The Grand Trunk Pacific, Canada's Second Transcontinental Railway; Stan's Photo Gallery; Business Car
Le Grand Trunk Pacific, le deuxième chemin de fer transcontinental du Canada - Les photos de Stan - Le patrimoine ferroviaire

Canadian Rail

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FRONT COVER: CNR engineers reluctantly slackened the pace of their steeds before crossing the bridge off Montreal Island at Ste. Anne de Bellevue, Quebec. Northern 6214 powered the westbound Pool Train 15, the International Limited, en route to Chicago. The 335 miles from Montreal to Toronto would be covered in 6 hours and 15 minutes with six stops. Lorne Perry

BELOW: First men on the job - the surveyors, working for the Grand Trunk Pacific Railway in Saskatchewan C 1903. Glenbow Archives NA-3304-16

PAGE COUVERTURE: Les mécaniciens du CN devaient ralentir l'allure de leur train à Sainte-Anne-de-Bellevue avant de traverser le pont. En mai 1953, le train 15 est en direction ouest avec la 4-8-4 6214. Celui-ci devait parcourir les 335 milles (539,13 km) entre Montréal et Toronto en six heures et quinze minutes, tout en effectuant six arrêts. Lorne Perry

A DROITE : La première équipe est au travail. Les arpenteurs du Grand Trunk Pacific sont en Saskatchewan, vers 1903. Archives Glenbow NA-3304-16

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The Grand Trunk Pacific: Canada's Second Transcontinental Railway

By Douglas N. W. Smith

Version francaise
Denis Vallières et Gilles Lazure

Introduction

The year 2014 marks the one hundredth anniversary of the completion of the Grand Trunk Pacific Railway from Winnipeg, Manitoba to Prince Rupert, British Columbia. The first sod was turned in 1905 and nine years later the 1,748 mile long line was completed. Using photographs from the Canada Science and Technology Museum Archives (CSTM), the Glenbow Archives, the Royal BC Museum Archives, the University of Northern British Columbia Archives and our own CRHA Archives as illustrative material, Douglas N. W. Smith recounts the story as to how Canada's second transcontinental railway came to be.

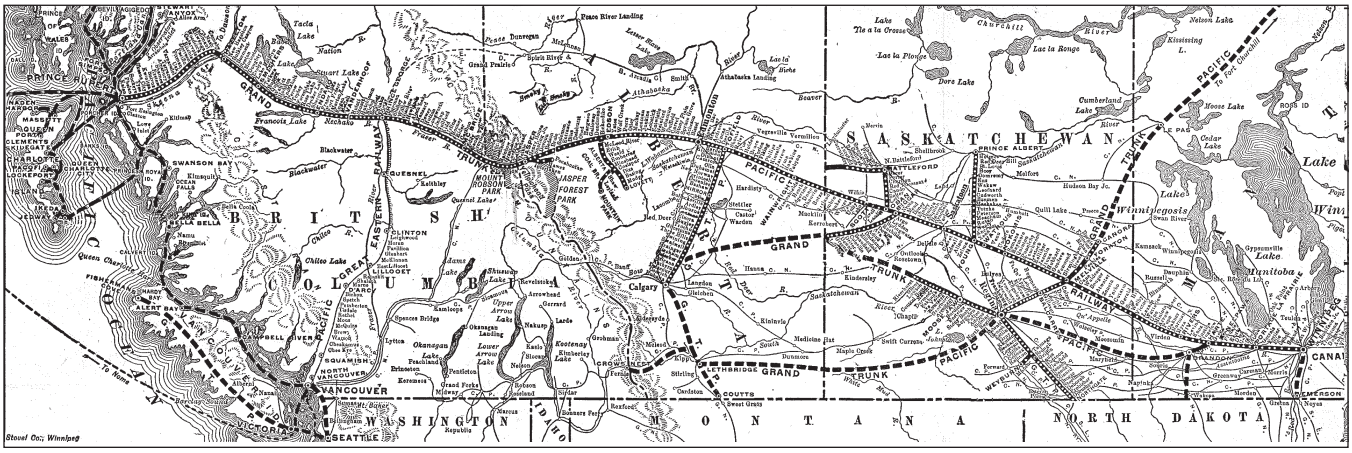
Le Grand Trunk Pacific: la deuxième voie à travers le Canada

Par Douglas N. W. Smith

Version francaise
Denis Vallières et Gilles Lazure

Préface

L'année 2014 marque le 100e anniversaire du parachèvement du Grand Trunk Pacific Railway, de Winnipeg, Manitoba, à Prince Rupert, Colombie-Britannique. La première pelletée de terre fut tournée en 1905 et la voie, d'une longueur de 1 748 milles, fut complétée neuf ans plus tard. Douglas N.W. Smith raconte comment le 2e chemin de fer transcontinental canadien fut créé à l'aide de photographies provenant des archives du Musée des sciences et de la technologie du Canada (MSTC), des archives Glenbow, des archives du « Royal British Columbia Museum », des archives de l' « University of Northern British Columbia » et des archives de l'ACHF, notre propre association.



April 27, 1919 timetable detail. CRHA Archives / *Extrait de l'indicateur du GTP, daté du 27 avril 1919. Archives de l'ACHF*

"The great influx of population into our Northwestern territories and the very large additional areas of fertile land which are being brought under cultivation combine to further press upon us the need for increased transportation facilities for the forwarding of our grain and other products to the markets of the world through Canadian channels." - Speech from the Throne, May 1903

Thus did the Governor General, the Earl of Minto, indicate the direction that the Dominion Government of Sir Wilfrid Laurier would take in the coming legislative session. When Laurier and his Liberal party took office in 1896 the vast prairie lands in the Northwest Territories were largely empty both of settlers

«La croissance de la population dans les Territoires du nord-ouest et le développement de l'exploitation agricole des terres fertiles dans cette région amènent l'urgence d'étendre le réseau de transport afin d'acheminer le grain et les autres biens vers les marchés mondiaux en transitant par les couloirs canadiens». Discours du trône, mai 1903.

C'est ainsi que le Comte de Minto, Gouverneur général du Canada, résume la ligne directrice que prendra le gouvernement de Sir Wilfrid Laurier lors de la prochaine session législative. Au moment où le Parti Libéral, sous la gouverne de Laurier, prend le pouvoir en 1896, les Territoires du nord-ouest sont peu peuplés et peu desservis par le chemin de fer. Clifford Sifton, le

TABLE 1: CHANGE IN POPULATION OF PRAIRIE PROVINCES: 1871-1921

	1871	1881	1891	1901	1911	1921
Manitoba	25,228	62,260	152,506	255,211	461,394	610,118
Saskatchewan	44,000*	53,000*	94,000*	91,279	492,432	757,510
Alberta				73,022	374,295	588,454
Total	69,228	115,260	246,506	439,641	1,334,628	1,964,070
Prairies as Percentage of Canadian Population	1.98	2.74	5.21	8.18	18.52	22.35
Note: * Population of North West Territories						

and railways. Clifford Sifton, Laurier's Minister of the Interior, set a bold course to attract settlers offering low cost land. With the supply of good arable cheap land in the western United States exhausted, both Americans and Europeans seeking low cost homesteads started flooding onto the prairies. Coupled with the development of early maturing grains, the course was set for incredibly growth in population and grain output on the prairies (see tables 1 and 2). Laurier reflected the new found confidence in the future in a speech he gave during the 1904 election when he said, "The Twentieth Century will be the Century of Canada."

Sir Wilfrid Laurier (1841 - 1919), Liberal Prime Minister of Canada from July 11, 1896 to October 6, 1911; a lawyer, Laurier held elected office from 1874 to 1919. The Prime Ministers of Canada website

Sir Wilfrid Laurier (1841-1919), Premier ministre libéral du Canada du 11 juillet 1896 au 6 octobre 1911 ; Laurier, un avocat, a été élu à diverses fonctions de 1874 à 1919. Site Internet - Premiers ministres du Canada

ministre de l'intérieur du gouvernement Laurier, offre alors un programme de vente de bonnes terres arables à faible prix afin de stimuler la colonisation, ce qui incite de nombreux Américains et Européens cherchant à s'établir à coût raisonnable, à se diriger vers les prairies canadiennes. De plus, avec le développement du grain à maturation précoce, on assiste à un essor de colonisation considérable dans la région. Laurier manifeste alors une confiance en l'avenir par ces mots à l'occasion d'un discours électoral en 1904 : «Le 20e siècle sera celui du Canada».

TABLE 2: INCREASE IN PRAIRIE GRAIN ACREAGE: 1891-1921*

	1891	1901	1906	1911	1916	1921
Manitoba	NA	2.6	4.0	4.8	NA	5.6
Saskatchewan	NA		3.2	9.0	NA	17.6
Alberta	NA	0.8**	0.8	3.1	NA	8.1
Total	0.7	3.5	8.0	17.0	22.0	31.3

Notes:
* Wheat, Oats, Barley and Flax with wheat dominate
** Production of North West Territories
NA = Not Available

To support this policy the government was faced with the need to expand the transportation network from the farmlands to the Atlantic seaboard where much of the grain crop was loaded onto ships for export to Great Britain and Europe. The cheapest means to move the crop was by rail from prairie elevators to the twin ports of Fort William and Port Arthur (now Thunder Bay) at the head of Lake Superior where the crop was forwarded by boat to Buffalo or Montreal. A major constraint on settlement and growth in grain shipments were the embargos that the Canadian Pacific Railway (CPR) began placing on grain shipments each fall from the late 1890s. These embargos were necessary as the growth in the grain crop outstripped the increases in equipment, track and elevator capacity that the railway made in its Winnipeg-Fort William line. The eastern ports of Quebec, Halifax and Saint John complained that much of the western grain was moving to overseas markets through American ports such as Portland, Maine; Boston, Massachusetts; or New York, New York. The CPR and Grand Trunk Railway (GTR) favoured these American ports as they were open year round, required a shorter rail haul, and were served by a large number of ocean shipping lines.

Like the West, Canada's second largest railway, the Grand Trunk Railway (GTR), underwent major changes in the mid 1890s. Charles Melville Hays was hired as General Manager in 1895 to increase the profitability of this railway which linked the major cities in southern Ontario and Quebec to Chicago and Portland on the Maine coast. Hays had completed a successful reorganization of the bankrupt Wabash Railroad and the British investors in the GTR looked to him to improve the returns of their property. Hays initiated major programs to rebuild and double track main lines, strengthen bridges, acquire larger locomotives and cars, and build new shops – in short to expand the capacity of the railway to haul more freight at lower cost. These measures made the GTR equal to the best American railways, with which it competed for traffic. The resulting increased profitability allowed the GTR to resume dividend payments.

Pour supporter sa nouvelle politique, le gouvernement doit développer un réseau de transport entre les fermes et les ports de mer où une grande partie du grain est chargé sur des navires pour être acheminé vers la Grande-Bretagne et le continent européen. À la fin des années 1890, les fermiers de l'Ouest font face à un embargo sur l'expédition. En effet, le Canadien Pacifique (CPR) ne suffit plus à maintenir le transport des récoltes vers Fort William/Port Arthur sur les Grands-Lacs avant que le gel hivernal n'oblige à fermer les élévateurs à grain. D'autre part, les ports de l'Est du pays tels Québec, Halifax et Saint-Jean, se plaignent du fait que le grain en provenance de l'Ouest transite par les ports de Portland, Boston, Massachusetts ou New-York. Le CPR et le Grand Trunk Railway (GTR) favorisent ces derniers parce qu'ils sont ouverts à l'année et qu'ils requièrent un trajet plus court, en plus d'être desservis par des lignes navales transocéaniques compétitives.

Le GTR, second en importance parmi les réseaux ferroviaires canadiens, entreprend des changements majeurs au milieu des années 1890. En 1895, on sollicite Charles Hays pour qu'il siège comme directeur général de l'entreprise reliant alors les principales villes du sud de l'Ontario et du Québec vers Chicago et le Maine. Hays a auparavant complété avec succès la réorganisation du chemin de fer Wabash, alors en faillite, et les investisseurs du GTR s'attendent à ce qu'il fasse de même pour la compagnie. Hays amorce alors un important programme qui consiste à restaurer et doubler les voies principales, renforcir les ponts, acquérir des locomotives et des wagons de plus grandes dimensions, puis à construire de nouveaux ateliers pour ainsi augmenter la capacité de transport et baisser les coûts d'opération. Ces mesures amènent le GTR à rivaliser avec les meilleures entreprises ferroviaires américaines et, par conséquent, à remettre des dividendes aux actionnaires de la compagnie.

TABLE 3: SHORTENING THE DISTANCE TO CANADIAN ATLANTIC PORTS BY GTP (MILES)

	CPR	GTP	Difference
Winnipeg-Portland	1,691*	-	-
Winnipeg-Boston	1,747**	-	-
Winnipeg-Quebec City	1,587	1,348	239
Winnipeg-Saint John	1,842	1,691	151
Winnipeg-Halifax	2,168***	1,999	169

Note:
* CPR to Newport, Boston & Maine to St Johnsbury and Maine Central to Portland
** CPR to Newport and Boston & Maine to Boston
*** CPR to Saint John and Intercolonial to Halifax

When Collis Huntington, the President of the Southern Pacific Railway died in 1900, Hays was given the job by Henry Huntington. He was the nephew and heir of Collis Huntington, one of the four men who financed the construction of the Central Pacific Railway, the westernmost leg of America's first transcontinental railway. Collis Huntington had reinvested the fortune he made from the Central Pacific in the construction of the sprawling Southern Pacific Railway whose lines ran from Portland, Oregon through San Francisco and Los Angeles to New Orleans. Hays started his term as President in January 1901. Shortly thereafter the heirs sold their stock to E H Harriman. Hays did not impress Harriman and in October 1901 he resigned; Hays returned to his old job at the GTR.

