

In 2010, we established a transect of sites from Churchill in the north south to Gillam along the Hudson Bay Railroad. The transect runs from Arctic tundra, across the tree-line and into the boreal forest.

Our support came from OmniTrax Inc., owners of the railroad, who made available to us a high-railer for as many as 3 return trips: we made only two.

On the first trip, we established 9 sites spaced about 30 - 35 km apart, along the tracks. At each site we pitched a Malaise trap, set out 10 pitfall traps, and 10 pan traps. On the second trip each year, we harvested our catches and brought in the traps.

Malaise traps are designed to catch flying insects. The insects may or may not be attracted to the traps, but they do enter the tent-like structure and hit the wall on the mid-line. They then fly upwards, bumping along that mesh wall until they reach the peak. There, they can “escape” through a hole, but alas for the insects, the hole leads them to their doom in a bottle of alcohol. In the alcohol they drown and are preserved for later study.

Pitfall traps are simply plastic tubs, such as are normally used for yogurt and margarine, set into the ground so their lips are flush with the ground’s surface. The hapless crawling insects simply fall into the tub and drown in the centimeter or so of propylene glycol (as used for baking and as RV antifreeze) at the bottom where they are preserved for later collection. We do not use ethylene glycol (as in most automotive antifreeze) because it is

poisonous to wildlife that may drink the sweet-tasting material. We also place a wooden lid over the trap to shelter it from rain and to act as a shadowy place that would attract insects that crawl on the ground surface. Pitfall traps collect ground beetles, spiders, and numerous other kinds of insects.

The pantraps are simply coloured plastic bowls usually used for eating breakfast cereal. They too are flooded to about a centimeter with propylene glycol, but no lid is placed over them. The idea is that the colour, especially bright yellow, attracts flying insects to land and so become caught and drowned in the liquid in the bowl. In these traps, yellow, blue, and white (we used only yellow traps on our survey), flying insects such as bees, wasps, butterflies, and many kinds of flies are caught.



Trackside yellow bowl traps amongst Labrador tea (left) and with dwarf birch and reindeer moss (right). Peter Kevan.

Des bols-piège de couleur jaune le long de la voie parmi du thé du Labrador (à gauche) et parmi des bouleaux nains et de la mousse pour rennes (à droite). Peter Kevan.



Pitfall trap cover with 4 nails to lift it so insects can crawl under and into the trap beneath. Peter Kevan.

Un couvercle de piège creusé avec son couvercle soulevé par 4 clous de façon à ce que les insectes puissent ramper sous lui et tomber dans la trappe en-dessous. Peter Kevan.

On the 2010 survey, we did not use other insect collecting methods, except for the classical butterfly net. In the future, we expect to diversify our sampling methods to include beating insect from the vegetation, extracting insects from the soil, sampling from lakes, ponds, streams and rivers, and so on. Thanks to our generous hosts on the trips in 2010 and 2011. We now know what we can accomplish and how much time it takes to set up, manage, and take-down our traps.

So, what did we find? From our whole survey, we estimate that we collected tens of thousands of specimens that are expected to represent at least 1000 different species of insects and spiders. The daunting task of sorting out all the catches is in progress. The work is coupled with the results from the biodiversity survey of Churchill conducted as part of Canada’s contribution to the International Polar Year (IPY) through the Biodiversity Institute of Ontario and affiliated

organizations such as the J. B. Wallace Museum at the University of Manitoba. It is also coupled with biodiversity surveys and inventories of the animals and plants of Wapusk National Park. The railroad runs

parallel to the parks western border and only about 15 km away. Wapusk is one of the most important sites for conservation of polar bears, and we saw bears from the railroad.

Peter K. catching insects with a butterfly net. Churchill Centre for Northern Studies. Thomas Woodcock.

Peter K. attrapant des insectes avec un filet à papillons. Churchill Centre for Northern Studies. Thomas Woodcock.



Bridge across the mighty Nelson River north of Gillam. Peter Kevan.

Le pont traversant la puissante rivière Nelson au nord de Gillam. Peter Kevan.

Rolling a track maintenance train into Gillam, Manitoba from the north, HBR GP40-2W 9469 is still in CN colours. Peter Kevan.

Entrant à Gillam, Manitoba, en provenance du nord, la locomotive GP40-2W No 9469 du HBR aux couleurs du CN qui était utilisée pour des travaux d'entretien de la voie. Peter Kevan.