Charles Melville Hays (1856 - 1912), portrait by Robert Harris (1849 - 1919). National Gallery of Canada

Charles Melville Hays (1856-1912) ; portrait par Robert Harris (1849-1919). Musée des beaux-arts du Canada

Hays, a proud man, had been humiliated with the loss of his prestigious post at the Southern Pacific. Within a year of his return, he had crafted a plan to make the GTR into a transcontinental line by expanding into the booming western Canadian provinces. The GTR Board in London approved a plan whereby a wholly-owned subsidiary, to be called the Grand Trunk Pacific Railway (GTP), would be built from North Bay to the Pacific Coast in November 1902. Initially the line was to pass through the northernmost part of the wheat growing belts running well north of Winnipeg through Prince Albert to Edmonton. Laurier was delighted by the scheme. The construction of the GTP would address the complaints of western farmers about the CPR's continual failure to move the wheat crop, open millions of acres of additional land to settlement and enhance the stature of the Liberal party as the sponsor of Canada's second transcontinental railway (the Conservative Party had backed the Canadian Pacific Railway).

However, the Maritime and Quebec members of Laurier's caucus stated they would not support the scheme unless it was extended to the east coast, both to create construction jobs and to divert grain exports from American ports. To keep peace in his party, Laurier decided that the new line should operate across northern Ontario and Quebec on the shortest possible line to Quebec City and then onto the Maritimes. By keeping the new line well away from Montreal, the GTR would not be able to divert traffic from the GTP to its existing port at Portland, Maine.

Suite au décès du président du Southern Pacific en 1900, Henry Huntington demande à Hays de prendre la relève. Henry est le neveu de Collis Huntington, l'un des quatre personnages qui ont financé la construction du Central Pacific Railway, le segment ouest du premier chemin de fer transcontinental américain. Collis Huntington a réinvesti sa fortune, issue du Central Pacific, dans la construction du réseau tentaculaire du Southern Pacific Railway dont les lignes s'étendent de Portland, Oregon, au travers San Francisco et Los Angeles, puis vers New-Orleans. Hays occupe le poste de président dès janvier 1901. Cependant, peu de temps après, les héritiers vendent leurs actions à E. H. Harriman, ce qui amène Hays à démissionner dès octobre 1901 puisqu'il ne semble pas faire bonne impression sur Harriman. Hays retourne donc à son ancien emploi au GTR.

Hays, un homme fier, se sent humilié par la perte de son poste au Southern Pacific. Durant l'année qui suit son retour au GTR, il élabore un plan afin de créer une ligne transcontinentale en étendant le réseau vers les provinces canadiennes de l'Ouest qui sont en plein essor. En novembre 1902, à Londres, le conseil d'administration du GTR accepte l'idée de Hays en créant une compagnie filiale qui portera le nom de Grand Trunk Pacific Railway (GTP). Cette dernière construira une ligne reliant North Bay à la côte du Pacifique. Initialement, la ligne doit passer au travers de la région la plus au nord de la ceinture céréalière, bien au-delà de Winnipeg, en passant par Edmonton puis Prince Rupert. Le Premier ministre Laurier est enchanté du projet. La construction du GTP fera taire les complaintes des fermiers et ouvrir des millions d'acres de terres à la colonisation, ce qui haussera conséquemment l'image du Parti Libéral qui, à l'instar du Parti Conservateur avec le CPR, créera lui aussi un chemin de fer transcontinental.

Des membres de son caucus, particulièrement ceux qui représentent le Québec et les provinces maritimes, lui signifient qu'ils ne le supporteront pas si le projet ne concerne qu'une extension vers le Pacifique, sans créer de nouveaux emplois et sans ramener au pays le transport du grain dirigé actuellement vers les ports américains. Afin de ramener la paix dans son parti, Laurier proclame que le nouveau transcontinental devra relier aussi les provinces maritimes.

TABLE 4: GRAND TRUNK RAILWAY
FINANCIAL POSITION AND GRAIN AND FLOUR TRAFFIC: 1893-1903

	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903
Total Income (£millions)	4.1	3.5	3.6	3.8	4.0	4.2	4.5	4.7	5.0	5.4	6.1
Net (£millions)	0.1	(0.1)	(0.1)	-	0.3	0.3	0.5	0.5	0.5	0.6	0.7
Grain (000 tons)		1,016	1,064	1,044	1,094	1,272	1,133	1,647	1,857	1,920	2,051
Flour (000 tons)		437	429	309	418	485	517	543	532	548	585

The government had several objectives for the GTP: to open up new lands for settlement and resource extraction, to move more of the grain crop off the prairie before the following year's crop was harvested and to build up the trade of Quebec City, Saint John and Halifax. To do this the new railway had to move grain as cheaply to these ports as the combined rail and water route through the Great Lakes. While the new line would only minimally shorten the rail distance (by 7 to 15%), it was expected that by building the infrastructure to the highest standards, the largest steam locomotives of the time could pull long trains of freight cars. These engineering standards included grades of no more than 0.4 percent eastbound and 0.6 percent westbound, curves of no more than 4 degrees, heavy 80 pound rails (60 pound rails were used on the Canadian Northern on new lines), and steel bridges rather than the more perishable, but cheaper, timber. The operation of long, heavy freight trains was expected to allow the railway make profits while grain rates were set low enough to undercut the cost advantage of the shorter distance to American Atlantic ports. This government hoped that technology could overcome geography in the setting of freight rates.

The GTR board, however, was unwilling to finance this eastern extension. A deal was signed on July 29, 1903 whereby the Dominion Government would build the line from Winnipeg to Moncton as the National Transcontinental Railway (NTR). It would be leased to the GTP upon completion at a rental to be set at 3% of the construction cost.

The GTP would build the line from Winnipeg to the Pacific coast. Unlike the CPR, the government would not provide the GTP with any land grants or cash subsidies. The

April 27, 1919 timetable detail. CRHA Archives

Extrait de l'indicateur du GTP, daté du 27 avril 1919. Archives de l'ACHF

Cette ligne sera construite selon les plus hauts standards d'ingénierie. Ainsi, les pentes ne devront pas dépasser 0,4% vers l'est et 0,6% en direction ouest, les courbes seront inférieures à 4 degrés et les rails utilisés seront de calibre 80 (40 kg/mètre), plus que les 60 livres à la verge (28,8 kg/mètre) qui est la norme de l'époque pour les nouvelles lignes. On construira des ponts en acier pouvant supporter des locomotives de 180 tonnes, plutôt que des ponts en bois, plus économiques, mais d'une durée de vie plus courte. L'exploitation de longs et lourds convois de marchandises permettra de rendre ce chemin de fer plus rentable et, par conséquent, abaissera les tarifs, au point d'annuler l'avantage des distances plus courtes des ports atlantiques américains. Conséquemment, avec cette affluence du grain dévié vers les ports de l'Est canadien, on créera de nombreux emplois.

Le conseil d'administration du GTR est cependant réticent à l'idée de financer la section est du nouveau transcontinental. Ainsi, une entente est signée le 29 juillet 1903, signifiant que le gouvernement du Dominion construira la ligne reliant Winnipeg à Moncton en créant le National Transcontinental Railway (NTR). À la fin des travaux, le NTR sera loué au GTR selon un barème correspondant à 3% du coût de construction.

Le GTP construira donc une ligne entre Winnipeg et la côte du Pacifique et, à la différence du CPR, il n'y aura pas, cette fois-ci, de subventions ou d'attributions de terres par le gouvernement. Cependant, ce dernier garantira les emprunts du GTP jusqu'à concurrence de 13 000 $ du mille (1,6 km) de voie (plus tard, ce sera 75% du coût sur le segment en région montagneuse de Wolf Creek, Alberta, jusqu'au Pacifique).

government did undertake to guarantee the interest on the GTP's bonded debt to the extent of $13,000 per mile of track (later changed to 75% of the cost of the Mountain Section from Wolf Creek, Alberta to the Pacific).

Parliament approved the charters for the GTP and NTR on October 24, 1903. The ranks of the Liberal party were seriously strained as Andrew Blair, Laurier's Minister of Railways and Canals, resigned over the legislation. Blair was upset that Laurier had not discussed the plan with him before announcing the GTP-NTR project in the House of Commons. Blair, a New Brunswicker, favoured government ownership of railways and was protective of the government owned Intercolonial Railway that had an extensive network of lines in the Maritimes and Quebec. He violently disagreed with the NTR's paralleling the Intercolonial between Quebec City and Moncton as he reasoned that this would siphon traffic away from the Intercolonial. Blair, who characterized the views of the Cabinet as "wild, visionary, unbusiness-like and everything else" gave a five hour speech opposing the project in the Commons after resigning his post. However, railway fever now gripped the government and the country and Blair's warning went unheeded.

Le 24 octobre 1903, le parlement émet les chartes pour le GTP et le NTR. Les rangs du Parti Libéral sont ébranlés par la démission d'Andrew Blair, le ministre des chemins de fer et des canaux. Blair est outré du fait que Laurier n'ait pas discuté au préalable avec lui du projet GTP/NTR avant son annonce à la Chambre des communes. Blair, qui est du Nouveau-Brunswick, favorise plutôt un chemin de fer d'État. Il supporte inconditionnellement l'Intercolonial dont le réseau s'étend dans les provinces maritimes et au Québec. Il désapprouve donc, et avec vigueur, la construction du NTR, un chemin de fer qui sera construit en parallèle de l'Intercolonial entre Moncton et la ville de Québec, dénonçant le fait que cela va drainer le trafic ferroviaire de l'entreprise de l'État. Blair, qualifiant le cabinet des ministres de «sauvage, visionnaire, ne possédant aucun sens des affaires, et toutes autres choses», fera un discours d'une durée de cinq heures à la Chambre des communes pour présenter son opposition au projet, cela après avoir remis sa démission.

Following the establishment of the route by the surveyors, next came the clearing of the right-of-way. This scene is from northern British Columbia. Northern BC Archives and Special Collections, Taylor-Baxter Family Photograph Collection, Accession No. 2009.5.3.61

Le défrichage pour l'assise de la voie suivait la délimitation de son parcours par les arpenteurs ; cette scène a été photographiée au nord de la Colombie-Britannique. « Northern BC Archives and Special Collections », collection de photographies de la famille Taylor-Baxter, acquisition 2009.5.3.61

Sir Wilfrid turned the official first sod for the GTP at a ceremony in Fort William on September 11, 1905. The GTP had agreed to build a line from the NTR (near present day Sioux Lookout) down to the Lake head where grain could be loaded onto ships during the warmer months of the year.

By 1906, the alignment of the route was changed radically from the northern alignment across the prairies originally projected in 1902. The new route ran considerably to the south passing through Winnipeg and Saskatoon before reaching Edmonton and then reached British Columbia via the Yellowhead Pass. This elicited complaints from both the Canadian Pacific and Canadian

Le 11 septembre 1905, à Fort William, Sir Wilfrid Laurier participe à la cérémonie de la pelletée de terre symbolique annonçant le début de la construction du GTP. L'entreprise accepte alors d'installer sa ligne à partir du NTR, près de l'actuel Sioux-Lookout, vers le lac Supérieur, là où le grain sera transbordé sur des navires.

En 1906, le trajet est radicalement modifié en regard de celui projeté en 1902. La ligne passera plus au sud, notamment par Winnipeg et Saskatoon, avant d'atteindre Edmonton puis la Colombie-Britannique, via le col de Yellowhead, ce qui suscite des plaintes de la part de CPR et du Canadian Northern Railways (CNoR) dont les lignes occupent déjà cette région, plaintes qui seront

Northern Railways who already had or were building lines in these areas on the prairies. The complaints about the GTP invading their territory were brushed off. The Pacific terminus was fixed on Kaien Island, a point with a deep natural harbour and lands that the GTP could acquire from the provincial government cheaply for a new townsite that would be called Prince Rupert.

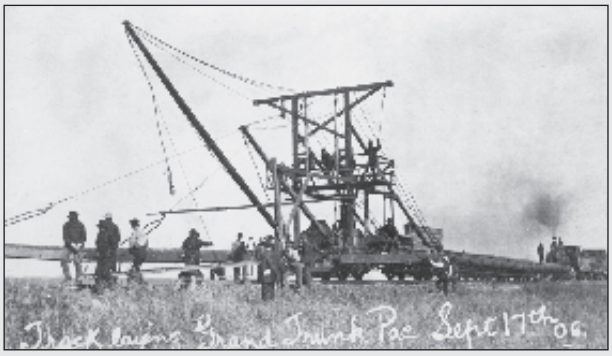
The actual start of construction was near Pine Creek, about 12 miles north east of Carberry, Manitoba, in late August 1905 – sources as to the date vary and include a report in the Regina Leader giving August 24th, while other sources list August 28th. James Howard, a foreman for the Macdonald MacMillan Company, had the honour of turning this sod. Two miles of track were laid before construction ceased.

ignorées par le GTP. Kaien Island est choisi comme terminus du Pacifique, un endroit possédant un port naturel en eau profonde et des terres que le GTP a l'intention d'acquérir à peu de frais du gouvernement provincial, afin d'y créer une ville qui portera le nom de Prince Rupert.

Les travaux débutent le 29 août 1906 près de Pine Creek, à environ 12 milles (19,3 km) à l'est de Carberry au Manitoba. James Howard, contremaître pour la compagnie Macdonald Macmillan, a l'honneur de lever la première pelletée de terre. Deux milles (3,2 km) de rails seront installés avant que les travaux ne cessent.

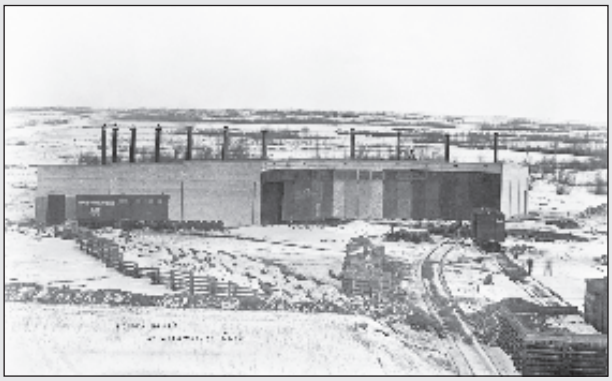
Laying steel on the GTP

Portage la Prairie, Manitoba, May 2, 1906 – The first steel on the GTP was laid here yesterday without ceremony or ostentation . . . The company has opened up yards on the western limits of town. Grading was undertaken last fall. This will be a centre of distribution of supplies. Sidings have been laid out and material is being shipped.



Track laying machine on the GTP in Manitoba on September 17, 1906. Glenbow Archives NA-3304-2

Une machine pour la pose des rails sur le GTP, au Manitoba. 17 septembre 1906. Archives Glenbow NA-3304-2



La pose d'acier sur le GTP

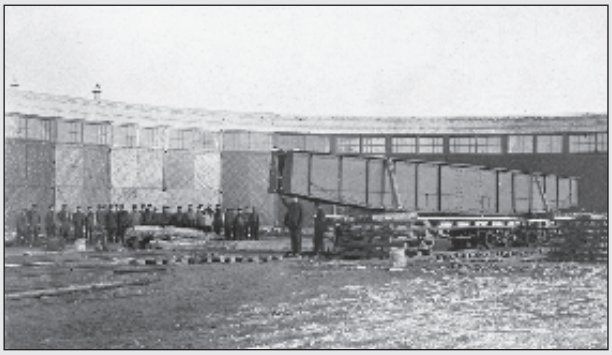
Portage la Prairie, Manitoba, le 2 mai 1906 – Le premier rail d'acier sur le GTP fut posé ici, hier, sans cérémonie ou ostentation...La compagnie a mis en service une cour de triage aux limites ouest de la ville. Le nivellement fut fait l'automne dernier. Ceci va être un centre de distribution de provisions. Des voies d'évitement ont été installées et les matériaux sont en cours d'expédition.

Locomotive 53 was a 4-4-0 built by Montreal Locomotive Works (MLW) in 1908. It was third to be produced in an order for 30 locomotives (GTP 51 to 80); it later became CNR 327. This photo was taken at Portage la Prairie, Manitoba. Glenbow Archives NA-3304-23

La 53 du GTP, une 4-4-0, fut construite, en 1908, aux ateliers de la Montreal Locomotive Works (MLW). Elle fut la troisième d'une commande de 30 unités (numérotées 51 à 80 par le GTP) ; elle devint plus tard la 327 du CNR. Cette photographie fut prise à Portage la Prairie, Manitoba. Archives Glenbow NA-3304-23

The GTP roundhouse at Wainwright, Alberta was built in 1908. Glenbow Archives NA-544-21

La rotonde du GTP, à Wainwright, Alberta, fut construite en 1908. Archives Glenbow NA-544-21



Railway turntable prior to installation at Wainwright, Alberta. Glenbow Archives NA-544-18

La plaque-tournante de la rotonde, avant son installation, à Wainwright, Alberta. Archives Glenbow NA-544-18

Once the tracks were laid and ballasting done, the fencing crew secured the right-of way. Glenbow Archives NA-3304-4

Une fois complétés la pose des rails et leur ballastage, l'équipe de pose des clôtures sécurisait leur emprise. Archives Glenbow NA-3304-4

Construction of the main line initially proceeded rapidly. In 1907, 469 miles of rails were laid including 99 miles on the Lake Superior Line. The first revenue shipment was made on June 28, 1907 when J W Baron shipped three cars of wheat over the newly laid line the twenty miles from Sidney to Portage la Prairie.

The following year, 408 miles were laid on the main line. The Construction Department began operating a twice weekly mixed train on the 666 miles between Winnipeg and Wainwright on September 21, 1908. Two months later, the GTP began operating trains over the Fort William-Superior Junction line. Unfortunately wheat shipments from the prairies could not use the line for almost another three years as the NTR would not open its Winnipeg-Superior Junction trackage until April 1911.

GRAND TRUNK PACIFIC RAILWAY

CONSTRUCTION DEPARTMENT

FOLDER A—No. 1

TIME TABLES

IN EFFECT

September 21st, 1908

BETWEEN

WINNIPEG, MANITOBA

AND

WAINWRIGHT, ALBERTA

SUBJECT TO CHANGE WITHOUT NOTICE

CHAS. M. HAYS — MONTREAL

FRANK W. MORSE — MONTREAL AND WINNIPEG

W. P. ELVIS — MONTREAL

G. T. BELL — MONTREAL

A. E. DUFF — WINNIPEG

Cover from GTP's first 'construction department' timetable. CRHA Archives

La construction de la ligne principale progresse rapidement. En 1907, plus de 469 milles (754,8 km) de rails sont posés, incluant une longueur de 99 milles (159,3 km) sur la ligne du lac Supérieur. Le premier convoi de marchandises roule le 28 juin 1907, alors que J. W. Baron expédie trois wagons de blé par la nouvelle voie de 20 milles (32,2 km) installée entre Sidney et Portage la Prairie.

L'année suivante, 408 milles (656,6 km) de rails sont posés sur la ligne principale. Le 21 septembre 1908, le département de la construction inaugure un service bihebdomadaire d'un train mixte sur les 666 milles (1 072 km) qui séparent Winnipeg de Wainwright. Deux mois plus tard, le GTP établit un service ferroviaire sur la ligne de Fort William/Lac Supérieur. Cependant, on devra attendre trois ans avant que le grain ne soit expédié par cette ligne, car le NTR ne complètera la pose des rails sur la jonction Winnipeg/Lac Supérieur qu'en avril 1911.

Couverture du premier indicateur du Département de la construction du GTP. Archives de l'ACHF

Tracklaying record

The Grand Trunk Pacific tracklaying forces are of opinion that they have set a new record in the laying of steel. For the six days of the last week they put down thirty miles, or an average of five miles a day. When it is considered that a mile and half to two and half and three miles is considered a splendid day's work it will be seen that the consistent work of the GTP force is something over which the men have occasion to plume themselves. The week's showing, however, does not stand alone entirely for the force has been making four and half and five miles a day as a rule, and a falling off has been the rare exception. On one day last week five and a half miles were reached.

Material in enormous quantities continues to pour in, an example of which is shown in the fact that lying unloaded on cars from here westward are fully thirty miles of steel. There are 85 or more cars loads with steel. The material yards are mountains of ties, while down by the bridge piles of heavy structural material are piled. Among this latter is the steel for the Battle River bridge.

Last week the pioneer or tracklaying force was strengthened by the addition of a band of about fifty Doukhobors. These men do splendid work and are regarded as among the most valued of the labouring force. They are great strapping fellows who can do a big day's work.

Saskatoon Phoenix, June 29, 1908

In 1909, the main line was extended another 224 miles and mixed train service began operating to Edmonton. The following year train service began on the first 100 miles of track running east from Prince Rupert. In 1911, the westbound line was pushed over the Summit of the Rocky Mountains and into B.C.. Tunnelling precluded the laying of much track on the Prince Rupert end that year.

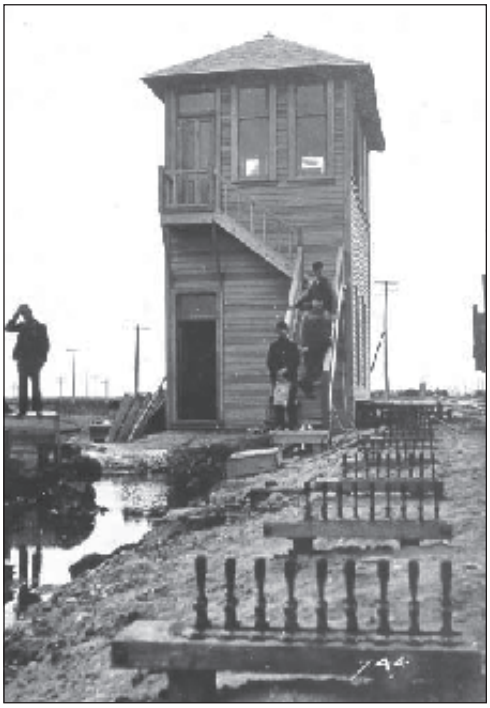
Construction work on a GTP railway tunnel in British Columbia ca. 1911. Glenbow Archives NA-4152-14

Travaux de construction d'un tunnel du GTP, en Colombie-Britannique, circa 1911. Archives Glenbow NA-4152-14

En 1909, la ligne principale est prolongée de 224 milles (360,5 km) et des trains mixtes se rendent désormais jusqu'à Edmonton. L'année suivante, un service débute sur les 100 milles (160,1 km) de rails installés depuis Prince Rupert. En 1911, la ligne vers l'ouest s'avance vers les sommets des Rocheuses à l'intérieur de la Colombie-Britannique. Cette année-là, le perçage de tunnels précède une pose intensive de rails du côté de Prince Rupert.

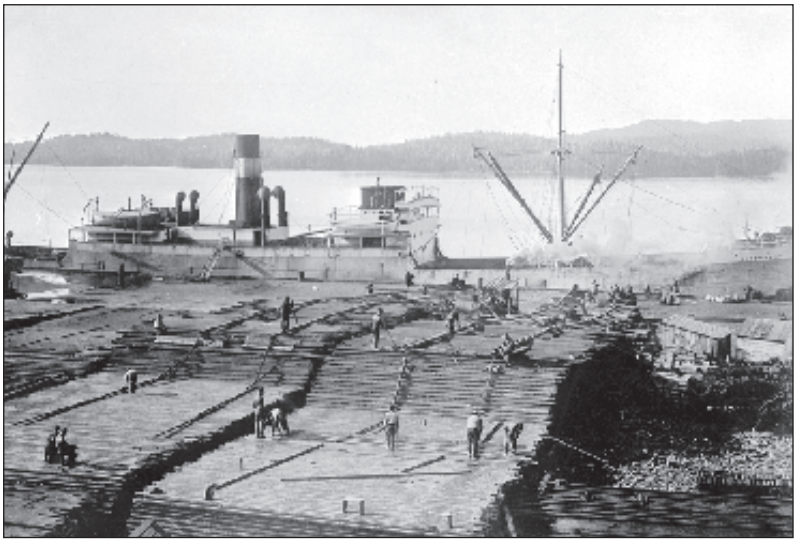
Prime Minister Sir. Wilfrid Laurier and dignitaries on the government business car Alexandra on the first GTP train from Melville to Yorkton, Saskatchewan on July 10, 1910. Doug Phillips collection

Le Premier ministre Sir Wilfrid Laurier et autres dignitaires à bord de l'Alexandra, la voiture particulière du gouvernement, sur le premier train du GTP entre Melville et Yorkton, Saskatchewan, le 10 juillet 1910. Collection Doug Phillips



Building an interlocking tower on the Grand Trunk Pacific in 1908. Canada Science & Technology Museum (CSTM) CN000396

Construction d'une tour de contrôle de jonction sécurisée sur le GTP, en 1908. Musée des sciences et de la technologie du Canada (MSTC) CN000396



Unloading rails at Prince Rupert, British Columbia for the Grand Trunk Pacific Railway. Royal British Columbia Museum Archives a08422

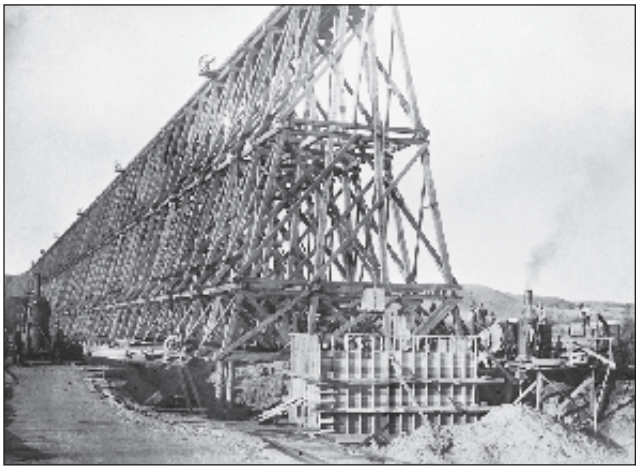
Déchargement de rails pour le GTP, à Prince Rupert, Colombie-Britannique. Archives du « Royal BC Museum » a08422