The insect diversity is changing in the Hudson Bay lowlands. It seems that the Churchill River can be a corridor for insects moving from the south and west. The Nelson River may be acting the same way at the southern end of Wapusk National Park. The Hudson Bay Railroad itself, as well as the port of Churchill, are known to have allowed various plants and insects, mostly associated with grain shipments, to become established locally in the region.

We know that this article is not the usual for a Railroading magazine, but we are sure that the readership can appreciate our fine adventure, the value of our findings, the importance of future surveys, and the serious contribution of OmniTrax, the Hudson Bay Railroad, and its personnel to supporting the project.



Abandoned rail bridge at Port Nelson and rail bed crossing the muskeg leading to the abandoned terminal island, July 2010. Peter Kevan.

Le pont de chemin de fer abandonné à Port Nelson et les assises de la voie traversant le marécage en direction du terminus abandonné sur l'île. Juillet 2010. Peter Kevan.

Abandoned rail bridge at Port Nelson showing the ravages of time; sagging rails between spans, July 2010. Thomas Woodcock.

Le pont de chemin de fer abandonné à Port Nelson montrant les ravages du temps; les rails sont affaissés entre les portées. Juillet 2010. Thomas Woodcock.



Acknowledgements

We are especially grateful to A. Bulwer, D. Sankiw, and E. Beardy of the HBR with whom we travelled as they inspected the rails. M. Ogborn and A. Simoes of OmniTrax helped arrange our contacts with HBR in Churchill. The Churchill Northern Studies Centre was our base, and we thank M. Goodyear for helping put us in

touch with OmniTrax and HBR. Apart from the generous in-kind support from HBR and OmniTrax, we acknowledge financial help from the Natural Sciences and Engineering research Council of Canada through a Discovery Grant to PGK and through the Canadian Pollination Initiative (NSERC-CANPOLIN).



Sun-kink at mile post 356 between Gillam and Churchill, July 23, 2010. Peter Shergold.

Une déformation des rails due à la chaleur à la borne du mille 356 entre Gillam et Churchill. 23 juillet 2010. Peter Shergold.



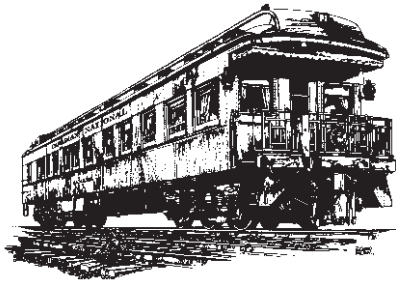
Northbound grain train of Hudson Bay Railway SD50 5006 & 5004 and Central Kansas Railway GP7U 713 pulling through Gillam, Manitoba, July 22, 2010. Peter Shergold.

Un train de grain des Chemins de fer Hudson Bay en direction nord. Les locomotives SD50 No 5006 et No 5004 du HBR et la locomotive GP7U No 713 du CKR en action à travers Gillam, Manitoba. 22 juillet 2010. Peter Shergold.

Hudson Bay Railway GP40-2W 3005 with southbound wayfreight at Limestone access road crossing. The high-railer waits for access to the track, July 23, 2010. Peter Shergold.

La locomotive GP40-2W No 3005 du HBR avec un convoi mixte en direction sud au passage à niveaux de la route d'accès à Limestone. Le véhicule route-rail attend que la voie soit libre. 23 juillet 2010. Peter Shergold.





BUSINESS CAR

MAY - JUNE, 2013

By John Godfrey
 Edited by David Gawley

Mail Received



CRHA Archives, David Jenkins donation

We have received many kind comments about Henry Ewert's Third Main Line of the Great Northern Railway in Canada article which appeared in the November - December, 2012 issue of Canadian Rail. We did receive two corrections to photo captions as follows:

Dean Ogle writes:

Page 246 bottom, the photo location is a block or so railroad south (geographic west) of Boundary Road, on the boundary (!) between Vancouver and Burnaby, a couple of miles south (east) of CN Junction.

Page 248 top, this train is northbound at (not near) CN Jct – notice the station name-board behind the second unit. I could be wrong, but the number of that leading unit certainly looks more like 277 than 358.

Ray Warren writes:

The train in the photo on page 248 top is northbound arriving at Vancouver not southbound for Seattle as the caption states. GN had only one Alco FA set of three units - 310-A, 310-B and 310-C, a cab unit, a B unit and a cab unit built in 1950. This set of Alcos was interspersed between similar 3 unit sets of F freight units built by EMD: the 307 to 309 were built in 1950 and the 311 to 317 in 1952. The 358-A or C may be the trailing unit in the photo as they were passenger EMD Fs. The FA on the point appears to be one of the two unit series 276 to 279.