First locomotive on the GTP in Prince Rupert, BC in 1913. Glenbow Archives NA-1864-4

Première locomotive sur la voie du GTP, à Prince Rupert, Colombie-Britannique, en 1913. Archives Glenbow NA-1864-4

The GTP had to build many long bridges and trestles. In this view a train is hauling a steel bridge member to a site. Glenbow Archives NA-544-6

Le GTP dut construire de nombreux ponts et viaducs à tréteaux ; ceci montre un train transportant une membrure de pont en acier vers un site. Archives Glenbow NA-544-6



West end of the Battle River trestle at Duhamel, Alberta in 1908. Glenbow Archives NA-544-12

Vue de l'extrémité ouest du pont à tréteaux sur la rivière Battle, à Duhamel, Alberta. 1908. Archives Glenbow NA-544-12

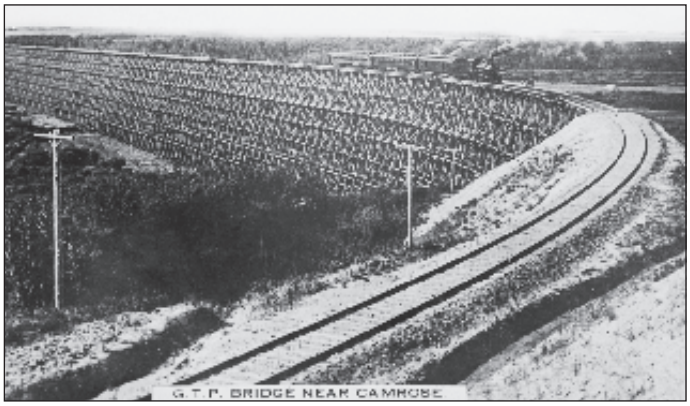


Photo of a GTP train on the Battle River trestle at Duhamel, Alberta (on the Tofield – Calgary branch line) in the summer of 1918; at the time it was the longest and highest wooden trestle in the British Empire! Glenbow Archives NA-1272-1

Photographie prise, au cours de l'été 1908, d'un train du GTP sur le pont à tréteaux de la rivière Battle, à Duhamel, Alberta ; ce pont fut alors le plus long et le plus haut de l'Empire britannique! Archives Glenbow NA-1272-1

People milling around awaiting the departure of the first GTP train eastbound out of Prince Rupert bound for Mile 100 on June 14, 1911. Northern BC Archives and Special Collections, Archdeacon W. H. Collison fonds, Accession No. 2009-5.3.61

Foule fourmillant à la gare de Prince Rupert, en attente du départ du premier train du GTP en direction est, de là jusqu'au millage 100, le 14 juin 1911. « Northern BC Archives and Special Collections », collection « Archdeacon W.H. Collison Funds », acquisition 2009-5.3.61

View of the first train from Prince Rupert at Mile 33 on June 14, 1911. The locomotive 103 was a 4-4-0 built by MLW in 1909 at a cost of $14,000. It later became CNR 377. The locomotive was shipped across Canada over the CPR and then by barge up to Prince Rupert. Royal British Columbia Museum Archives d00217

Vue du premier train en provenance de Prince Rupert, au millage 33, le 14 juin 1911. La 193 était une 4-4-0, construite en 1919, par la MLW au coût de 14 000 $. Elle devint, plus tard, la 377 du CNR. La locomotive fut transportée à travers le Canada par train du CPR, puis par barge, jusqu'à Prince Rupert. Archives du « Royal BC Museum » d00217

Rear view of the first train from Prince Rupert at mile 45. The gentlemen on the rear platform seem quite comfortable as they enjoy the ride. Northern BC Archives and Special Collections, Taylor-Baxter Family Photograph Collection, Accession No. 2009.5.1.75

Vue de l'arrière du premier train en provenance de Prince Rupert, au millage 45. Les gentlemen sur la plate-forme semblent bien à l'aise, alors qu'ils apprécient la randonnée. « Northern BC Archives and Special Collections », collection de photographies de la famille Taylor-Baxter, acquisition 2009-5.1.75

In 1912 the company was hit by a perfect storm. GTP President Hays literally went down with the ship as his voyage from meetings with British financiers in England ended with the sinking of the Titanic on April 15th. Hays' death stripped the company of his visionary leadership. This loss was followed by massive strike of construction workers led by the International Workers of the World that tied up construction in British Columbia for several weeks in the middle of summer. At the time, upwards of 9,000 men were employed. After the strike ended the company was left shorthanded as several thousand labourers had decamped during the strike. Continuing the streak of ill luck, low water in the Fraser River seriously hampered the western movement of the steam shovels, bridge materials and other construction materials from the railhead at Tete Jaune Cache that summer and fall. Finally the outbreak of the Balkan War in October 1912 exacerbated the labour shortage as many of foreign labourers from this region left for the front. The war also shook the European financial markets causing a tightening of credit.

TABLE 5: PROGRESS OF CONSTRUCTING GTP MAIN AND BRANCH LINES

	Prairies and BC	Fort William-Sioux Lookout	Track Laid
1906	2		2
1907	370	99	469
1908	319	89	408
1909	224		224
1910	170		170
1911	90		90
1912	126		126
1913	189		289
1914	160		160
Total	1,650	188	1,938

En 1912, la compagnie est confrontée par un grave événement. En effet, le 15 avril, le président Hays coule avec le navire Titanic qui le ramenait d'une rencontre avec des financiers britanniques. Le décès de Hays fait perdre à l'entreprise son leader. De plus, une grève massive des travailleurs de la construction, menée par le syndicat américain International Workers of the World, survient et perdure plusieurs semaines durant l'été. À cette époque, la compagnie a plus de 9 000 employés à son actif. À la fin du conflit, la compagnie se retrouve devant une pénurie de travailleurs car plusieurs milliers d'entre eux ont quitté la région pendant la grève. Une autre malchance survient, le faible niveau d'eau de la rivière Fraser entrave le déplacement des pelles à vapeur, des matériaux pour la construction des ponts et autres, durant l'été et l'automne. En 1912, plusieurs travailleurs étrangers quittent les chantiers pour se rendre au front, à la guerre qui vient d'éclater dans les Balkans. Finalement, pour empirer les choses, le marché financier mondial se resserre.

Consequently, progress on construction was hampered. Train service to Prince George from the east only started early in February 1914. When the rails from Prince Rupert reached Priestley on February 22nd, there remained a gap of 136 miles between the two rail heads.

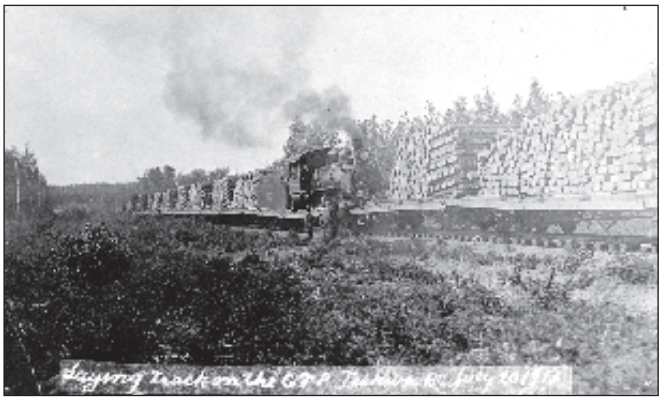
The railway at Prince George is open, the Grand Trunk Pacific Telegraphs sign is posted, and hundreds of workers are ready to board their train to the end-of-track, (note the velocipedes on the platform). Royal British Columbia Museum Archives b00324

Le chemin de fer est en opération à Prince Rupert, l'affiche du télégraphe du Grand Trunk Pacific Railway est en place et des centaines de travailleurs s'apprêtent à monter à bord du train allant au bout de la voie. (Notez les vélocipèdes sur le quai.) Archives du « Royal BC Museum » b00324

When the rails were laid into Prince George on January 27, 1914 the two railheads were 143 miles apart. In a final valiant push, the company continued laying track through most of the winter. The distance between the two railheads rapidly shrank – on March 14th they were 43 miles apart and on March 21st 35 miles. Then nature took a hand to slow progress when on March 25th a giant landslide covered the tracks to a depth of 20 feet at Mile 147 from Prince Rupert. Tracklaying ground to a halt as the supply of rails and splice bars could not be replenished. At the time of the slide only eight miles needed to be laid to reach the designated meeting point two miles east of the hamlet of Fort Fraser. Steam shovels and workers were moved to the slide site which was so quickly cleared that the gang building eastwards was the first to reach the site for the last spike on April 2nd. No documented account has yet been found of when the rails coming from the east reached the location for the last spike ceremony.

Speaking in Winnipeg of plans for the driving of the last spike, Morley Donaldson, the GTP Vice President and General Manager, said, "We are not going to make any great display. A W Smithers, our chairman of directors, finds it impossible to leave London at present and President E J Chamberlin can not come west from

Le service ferroviaire vers Prince George est offert dès le début de l'année 1914. Le dernier prolongement du service, avant la rencontre des deux tronçons, se fait le 22 février, alors que le train se rend jusqu'à Priestley, à 324 milles (521,4 km) à l'est de Prince Rupert.



Locomotive 112, a 4-4-0, is handling a tie train near Telkwa, British Columbia on July 20, 1913. Royal British Columbia Museum Archives e02782

La 112, une 4-4-0, déplace un train de traverses près de Telkwa, Colombie-Britannique. Archives du « Royal BC Museum » e02782

Le 27 janvier 1914, au moment où les rails sont posés à Prince George, il n'y a plus que 143 milles (230 km) qui séparent les deux tronçons opposés. Dans un effort ultime pour boucler la ligne, la compagnie ira jusqu'à poser des rails durant une partie de l'hiver. La distance entre les deux chantiers rétrécit rapidement; le 14 mars, il ne reste que 43 milles (69,2 km), puis le 21 mars, moins de 35 milles (56,3 km). Malheureusement, le 25 mars, une manifestation de Dame nature vient ralentir la progression des chantiers. En effet, un important glissement de terrain recouvre de 20 pieds (6 mètres) la voie ferrée à 147 milles (236,6 km) de Prince Rupert, ce qui perturbe la livraison des rails. Il ne reste alors que huit milles (12,9 km) avant d'atteindre le site prévu de la rencontre, situé à deux milles (3,2 km) de Fort Fraser. Les pelles à vapeur et les ouvriers, transportés sur le site du glissement de terrain, le dégagent si rapidement que l'équipe en direction est devient la première à atteindre le lieu où sera planté le dernier crampon le 2 avril. À ce jour, aucun document, relatant l'arrivée des rails en provenance de l'est pour atteindre le lieu de la cérémonie du dernier crampon, n'a été trouvé.

À Winnipeg, commentant le plan de la cérémonie du dernier crampon, Morley Donaldson, Vice-président du GTP et directeur général affirme ceci : «Nous ferons cela dans la simplicité car A.W. Smithers, président du conseil d'administration, ne peut quitter Londres pour le moment et E. J. Chamberlin, le président de la compagnie vivant à Montréal, ne peut se rendre dans l'Ouest. Nous aurons donc une inauguration empreinte de simplicité. Cependant,

Montreal. So we shall have a quiet opening. But we shall leave the one tie unplaced and we will have a more formal driving of the last spike later in the summer when a trans-Canada [special] train will be run."

When the morning of April 7th dawned, there remained a gap of two miles between the railheads. To add some drama to the day, the two tracklaying gangs raced to lay a mile of track that was supposed to be fully tied, spiked and bolted. The eastern team was hindered by a mechanical failure to its air-hoist on the tracklaying machine. The eastern gang won the contest with several minutes to spare – some accounts say they won because the gang had more order and system in their work, while others claim it was because the east gang only half tied, spiked and bolted their rails. Nonetheless, the foreman of each gang was presented with a watch.

nous laisserons une traverse libre (de crampons) pour une cérémonie plus officielle à l'été prochain, lors de la venue d'un train transcontinental spécial».

À l'aube du 7 avril, il ne reste que deux milles (3,2 km) entre les extrémités des deux têtes de voies. Pour mettre plus de pression, les deux équipes de pose de rails se lancent le défi de compléter chacun leur mille (1,6 km) de voie, avec le nombre de traverses, de crampons et de boulons nécessaires, en un temps record. Cependant, le travail de l'équipe de l'est est entravé par le bris mécanique d'un treuil à air comprimé. Malgré tout, cette équipe remporte la course avec quelques minutes en avance. Certains affirment que leur victoire est due à leur rigueur dans la méthode de travail, mais d'autres répliquent que l'équipe n'a installé que la moitié des traverses, crampons et boulons requis. Néanmoins, les deux contremaîtres ont reçu chacun une montre.

Completion of the Grand Trunk Pacific Railway near Fort George, British Columbia on April 7, 1914. Glenbow Archives NA-3658-101

Le parachèvement du Grand Trunk Pacific Railway, près de Fort George, Colombie-Britannique, le 7 avril 1914. Archives Glenbow NA-3658-101

The driving of one of the last spikes at mile 1372.7 on the GTP. Canada Science and Technology Museum CN002438

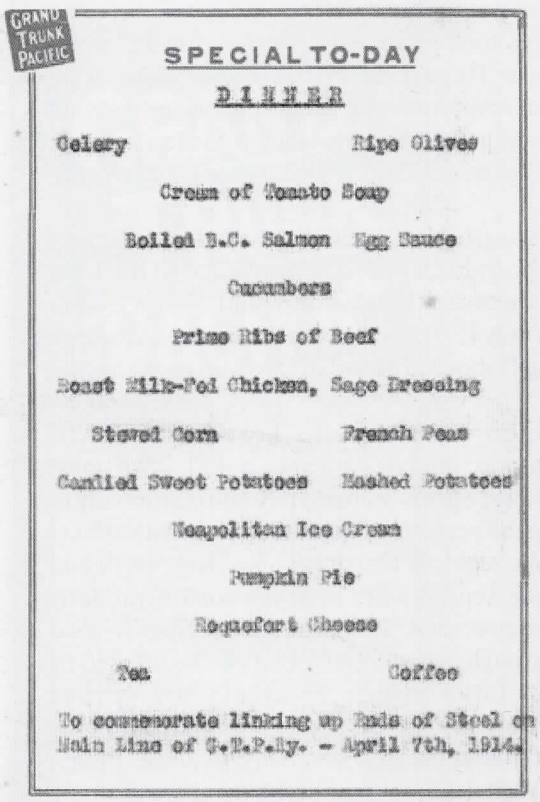
La pose de l'un des derniers crampons de la voie du GTP, au millage 1372,7. Musée des sciences et de la technologie du Canada CN002438

A large flag pole had been erected at the finishing point where the crowd gathered. When the two gangs came together before the cheering crowd of upwards of 1,500 made up largely of labourers, the Union Jack was hoisted to the top of the pole. Half a rail length was left open between the gangs. This rail was cut and set by Philip Egan, the tracklaying foreman of the winning eastern team. Into this rail was driven between seven and nine "last spikes" by GTP officials [accounts of the event differ]. Those recorded as driving a last spike include Donaldson, who was the highest ranking official in attendance, B B Kelliher, the GTP Chief Engineer, and General Superintendents Meehan and Brewer, and Peter Titryn and Philip Egan, tracklaying foremen and Dan Dempsey the supervisor of the tracklaying gangs. A film crew travelled west with Donaldson to record the proceeding while R W C Lett, the GTP Chief Colonization Agent and Official Photographer, took still images.

There had been speculation when the formal ceremony was held later that summer, when the line was ready to be opened to revenue traffic, the last spike would

Un grand mât est érigé et une foule se rassemble à l'endroit où doit se faire la jonction. Au moment de la rencontre des deux équipes, des clameurs s'élèvent des 1 500 personnes présentes, pour la plupart des ouvriers, puis on hisse l'Union Jack au sommet du mât. Une demi-longueur de rail, préalablement taillé par Philip Egan, le contremaître de l'équipe de l'est, est installée pour compléter la ligne. Pas moins de neuf «derniers crampons» sont plantés dans ce bout de rail par des représentants officiels dont Donaldson, le plus haut gradé, G.G. Kelliher, chef ingénieur du GTP, les superintendants Meehan et Brewer, Peter Titryn, le contremaître de l'équipe des poseurs de rails de l'ouest, et Dan Dempsey, le superviseur des deux équipes. Une équipe de tournage cinématographique accompagne Donaldson vers l'ouest tandis que R.W.C. Lett, Agent en chef de la colonisation pour le GTP et photographe officiel, prend des images fixes.

Selon des spéculations à propos de la cérémonie officielle qui doit avoir lieu l'été suivant, alors que la ligne sera ouverte pour le trafic régulier, ce serait soit le roi George V, le gouverneur général, duc de Connaught, ou



GRAND TRUNK PACIFIC

SPECIAL TO-DAY

DINNER

Celery Ripe Olives

Cream of Tomato Soup

Boiled B.C. Salmon Egg Sauce

Cucumbers

Prime Ribs of Beef

Roast Milk-Fed Chicken, Sage Dressing

Stewed Corn French Peas

Candied Sweet Potatoes Mashed Potatoes

Neapolitan Ice Cream

Pumpkin Pie

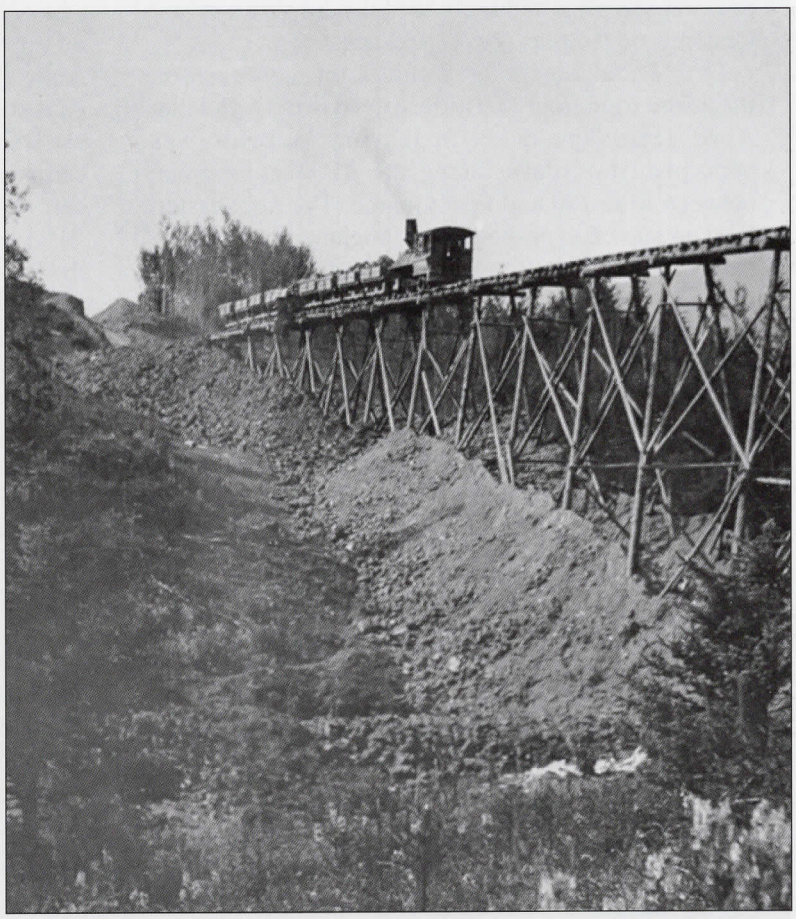
Roquefort Cheese

Tea Coffee

To commemorate linking up Ends of Steel on Main Line of G.T.P.Ry. - April 7th, 1914.

Menu from a special dinner held in Prince Rupert to commemorate the 'linking up ends of steel' on the main line of the GTP Railway, April 7, 1914. Source unknown

Le menu d'un banquet, servi à Prince Rupert, le 7 avril 1914, pour commémorer la « liaison des bouts d'acier » sur la voie principale du GTP. Source inconnue



Filling in one of the many temporary wooden trestles on the GTP. Glenbow Archives NA-3658-33

Remplacement par un remblai de l'un des nombreux ponts à tréteaux temporaires sur le GTP. Archives Glenbow NA-3658-33

be driven by King George V, the Governor General the Duke of Connaught, or Prime Minister Robert Borden. The entire summer was spent rebuilding parts of the line covered only by temporary skeleton track, ballasting the line, constructing facilities at division points, completing permanent bridges and lining the tunnels. When the line opened for through freight service the week of August 24th and to passenger service on September 6th, thoughts of a formal ceremony had been shelved as Canada mobilized for the horrors of World War I.

le Premier ministre Robert Borden, qui serait invité à planter le dernier crampon. Durant tout l'été, on s'emploiera à remplacer les matériaux temporaires, on ajoutera le ballast, on construira des installations d'entretien aux points divisionnaires, on remplacera les ponts temporaires et on complètera l'intérieur des tunnels. La ligne s'ouvre le 24 août, pour le trafic de marchandises, puis le 6 septembre pour le service aux passagers, mais la cérémonie officielle est reportée à une date indéfinie, suite au déclenchement de la Première Grande guerre.

Spring Trouble on GTP New Line Began This Week

So ran the headline on an article in the Fort George Weekly Tribune on Friday, April 18, 1914.

Indeed the last spike had barely been driven before nature began tearing up the most recent 275 mile section of the line built during the winter of 1913-1914 between Hansard and Wordsworth, BC. With the spring thaw, unballasted track was heaved out of position, steeply graded cuts and hillsides gave way and ice damaged temporary wood trestles.

Heralding spring's troubles, the passengers on the mixed train from McBride arrived five days late on April 18th. The delay in leaving McBride was occasioned by trouble along the 45 miles of track between Mile 190 and Fort George. The unballasted tracked had been pushed out of alignment and a slide had pushed a small stretch of track into the Fraser.

The train arrived to find large segments of the temporary wooden trestle over the Fraser River at Fort George washed away. Foreman J W Macdonald and 12 of his men while working on bridge pier 2 had a close call on Monday, April 13th, when ice washed a portion of the temporary wood trestle away. The men were stranded on the concrete pier for two hours. They finally were compelled to go ashore by means of ropes with the wind blowing a gale as the boat used by the gang had sunk the bottom of the Fraser. On Tuesday a further 600 feet of the bridge was washed away.

Victor Ullman, of the North Battleford real estate firm Albert H White & Company spoke of his trip from Saskatchewan saying, "We were compelled to spend four days in McBride. Then we left Thursday morning at 5 o'clock, and when we got to the east side of the Fraser here we found that we had to stay on the train all night. It was not very pleasant, but we knew that we would have to wait a long time before getting another chance."

Superintendent McCall stated that service would not be resumed between McBride and Fort George until the track was in first class shape. A pile driver was at work repairing the temporary bridge which was expected to be ready for traffic again in about two weeks. However, ice and scows continued to put the bridge out of commission until that summer when a permanent steel bridge was completed.

The situation was no better to the west of Fort George. The special train carrying the GTP officials who officiated at the last spike ceremony at Fort Fraser on April 7th took seven days to cover the 467 miles from Prince Rupert to Fort George. The train consisted of seven cars: the general manager's private car Transcontinental, Superintendent Mehan's private car, two sleepers, a dining car, a tourist car and baggage car.

Owing to the condition of the line following the thaw, the train crept over the unballasted track the 230 miles between Wordsworth and Fort George. Some days only 15 to 20 miles could be passed as a large force of men laboured ahead of the train repairing the tracks.

Upon his arrival in Fort George, Mr. Donaldson was interviewed and stated, "We must devote our best efforts immediately and continually to completing the perfecting the road. Within a short time there will be eight or ten steam shovels at work and these will be kept at work until the road is properly ballasted and secured. There are many things in road building through a new country that can be learned by experience. Little rivulets apparently are proving themselves to be in fact great enemies to our equipment. We must first take care of these things, then once we have a roadbed that can carry a properly regulated system of traffic for scheduled trains."

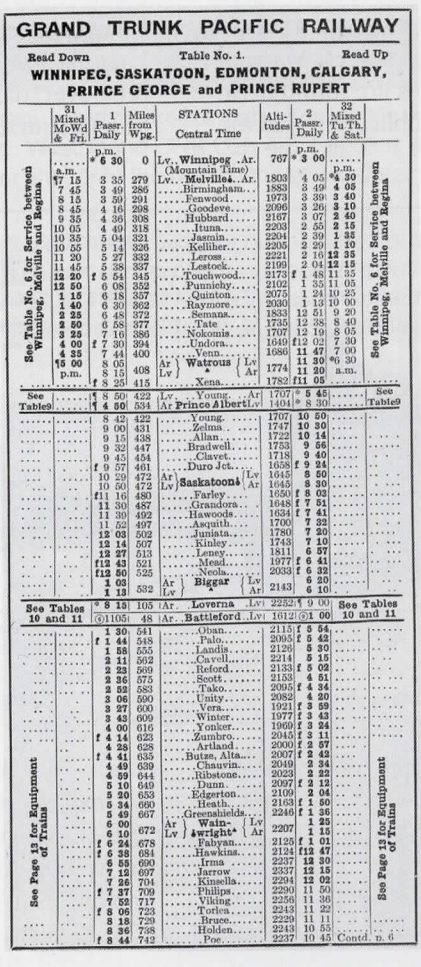
Over three months worth of work would be needed before the GTP would begin regular freight and passenger service through to Prince Rupert. Through service began on August 24th and passenger service in early September.

Having overseen the completion of the construction of the GTP, Chief Engineer Kelliher retired in mid September due to ill health. Born in Ireland, he had started his career surveying railways in that country. He migrated to the United States where he worked for the Union Pacific and Northern Pacific. In 1904 he joined the GTP as an assistant engineer and, because of his skill, he rose rapidly through the ranks becoming Chief Engineer in 1905. His health had not been good for some time and he asked to be relieved of his duties so as to seek a complete rest after 50 years of involvement in the railway business.

By the time of the last spike, the GTP was hemorrhaging money at a tremendous rate. The railway even was failing to cover its basic operating expenses – in 1914 the loss was $700,000. When the cost of serving the bonded debt was added, the loss was over $7 million. The red ink in the GTP ledgers continued to grow so that by 1919 the line was losing over $13 million a year.