Historic Double-end Snowplough Repainted

The New Brunswick Division of the CRHA solicited the help of the United Way's Day of Caring Program to supplement volunteers to repaint their 1939 CNR Winnipeg built double-ended snowplough 55698. First the preparation and primer, then last fall many litres of paint were applied to complete the job! The result is an impressive and rare exhibit for the New Brunswick Railway Museum located at Hillsborough. (The Order Board)



Montreal's Windsor Station Annex Demolished for New High-rise



Site of the former Windsor Station Annex, note the remaining section of Windsor Station's Bush train shed. Peter Murphy.

Site de l'annexe de la gare Windsor, on aperçoit une section encore existante de l'abri de type Bush de la gare. Peter Murphy.

The once U shaped Windsor Station building continues to shrink with the demolition of the Accounting Annex. This structure, which stretched two blocks along the south side of the station complex along St Antoine Street, will be replaced by the Deloitte Tower high-rise building. Opened in the early 1950s, the Annex was once home to offices in which many of the accounting functions for Canadian Pacific were performed. As well CPR's original mainframe computers were installed on the ground floor of the Annex building with the managers, computer analysts and programmers on the first floor above. Also located on the first floor were the offices where clerks toiled in large rooms, a chief clerk sitting on a dais overseeing their work which included auditing and determining the payment due each railroad which handled freight terminating on the CPR.

In the fifties, the computer department was responsible to the Vice President Accounting, whose office along with the Vice President Finance and other accounting managers, was on the second floor. Their

offices were decorated in a style more befitting their occupants than all the other offices in the building. But these VPs accommodation was not at all up to the style in the older part of Windsor Station where the senior officers of the company resided. One effect of this was that I and others did not have the same need to do up our ties and put on jackets when visiting the Accounting second floor. But if one was to visit the Windsor Station executive offices, a done up tie and jacket were essential.

The Deloitte Tower is a \$ 200 million 26 story building and is the first new, privately owned commercial office tower to sprout onto the city's skyline in more than 20 years. The building will include 495,000 square feet of office and 20,000 square feet of retail space. The office tower courtyard, formerly the Windsor Station trainshed, will feature a skating rink in winter and a reflecting pool in summer! (David Gawley, The Globe and Mail)

Ontario Visitors Have a New Highway to Reach Exporail



After a decade of talk, the Federal and Quebec governments have finally completed the Route 30 highway extension from Vaudreuil to Candiac , Quebec. This means that visitors from Ontario (Ottawa via the 417 and Toronto via the 401) can travel by car to Exporail without having to come onto the Island of Montreal to take the Mercier bridge.

At Vaudreuil, follow the highway 30 signs (Sorel Tracy, Quebec) to the new bridge over the St. Lawrence River (\$ 1.10 toll charge) and take exit 47 for highway 730. Then take exit 2 and turn right onto St. Regis St. Go to the end (about 5 km) and turn left onto rue St. Pierre, Exporail is on your right about 100m after the CPR level crossing. Blue Transport Quebec highway signs are posted beginning on highway 30 before exit 47 that indicate the way to Exporail.

Another Ottawa Valley Railway Line Being Dismantled



Windsor Station on the right, proposed Deloitte Tower centre, the Bell Centre (hockey arena) on the left, this view is looking north across St. Antoine Street. (B+H Architects website)

Projet de la tour du Centre Deloitte vue en direction nord de la rue St-Antoine. Celle-ci sera située entre le Centre Bell (arène de hockey) à gauche et le gare Windsor à droite. Site internet du bureau d'architectes B+H.



Ray Farand

Dismantling of CN's Beachburg Subdivision in the Ottawa Valley has begun at the Pembroke Interchange Track, switch location mileage 88.67. It appears that for now, only the section between Pembroke and Portage-du-Fort, Quebec will be lifted. Local politicians are being petitioned to lobby Transport Canada to prevent CN from lifting east of Portage-du-Fort to Nepean in the greater Ottawa region. With Ottawa now embarking on the building of a light rail system, it seems only natural that railway rights-of-way in the municipality should be protected (many others have already been lost) for possible future expansion of rapid transit.