Ayant supervisé la construction du GTP, B.B. Kelliher, l'ingénieur en chef, doit se retirer en septembre pour raison de santé. Né en Irlande, il commence sa carrière en expertise pour le chemin de fer de ce pays. Il immigre aux États-Unis où il est employé par l'Union Pacific et le Northern Pacific. En 1904, il se joint au GTP comme assistant-ingénieur puis, manifestant de grandes aptitudes, il est promu dès 1905 comme ingénieur en chef. Éprouvant des problèmes de santé depuis un certain temps, il demande à être relevé de ses fonctions pour un repos bien mérité après s'être investi durant plus de cinquante ans dans le domaine ferroviaire.

Alors qu'on plante le dernier crampon, le GTP souffre d'une grave hémorragie financière. Le chemin de fer n'arrive plus à couvrir les frais essentiels d'opération; en 1914, le manque à gagner est de l'ordre de 700 000 $. En ajoutant la dette sur les obligations, le montant s'élève à sept millions de dollars. Le déficit ne cesse de croître durant les années subséquentes, pour arriver en 1919 à une perte de treize millions.



GRAND TRUNK PACIFIC RAILWAY

Read Down — Table No. 1. — Read Up

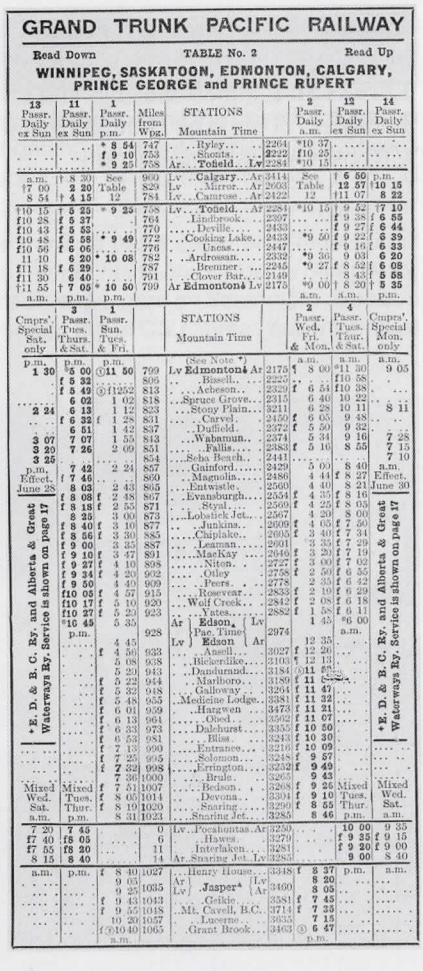
WINNIPEG, SASKATOON, EDMONTON, CALGARY, PRINCE GEORGE and PRINCE RUPERT

31 Mixed MoWd & Fri.	1 Passr. Daily	Miles from Wpg.	STATIONS Central Time	Altitudes	2 Passr. Daily	32 Mixed Tu Th. & Sat.
	p.m.				p.m.	
	*6 30	0	Lv..Winnipeg..Ar.	767	*3 00	
			(Mountain Time)			
a.m.			Lv...Melville‡...Ar.			p.m.
‡7 15	3 35	279	Lv...Melville‡...Ar.	1803	4 05	*6 30
7 45	3 49	285	....Birmingham....	1883	3 49	4 05
8 15	3 59	291	....Fenwood....	1973	3 39	3 40
8 45	4 16	298	....Goodeve....	2086	3 26	3 10
9 35	4 36	308	....Hubbard....	2167	3 07	2 40
10 05	4 49	318	....Ituna....	2203	2 55	2 15
10 35	5 04	321	....Jasmin....	2204	2 39	1 32
10 55	5 14	326	....Kelliher....	2205	2 29	1 10
11 20	5 27	332	....Leross....	2221	2 16	12 35
11 45	5 38	337	....Lestock....	2199	2 04	12 15
12 20	f 5 54	345	....Touchwood....	2173	f 1 48	11 35
12 50	6 08	352	....Punnichy....	2102	1 35	11 05
1 15	6 18	357	....Quinton....	2075	1 24	10 25
1 40	6 30	362	....Raymore....	2030	1 13	10 00
2 25	6 48	372	....Semans....	1833	12 51	9 20
2 50	6 58	377	....Tate....	1735	12 38	8 40
3 25	7 16	386	....Nokomis....	1707	12 19	8 05
4 00	f 7 30	394	....Undora....	1649	f12 02	7 30
4 25	7 44	400	....Venn....	1686	11 47	7 00
¶5 00	8 05	408	Ar Watrous Lv	1774	11 30	¶6 30
p.m.	p.m.		Lv Ar		a.m.	a.m.
	f 8 25	415	....Xena....	1782	f11 05	

See Table9		¶ 8 50	422	Lv...Young...Ar	1707	*5 45		See Table9
		¶ 4 50	534	Ar Prince Albert Lv	1434	*8 00		
		8 42	422	....Young....	1707	10 50		
		9 00	431	....Zelma....	1747	10 30		
		9 15	438	....Allan....	1722	10 14		
		9 32	447	....Bradwell....	1753	9 56		
		9 45	454	....Clavet....	1718	9 40		
	f 9 57	461	....Duro Jct....	1658	f 9 24			
	10 29	472	Ar Saskatoon‡ Lv	1645	8 30			
	f11 16	480	....Farley....	1650	f 8 03			
	11 30	487	....Grandora....	1648	f 7 51			
	11 39	492	....Hawoods....	1634	f 7 41			
	11 52	497	....Asquith....	1700	7 32			
	12 03	502	....Juniata....	1780	7 20			
	12 14	507	....Kinley....	1743	7 10			
	12 27	513	....Leney....	1811	6 57			
	f12 43	521	....Mead....	1977	f 6 41			
	f12 50	525	....Neola....	2033	f 6 33			
	1 03	532	Ar Biggar Lv	2143	6 20			
	1 13		Lv Ar		6 10			

See Tables 10 and 11		* 8 15	105	Ar...Loverna...Lv	2252	¶ 9 00		See Tables 10 and 11
		⓪1105	48	Ar...Battleford...Lv	1612	⓪1 00		
		1 30	541	....Oban....	2115	f 5 54		
		f 1 44	548	....Palo....	2095	f 5 42		
		1 58	555	....Landis....	2126	5 30		
		2 11	562	....Cavell....	2214	5 15		
		2 23	569	....Reford....	2133	5 03		
		2 36	575	....Scott....	2153	4 51		
		2 52	583	....Tako....	2095	f 4 34		
		3 06	590	....Unity....	2082	4 20		
		3 27	600	....Vera....	1921	f 3 59		
		3 43	609	....Winter....	1977	f 3 43		
		4 00	616	....Yonker....	1965	f 3 30		
		f 4 14	623	....Zumbro....	2045	f 3 11		
		4 28	628	....Artland....	2000	f 2 57		
		f 4 41	635	....Butze, Alta....	2049	2 34		
		4 49	639	....Chauvin....	2023	2 22		
		4 59	644	....Ribstone....	2097	f 2 12		
		5 10	649	....Dunn....	2109	f 1 54		
		5 20	653	....Edgerton....	2163	f 1 50		
		5 34	660	....Heath....	2246	f 1 35		
		5 49	667	....Greenshields....		f 1 20		
		6 00	672	Ar Wain- Lv	2207	1 15		
		6 10		Lv ‡wright* Ar				
	f 6 24	678	....Fabyan....	2125	f 1 01			
	f 6 38	684	....Hawkins....	2124	f12 47			
	6 55	690	....Irma....	2237	12 30			
	7 12	697	....Jarrow....	2337	12 15			
	7 26	704	....Kinsella....	2294	12 02			
	f 7 37	709	....Philips....	2290	11 50			
	7 52	717	....Viking....	2256	11 36			
	f 8 06	723	....Torlea....	2243	11 22			
	8 18	729	....Bruce....	2229	11 11			
	8 36	738	....Holden....	2243	10 55			
	f 8 44	742	....Poe....	2237	10 45	Contd. p. 6		

See Page 13 for Equipment of Trains



GRAND TRUNK PACIFIC RAILWAY

Read Down — TABLE No. 2 — Read Up

WINNIPEG, SASKATOON, EDMONTON, CALGARY, PRICE GEORGE and PRINCE RUPERT

13 Passr. Daily ex Sun	11 Passr. Daily ex Sun	1 Passr. Daily p.m.	Miles from Wpg.	STATIONS Mountain Time		2 Passr. Daily a.m.	12 Passr. Daily ex Sun	14 Passr. Daily ex Sun
....	....	* 8 54	747	...Ryley....	2264	*10 37	....	....
....	....	f 9 10	753	...Sinclia....	2242	f10 25	....	....
....	....	* 9 25	758	Ar...Tofield...Lv	2284	*10 15	....	....
a.m.	† 8 30	See	900	Lv ..Calgary..Ar	3414	See	† 6 50	p.m.
†7 00	2 20	Table	829	Lv ...Mirror...Ar	2603	Table	12 57	†10 15
8 54	† 4 15	12	784	Lv...Camrose...Ar	2422	12	†11 07	8 22
†10 15	† 5 25	* 9 25	758	Lv...Tofield...Ar	2284	*10 15	† 9 52	†7 10
f10 28	f 5 37	....	764	....Lindbrook....	2297	....	f 9 38	f 6 55
f10 43	f 5 53	....	770	....Deville....	2433	....	f 9 27	f 6 44
f10 48	f 5 58	* 9 49	772	....Cooking Lake..	2433	*9 50	f 9 22	f 6 39
f10 56	f 6 06	....	776	....Ucas....	2447	....	f 9 16	f 6 33
11 10	6 20	* 10 08	782	...Ardrossan....	2332	*9 30	9 03	6 20
f11 18	f 6 29	....	787	...Bremner....	2345	*9 27	f 8 52	f 6 08
f11 30	6 40	....	791	...Clover Bar....	2149	....	8 43	5 58
††1 55	† 7 05	* 10 50	799	Ar Edmonton‡ Lv	2175	*9 00	† 8 20	† 5 35
a.m.	p.m.	p.m.				a.m.	a.m.	p.m.

3 Cmprs' Special Sat. only	3 Passr. Tues. Thurs. & Sat.	1 Passr. Sun. Tues. & Fri.		STATIONS Mountain Time		2 Passr. Wed. Fri. & Mon.	4 Passr. Tues. Thur. & Sat.	Cmprs', Special Mon. only
p.m.	p.m.	p.m.		(See Note *)		a.m.	a.m.	a.m.
1 30	*5 00	⓪11 50	799	Lv Edmonton‡ Ar	2175	¶ 8 00	*11 30	9 05
	f 5 32	....	808	....Riwell....	2225	....	f10 58	....
	f 5 49	⓪f1252	813	....Acheson....	2329	f 6 54	f10 38	....
	6 02	1 02	818	....Spruce Grove....	2315	6 40	10 22	....
2 24	6 13	1 12	823	....Stony Plain....	2311	6 28	10 11	8 11
....	f 6 32	f 5 20	831	....Carvel....	2450	f 6 05	9 48	....
....	6 51	1 42	837	....Duffield....	2372	f 5 50	9 32	....
3 07	7 07	1 55	843	....Wabamun....	2374	5 34	9 16	7 28
3 20	7 26	2 09	851	....Falls....	2383	f 5 16	8 55	7 15
3 25	....	....	854	....Seba Beach....	2441	....	....	7 10
p.m.	7 42	2 24	857	....Gainford....	2429	5 00	8 40	a.m.
Effect.	f 7 45	....	860	....Magnolia....	2486	4 57	f 8 37	Effect.
June 28	8 03	2 43	865	....Entwistle....	2560	4 40	8 21	June 30
	f 8 08	f 2 48	867	....Evansburgh....	2554	f 4 35	f 8 16	
	f 8 18	f 2 55	871	....Styal....	2569	f 4 25	f 8 05	
	8 23	3 00	873	....Lobstick Jct....	2567	4 20	8 00	
	f 8 40	f 3 10	877	....Junkins....	2609	f 4 05	f 7 50	
	f 8 56	f 3 30	885	....Chipiako....	2693	f 3 47	f 7 30	
	f 9 00	3 35	887	....Leaman....	2691	3 35	f 7 29	
	f 9 10	f 3 47	891	....MacKay	2646	f 3 20	f 7 19	
	f 9 27	4 10	898	....Niton....	2727	f 3 00	f 7 02	
	f 9 34	4 19	902	....Otley	2758	f 2 50	f 6 55	
	f 9 50	4 40	909	....Peers....	2778	2 35	f 6 42	
	f10 05	4 57	915	....Rosevear....	2833	f 2 19	f 6 29	
	f10 17	5 10	920	...Wolf Creek....	2842	f 2 08	f 6 18	
	f10 27	5 23	923	....Yates....	2882	f 1 58	f 6 11	
	*10 45	5 35		Ar Edson‡ Lv		1 45	*6 00	
	p.m.		928	Pac. Time	2974		a.m.	
		4 45		Lv Edson Ar		12 35		
		f 4 56	933	....Ansell....	3027	f 12 26		
		5 08	938	....Bickerdike....	3103	f 12 15		
		5 20	943	....Dandurand....	3184	⓪11 [illegible]		
		f 5 22	944	....Marlboro....	3189	f 11 [illegible]		
		f 5 32	948	....Galloway	3264	f 11 47		
		f 5 48	955	....Medicine Lodge....	3381	f 11 32		
		f 6 01	959	....Hargwen	3473	f 11 21		
		f 6 13	964	....Obed....	3592	f 11 07		
		f 6 33	973	....Dalehurst....	3353	f 10 47		
		f 6 53	981	....Bliss....	3243	f 10 30		
		f 7 13	990	....Entrance....	3216	f 10 09		
		f 7 25	995	....Solomon....	3207	f 9 57		
		f 7 32	998	....Errington....	3252	f 9 49		
		7 36	1000	....Brule....	3263	9 45		
Mixed	Mixed	f 7 51	1007	....Bedson....	3268	f 9 26	Mixed	Mixed
Wed.	Tues.	f 8 05	1014	....Devona....	3304	f 9 10	Tues.	Wed.
Sat.	Thur.	f 8 19	1020	....Snaring	3290	f 8 55	Thur.	Sat.
a.m.	p.m.	8 31	1023	....Snaring Jct....	3285	8 46	p.m.	a.m.
7 20	7 45	....	0	Lv...Pocahontas..Ar	3250	....	10 00	9 55
f7 40	f8 05	....	6	....Hawes....	3270	....	f 9 35	f 9 15
f7 55	f8 20	....	11	....Interlaken....	3281	....	f 9 20	f 9 00
8 15	8 40	....	14	Ar..Snaring Jct..Lv	3285	....	9 00	8 40
a.m.	p.m.	f 8 40	1027	....Henry House....	3498	f 8 37	p.m.	a.m.
....	....	8 55		Ar Lv		8 20	....	....
....	....	9 25	1035	Lv Ar	3460	8 05	....	....
....	....	f 9 43	1043	....Gekie....	3581	f 7 45	....	....
....	....	f 9 55	1048	...Mt. Cavell, B.C.	3714	f 7 35	....	....
....	....	10 20	1057	....Lucerne....	3655	7 15	....	....
....	....	⓪1040	1065	....Grant Brook....	3463	⓪ 6 47	....	....
....	....	a.m.				p.m.	....	....

See Page 13 for Equipment of Trains

* E. D. & B. C. Ry. and Alberta & Great Waterways Ry. Service is shown on page 17

continued on page 221

Stan's Photo Gallery

September - October 2014

By Stan Smaill

French Version, Michel Lortie

Introduction

This issue of Canadian Rail has a decidedly 'CNR' theme about it and deservedly so. Three wonderful publications dealing with Canadian National Railways have recently been, or are about to be, published. Of course I am referring to Don McQueen and Railfare's epic Canadian National Steam encyclopedia, Canadian National Diesel Locomotives - Volume Two and the forthcoming St. Lambert - A Train of Thought by Lorne Perry.

First, we present a selection of images by Lorne Perry, a CNR employee, lifelong rail enthusiast and a great friend of the CRHA through the years. From keen observations of the CNR and M&SC railway scene at St. Lambert, Quebec to becoming a key member of the CN's Visual Redesign Program, he has always had the CNR in his thoughts and in the viewfinder of his camera. Many of Lorne's St. Lambert musings and images are found in St. Lambert - A Train of Thought, a new publication that the CRHA now has in production.

Les photos de Stan

Septembre - Octobre 2014

Par Stan Smaill

Version française : Michel Lortie

Avant-propos

Ce numéro de Canadian Rail a pour thème principal le Canadien National pour la très bonne raison que trois très beaux livres viennent ou sont en voie d'être publiés : Canadian National Steam Encyclopedia de Don McQueen ainsi que le deuxième tome de Canadian National Diesel Locomotives, déjà publiés, et le troisième à paraître, Saint-Lambert - Train de vie de Lorne Perry.

Tout d'abord, nous allons vous présenter des photos réalisées par Lorne Perry qui fut un employé du CN ainsi qu'un fervent amateur du rail sa vie durant. Il est également un grand ami de l'ACHF. Il a commencé par prendre de nombreuses photos des trains du CN et des voitures du M&SC à Saint-Lambert avant de devenir un membre influent du comité qui s'occupait de la refonte de l'image visuelle du CN. Il s'est toujours préoccupé du CN lorsqu'il prenait ses photos et plusieurs de celles-ci vont se retrouver dans son livre Saint-Lambert - A train for thought qui sera prochainement publié par l'ACHF.

CNR Train 606 was a mid-morning departure from Montreal, reaching Waterloo, Quebec by a circuitous route, including a few miles on CPR tracks. With locomotive 5535 in charge, it is just passing Edison Avenue, in St. Lambert, having just accepted its last green CTC signal. Lorne Perry

Le train 606 du CNR quittait Montréal, au milieu de la matinée, vers Waterloo (QC), par un trajet indirect qui incluait quelques milles sur des voies du CPR. Avec la 5535 à sa tête, il approche le passage à niveau de l'avenue Edison, à Saint-Lambert, ayant tout juste obéi au vert du dernier signal CCC du canton. Lorne Perry

The second half of this Photo Gallery is inspired a new book: Canadian National Railways Diesel Locomotives - Volume Two, subtitled The Road Switcher: From Steam`s Final Decade to Privatization. Written by Ken Goslett, Kevin Holland and Glenn Courtney, the Canadian National Railway Historical Association (CNRHA) published the book this year. The CNR road switcher fleet was diverse and distinctly Canadian as the second half of this Photo Gallery will demonstrate.

La deuxième moitié de cette galerie de photos est inspirée du deuxième volume de Canadian National Diesel Locomotives. Ce sont des photos de locomotives de type Road switcher, utilisées de la fin de l'ère de la vapeur jusqu'à la privatisation du CN. Ce livre, écrit par Ken Goslett, Kevin Holland et Glenn Courtney, a été publié en 2014 par la Canadian National Historical Association (CNRHA). Il présente très bien la flotte des locomotives diesel du CN. La seconde moitié de notre galerie de photos vous en fera voir encore plus.

Part One: Through the lens of Lorne Perry
Première partie : Les photos de Lorne Perry

By his own admission, Lorne`s first colour camera would not freeze fast action, so his steam era shots along the Lakeshore west of Montreal are mostly head on to avoid blurring. Westbound CNR U2h 4-8-4 6253 is just getting up to track speed as it passes Strathmore in May 1953. The ornate passenger shelter to the right of the photo dates back to the Grand Trunk Railway era. CN Express was still handled there!

Lorne Perry trouvait que sa première caméra-couleur n'était pas très bonne parce qu'elle n'arrivait pas à capturer le mouvement d'un train qui roulait vite. Il devait donc prendre la plupart de ses photos en face du train afin d'empêcher le brouillage de l'image. Ici, sur la voie principale à l'ouest de Montréal, en 1953, la 4-8-4 6214 du CN passe rapidement devant la gare de Strathmore avec son train de marchandises. Cette gare date de l'époque du Grand Tronc où les petits colis envoyés par le CN Express étaient encore manutentionnés !

Stratford, Ontario had the last CNR motive power back shop to refurbish steam locomotives. Among the final assignments were engines destined to work out their last days in the Prairie Region. CNR 3527, a class S2 2-8-2, was inspected by a group of excursionists in August 1958. The 3527's Vanderbilt tender was built by Canadian Locomotive Company (CLC) in 1924 and was one of two to be initially applied to CNR S series Mikados.

L'atelier du CN de Stratford, Ontario, fut le dernier à reconstruire des locomotives à vapeur. Les dernières de celles-ci ont terminé leur carrière dans la région des Prairies. La CN 3527, une 2-8-2 de classe S2, est aux ateliers, en 1958. Son tender de type Vanderbilt avait été construit par la Canadian Locomotive Company, en 1924. Il était l'un des deux seuls à être jumelé avec une Mikado de série S.

Like many of his contemporary rail enthusiasts in the fifties, Lorne Perry travelled to capture the waning images of steam and interurban railway operations in eastern Canada. The celebrated Quebec Railway, Light and Power Company (QRL&P), also known as the 'Chemin de Fer de La Bonne Ste. Anne', was the subject of Lorne`s February 1959 sojourn to the lower St Lawrence. Canted trolley poles beckon car 451 toward Ste. Anne de Beaupre at 45 mph. Of note is the car operator's hat badge that declares him to be a 'Wattman'. This was the QRL&P term for 'Motorman'! QRL&P quit electric operations in April 1959.

Comme beaucoup de ses contemporains amateurs du rail, Lorne Perry fit de nombreux voyages, au cours de la décennie cinquante, pour prendre des photos des petits chemins de fer électriques de l'est du Canada qui disparaissaient les uns après les autres. En février 1959, il visita le QRL&P, connu comme le chemin de fer de la bonne Sainte-Anne. Ici, une vue de l'intérieur de la voiture 451 alors qu'elle roule à sa vitesse maximale de 45 milles (72,420 km) à l'heure vers Sainte-Anne-de-Beaupré. L'emblème sur la casquette du conducteur l'identifie comme Wattman. Ce chemin de fer a cessé de fonctionner à l'électricité en avril 1959.

'Union Station' is Lorne's amusing title for this February 1959 image at Limoilou, Quebec. QRL&P car 454 pulls in from the east amid a flurry of CNR activity. The MLW S series switcher at the right is just about to clear the inbound CNR passenger train from La Malbaie headed up by new GMD-1 1026 and a steam generator car.

Lorne Perry a donné à cette photo, prise en 1959, le titre amusant de Gare Union, car deux chemins de fer, le CN et le QRL&P, se rencontraient à Limoilou. La voiture 454 est à l'arrêt alors que la locomotive de manœuvre, de série S de MLW, attend l'arrivée du train de passagers en provenance de La Malbaie, derrière la GMD-1 1026 et un wagon générateur d'énergie.

Searching for the vanishing interurban, Lorne's travels took him to St. Thomas, Ontario in June 1953 to seek out the operations of the London and Port Stanley Railway. Jewett built car No. 12 and its trailer are about to cross the New York Central - Canada Southern diamond as a White Rose Oil truck, built by the White Motor Company, waits in the clear. Car 10 is preserved at Exporail while sister car 14 can be found at the Elgin County Railway Museum in St. Thomas.

Toujours à la recherche des petits chemins de fer interurbains, Lorne Perry a visité, en juin 1953, la ville de St-Thomas, Ontario, pour observer les trains du London and Port Stanley. Ici, la voiture 12 et sa remorque, toutes deux construites par Jewett, traversent le passage à niveau du New York Central et du Canada Southern alors qu'un camion de la société pétrolière White Rose attend son tour pour passer. La voiture 10 du L&PS est préservée au Musée Exporail alors que la voiture 14 l'est au Elgin County Railway Museum de St-Thomas, Ontario.

The CNR fleet of company service cars included some oddities such as Air Brake Instruction car 15006 seen here at Joliette, Quebec in July 1953. The car combines the trucks and underframe of a retired passenger car with the car body of former Grand Trunk Railway steam motor car No. 3. Conveyed to the CNR in 1923, it was numbered 15902. In 1926, the CNR converted it to Air Brake Instruction car 15006.

La flotte des wagons de service du CN renfermait de curieux spécimens comme ce wagon-école pour les employés. Le 15006 a été photographié à Joliette, Québec, en juillet 1953. Il s'agissait du cadre d'un ancien wagon de passagers sur lequel avait été montée la carcasse de l'ancien autorail à vapeur du Grand Tronc numéro 3. En 1923, tout cela devient le CN 15902, puis en 1926, il fut converti en wagon-école 15006.

Richmond, Quebec was an interesting CNR division point back in the days of frequent passenger service. Trains to and from Quebec City were timed to connect with trains to and from Montreal, Sherbrooke and Portland, Maine. CNR J3b 4-6-2 5055 on Train 43 arrives in Richmond at 3:30 pm in this early fifties view; No. 43 had left Quebec City's Gare du Palais at noon.

La gare de Richmond au Québec était un intéressant point de rencontre à l'époque où il y avait encore de nombreux trains de passagers. Les trains vers et en provenance de la ville de Québec y rencontraient les trains qui roulaient entre Montréal, Sherbrooke et Portland au Maine, É.U. Le train 43, qui avait quitté la gare du Palais de Québec, est arrivé à Richmond à 15h30 derrière la J3b 4-6-2 5055 du CN. De Richmond, les passagers pouvaient prendre le train 17 en provenance de Portland pour arriver à Montréal à 17h45.

CNR G16 class 4-6-0 1145 and its train of wood frame cars is about to pull into the station at Stellarton, Nova Scotia. Passengers were few on the off peak local trains passengers, but the cars were full when the coal miners came off shift. The towering wooden coal chute, the water tank and the Pressed Steel coal hoppers awaiting furtherance capture the ambience of a small CNR Maritime railway terminal in 1953. Lorne Perry

Cette photo, prise en 1953, rend bien l'ambiance d'une petite gare des Provinces Maritimes avec sa réserve de charbon et son château d'eau. La CN 4-6-0 1145 entre en gare de Stellarton avec ses trois wagons en bois et quelques passagers. Ce train sera bondé uniquement à l'heure de la fermeture de la mine alors que tous les mineurs rentrent chez eux.