CN's Beachburg subdivision runs from Ottawa station to Pembroke, it used to run further west to Capreol but that was abandoned circa 1991. (Ray Farand)

The Turnout, Issue Number 400



The Toronto & York Division of the CRHA is celebrating issue number 400 of The Turnout, its monthly news and notes newsletter. The publication has recorded and documented the ever-changing railway and public transit scene around Toronto since its first publication in 1972. Several volunteer editors have served over the years, including Len Hall, Jack Bell, John Picur, Mark Harris, Larry Partridge, John Bowles and Holly Lowry. Congratulations to all concerned for contributing to the success of The Turnout!

The Turnout is mailed to members of the T&Y Division; dues are \$ 29.00 per year. To join, mail a check or money order to Paul Bowles, 43 Marjory Avenue, Toronto, ON, M4M2Y2.

St. Thomas Rail Tracks Contract Approved



It's full steam ahead on the reinstatement of railway tracks in St Thomas, Ontario's downtown core. Without debate, city council recently approved the awarding of a \$187,255 contract to D&S Railway Construction of Stevensville ON to reinstall approximately 1,600 feet of track as part of the revitalization of the London & Port Stanley Railway corridor. The undertaking is a monumental event which will see the new rails connect the existing track south of Centre Street to the site of the replica L&PS station now being readied north of Talbot Street.

As part of the revitalization project, the city has entered into an agreement with Port Stanley Terminal Rail (PSTR) to develop the rail track plan - in conjunction with Ron Koudys Landscape Architects of London - and oversee the installation of the rail. It is expected that PSTR will run a limited number of tourist trains this summer up the new line across Talbot Street to the station. The trains will cross the roadway under the protection of a flagman. (London Times/Journal)

Does CNR 4-8-4 6218 Get Restored?



J. A. Mannix

After suffering the effects of 37 years of being on exterior display at the Fort Erie Railroad Museum, the friends of 6218 hope to raise \$400,000 to make cosmetic repairs to the locomotive. It was built in 1942 at the Montreal Locomotive Works, one of 160 Northern Types built. It was retired in 1959 but refurbished at CNR's Stratford Shops and pulled excursion trains in eastern Canada and in the northern USA until 1971. In 1973 it was donated to the town of Fort Erie and has been a featured

attraction at the Railroad Museum. Of particular concern is the engine jacket which leaks. This allows water to penetrate and soak the fiberglass insulation that was installed (when the asbestos insulation was removed) many years ago.

Founders of the museum are looking for corporate donations. The town of Fort Erie has pledged \$50,000 and is looking at other fundraising ideas. (The 470 via The Shortline)

BACK COVER TOP: Grand Trunk Pacific rolling stock and steamers at the Prince Rupert dock circa 1913, compare this to the photo below! CMST CN000411.

Des bateaux à vapeur et du matériel roulant du Grand Trunk Pacific au quai de Prince Rupert vers 1913. À comparer avec la photo ci-dessous! MSTC CN 000411.

BACK COVER BOTTOM: VIA coach 5631 (CC&F 1954) accepts passengers at Prince Rupert just prior to its 9.00 a.m. departure of train 10 for the 26 hour run to Prince George and Edmonton. In May 1984 a meeting took Bill to Edmonton. It took several vacation days to enjoy a round trip to Prince Rupert on board the tri-weekly Skeena. One of the unique experiences was riding in an ex-New York Central Bay series sleeper (Pullman-Standard 1948) that had been rebuilt in 1973 to add a baggage section and reduce the number of roomettes from 22 to 14. CRHA Archives Fonds Linley 14545.

BAS DE LA COUVERTURE ARRIÈRE: *En mai 1984, les passagers montent à bord du train 10 de VIA en gare de Prince-Rupert, C.B. Le dernier wagon du convoi, le 5631, avait été construit par CC&F en 1954. Le voyage entre Prince-Rupert, Prince-Georges et Edmonton prendra vingt-six heures. Bill, le photographe, était allé à une assemblée à Edmonton et avait pris quelques jours de vacances afin de faire le trajet du train (aller et retour) appelé Skeena. Il a voyagé à bord d'une voiture-lit qui avait appartenu au New York Central. Celle-ci avait été construite par Pullman en 1948 et modifiée en 1973 pour recevoir un compartiment à bagages. De ce fait, le nombre de chambrettes est passé de vingt-deux à quatorze. Archives ACHF, Fonds Linley 14545.*

For current Canadian railway news, updated monthly, please visit canadianrailwayobservations.com

Pour des nouvelles concernant le chemin de fer canadien, s'il vous plaît visitez le:

www.canadianrailwayobservations.com

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