Part Two: CNR Road Switcher Retrospective - All photos by Stan J. Smaill
Deuxième partie : Rétrospective des Roadswitcher du CN - Photos: Stan J. Smaill

In 1967, six of CNR's newest MLW RS-18s were selected for modification as motive power for the forthcoming southern Ontario 'Tempo' passenger trains. The changes included extending the short hood of the unit to the end of the locomotive frame to create space for the installation of a head end power (HEP) generator and its diesel engine. Incredibly, after this work the six RS18s were repainted in the green and yellow paint scheme they had been delivered in and temporarily returned to freight service. In December 1967, RS-18m 3884 is a trailing unit on an inbound freight at Ballantyne, Quebec.

En 1967, six des RS-18 récemment acquises par le CN furent modifiées afin d'être utilisées sur les nouveaux convois de passagers (surnommées Tempo) dans le sud de l'Ontario : on a allongé le petit capot afin de loger un système de génération d'électricité et son petit moteur diesel. Après tout ce travail, sans que l'on sache trop pourquoi, ces six locomotives ont été repeintes en vert et jaune et mises en service sur les trains de fret. On voit ici l'une d'elles, la 3884 en troisième d'attelage, en décembre 1967 à Ballantyne, Québec.

Beginning in 1955, the CNR took delivery of a customized 1000 horsepower, A1A trucked RSC-13 road switcher from Montreal Locomotive Works. Resembling a six axle ALCO RS-1, the RSC-13 was destined to replace steam and later the less reliable CLC units of Fairbanks-Morse design on light rail branch lines in the Maritimes. Freshly outshopped from Montreal's Point St. Charles Shops, RSC-13 1702 stood adjacent to RS-18m rebuild 3860. The units were resplendent in the 'old' CNR paint livery in September 1967.

Au début de 1955, le CN a acquis de la Montréal Locomotive Works la première d'une série de locomotives de type RSC-13 munies de bogies à trois essieux. Celles-ci devaient remplacer les dernières locomotives à vapeur et quelques diesels Fairbanks Morse qui fonctionnaient mal sur les rails des Provinces Maritimes. La RSC-13 1702 est aux ateliers de Pointe-Saint-Charles, stationnée à côté d'une RS-18m, la 3860 en livrée jaune et vert, en septembre 1967.

Between 1956 and 1960, the CNR acquired 225 RS-18 units from Montreal Locomotive Works (MLW). One of the most successful Canadian first generation diesels, these units were to be found across the eastern reaches of the CNR system in both freight and passenger services. About to wallop the CPR diamond at West Toronto, RS-18 3724 and RS-18m 3150 accelerate an eastbound passenger train toward Toronto Union Station.

Entre 1956 et 1960, le CN a acquis 225 locomotives diesel de type RS-18 de la Montréal Locomotive Works (MLW). Ce furent les meilleures locomotives diesel de première génération. On les trouvait partout dans le secteur est du réseau du CN. Elles pouvaient aussi bien tracter des trains de marchandises que des convois de passagers. Ici, on en voit deux de ce type, les 3724 et 3150 avec un train de passagers qui s'apprêtent à traverser le passage à niveau du CP en direction est vers la gare Union de Toronto.

Perhaps the essence of the successful CNR road switcher in Quebec is shown in this winter view of RS-18 3693 meeting SW1200RS 1263 on former Montreal and Southern Counties interurban trackage at Marieville, Quebec in December 1971. Remarkably, operating examples of both these locomotive types are in the CRHA collection at Exporail. Reflecting longevity, the GS gondola began life on the books of the Intercolonial Railway of Canada.

Sur cette belle photo d'hiver, prise en décembre 1971 à Marieville au Québec, sur les rails du défunt Montréal & Southern Counties, la RS-18 3693 rencontre une SW1200RS traînant un wagon-tombereau ayant déjà appartenu au chemin de fer Intercolonial du Canada. Des exemplaires de ces deux types de locomotives sont conservés en état de marche, dans la collection de l'ACHF au Musée Exporail.

The American Locomotive Company (Alco) delivered 15 road switchers to the CNR's Duluth Winnipeg and Pacific subsidiary in 1956. Some of these RS-11s were transferred to the Central Vermont in 1965. Others like the 3611 stayed home; here the 3611 is leading an extra south destined to Virginia, Minnesota at Fort Frances, Ontario in May 1969.

La Société American Locomotive Company (ALCO) avait livré quinze locomotives diesel de type RS-11 à la filiale américaine du CN, Duluth Winnipeg and Pacific, en 1956. Quelques-unes furent cédées au Central Vermont en 1965, mais d'autres, comme la 3611, restèrent sur les rails d'origine. Celle-ci est en tête d'un convoi partant de Fort-France, Ontario, en direction de Virginia, Minnesota, en mai 1969.

As CNR and GMD intended. The original CNR GMD-1, the No. 1000, is at Dunvegan Junction in May 1970. The CNR had trackage rights over the Northern Alberta Railways from this point as far as Morinville, Alberta. From Morinville, Extra 1000 North will polish the light rail of the CNR Athabasca Subdivision. Note the outboard handrails on CNR 1000. These replaced the single bar, carbody mounted handrails sometime after its 1958 exodus from the General Motors Diesel factory in London, Ontario.

La première de la série des locomotives de type GMD-1 du CN est en attente à la gare de Dunvegan Junction, Alberta, en mai 1970. Le CN utilisait les voies du Northern Alberta Railway jusqu'à Morinville. Par la suite, le train continuait sur les rails du CN de la sous-division Athabasca. Les garde-corps extérieurs que l'on voit ont remplacé les mains courantes d'origine sur ces locomotives.

Loading of lading from the CN Express truck at Richmond, Quebec is almost complete in April 1967. Soon passenger GMD-1 1905, still painted in the green and yellow of yesteryear, will be off for Quebec City. A fine HO scale model of this locomotive and its A1A trucked counterpart is available from Canadian model railway importer Rapido Trains.

En avril 1967, le train en direction de la ville de Québec est en gare de Richmond, Québec. La manutention des petits colis du CN Express est terminée et le train peut partir avec sa locomotive de type GMD-1, toujours dans sa livrée vert et jaune. Une très belle miniature à l'échelle HO de ce type de locomotives a été fabriquée par Rapido Train.

Noted Canadian railway historian Michael Leduc is of the opinion that the CNR 'Geep' fleet wore the classic green and yellow livery the best of the almost thirteen hundred road switcher diesels on the CNR system. In May 1970, GP9's 4294 and 4257 (both still on Flexicoil trucks) sit side by side at Edmonton, Alberta's Calder Yard. Mike Leduc, this one's for you!

En mai 1970, deux locomotives de type GP-9, toujours montées sur des bogies de type Flexicoil et portant la livrée vert et jaune du CN, sont côte à côte dans la gare de triage de Calder à Edmonton, Alberta. L'historien bien connu, Michael Leduc, a toujours dit que ce type de locomotives portait le mieux cette fameuse livrée du CN. Michael, cette photo est pour toi !

continued from page 211

GRAND TRUNK PACIFIC RAILWAY

Read Down — TABLE No. 3 — Read Up

WINNIPEG, EDMONTON, PRINCE GEORGE AND PRINCE RUPERT

1 Passr. Mon. Wed. & Sat.	Miles from W'pg	STATIONS Pacific Time	Alti-tudes	2 Passr. Tues. Thur. & Sun.
a.m.				p.m.
⑥f10 58	1073	Lv....Rainbow....Lv	3392	⑤f 6 35
11 10	1079	.....Red Pass Jct....	3394	6 20
11 17	1080	.....Resplendent....	3396	6 14
f11 32	1087	.....Mount Robson....	3597	f 5 50
f11 50	1093	.....Swiftwater.....	2823	f 5 32
f12 02	1096	.....Albreda.....	2640	f 5 18
12 20	1104	.....Tete Jaune.....	2395	5 00
f12 35	1108	.....Shere.....	2311	f 4 45
f12 55	1116	.....Croydon.....	2518	f 4 25
1 13	1122	.....Dunster.....	2539	4 09
1 33	1130	.....Raush Valley....	2445	3 49
f 1 48	1135	.....Eddy.....	2355	f 3 32
2 05	1142	Ar | Lv .McBride* Lv | Ar	2360	3 15
2 20				3 05
f 2 50	1155	.....Legrand.....	2306	f 2 25
f 3 25	1164	.....Rider.....	2230	f 2 00
f 3 50	1170	.....Rooney.....	2191	1 40
f 4 10	1178	.....Loos.....	2152	f 1 21
f 4 30	1187	.....Urling.....	2116	f 1 00
f 4 51	1194	.....Kidd.....	2118	f12 40
f 5 13	1200	.....Bend.....	2080	f12 22
f 5 33	1208	.....Guilford.....	2127	f12 04
f 5 41	1211	.....Penny.....	2073	f11 56
f 5 57	1217	.....Lindup.....	2181	f11 41
6 09	1221	.....Longworth.....	2175	11 32
f 6 32	1229	.....Hutton.....	2040	f11 13
f 6 42	1234	.....Dewey.....	2005	f11 02
f 7 08	1242	.....Hansard.....	1999	f10 43
7 29	1251	.....Aleza Lake.....	1998	10 21
7 45	1257	.....Newlands.....	1961	10 07
8 02	1264	.....Giscome.....	1955	9 50
8 18	1269	.....Willow River....	1912	9 36
f 8 43	1278	.....Shelley.....	1886	f 9 12
f 8 58	1283	.....Foreman.....	1922	f 9 00
9 15	1288	Ar | Lv Prince Lv | Ar	1862	8 45
9 35		Lv | Ar George | Ar		8 30
f 9 50	1293	.....Otway.....	1947	f 8 18
f10 01	1297	.....Miworth.....	2008	f 8 07
f10 13	1302	.....Chilako.....	1978	f 7 54
f10 28	1308	.....Bednesti.....	2009	f 7 38
f10 49	1316	.....Nichol.....	2036	f 7 14
f10 59	1320	.....Isle Pierre.....	2094	f 7 03
f11 14	1327	.....Hutchison.....	2080	f 6 46
f11 29	1333	.....Wedgwood.....	2134	f 6 30
②f11 43	1338	.....Stuart.....	2088	f 6 15
①f12 01	1345	.....Hulatt.....	2085	f 5 59
f12 17	1351	.....Tsinkut.....	2091	f 5 43
12 38	1357	...Vanderhoof.....	2089	5 27
f12 55	1364	.....McCall.....	2189	f 5 08
f 1 11	1371	.....Engen.....	2308	f 4 53
f 1 24	1376	.....Marten Lake....	2345	f 4 40
f 1 41	1382	.....Fort Fraser.....	2241	f 4 23
f 1 59	1390	.....Ensombe.....	2198	f 4 05
f 2 13	1396	.....Fraser Lake....	2200	f 3 50
2 35	1404	Ar | Lv Endako Lv | Ar	2237	3 30
2 45				3 15
3 00	1410	.....Savory.....	2251	3 00
f 3 19	1418	.....Priestley.....	2270	f 2 41
f 3 33	1424	.....Sheraton.....	2231	f 2 26
f 3 48	1431	.....Tintagel.....	2303	f 2 11
4 13	1439	.....Burns Lake.....	2303	1 53
f 4 27	1444	.....Decker Lake....	2323	f 1 37
f 4 42	1449	.....Palling.....	2311	f 1 23
f 4 59	1455	.....Rose Lake.....	2359	f 1 10
f 5 18	1462	.....Forestdale.....	2293	f12 52
f 5 38	1471	.....Topley.....	2187	f12 32
f 5 55	1476	.....Perow.....	2093	③f12 16
f 6 13	1484	.....Knockholt.....	1966	③f11 55
f 6 29	1488	.....Houston.....	1941	f11 44
f 6 39	1495	.....Barrett.....	1862	f11 28
f 6 57	1502	.....Walcott.....	1795	f11 11
f 7 30	1511	.....Quick.....	1726	f10 47
f 7 34	1516	.....Hubert.....	1676	f10 31
7 46	1520	.....Telkwa.....	1657	10 22
f 7 55	1523	.....Tatlow.....	1599	f10 12
④ 8 15	1529	Ar....Smithers....Lv	1616	① 9 55
a.m.		(continued on page 8)		p.m.

*Lunch Counter. f Stops on signal (see note page 2).
A.M. hours in light face type, thus 7 00; P.M. heavy, thus 7 00
For Index to Stations, see Pages 3 and 4.

GRAND TRUNK PACIFIC RAILWAY

Read Down — TABLE No. 4 — Read Up

WINNIPEG, EDMONTON AND PRINCE RUPERT

1 Passr. Tues. Thur. & Sun.	Miles from W'pg	STATIONS Pacific Time	Alti-tudes	2 Passr. Mon. Wed. & Sat.
a.m.		(See Note *)		p.m.
⑥8 30	1529	Lv ...Smithers....Ar	1616	⑤ 9 40
f 8 42	1532	.....Lake Kathlyn....	1643	f 9 30
f 8 57	1538	.....Evelyn.....	1550	f 9 15
f 9 13	1544	.....Doughty.....	1440	f 8 59
f 9 30	1551	.....Morietown.....	1332	f 8 43
f 9 44	1556	.....Seaton.....	1280	f 8 26
f 9 56	1561	.....Beament.....	1206	f 8 13
f10 16	1568	.....Bulkley Canyon....	1098	f 7 49
10 45	1575	.....New Hazelton....	1022	7 25
11 00	1578	.....Hazelton.....	959	7 10
f11 18	1585	.....Carnaby.....	845	f 6 48
f11 33	1589	.....Skeena Crossing..	780	f 6 30
f11 38	1592	.....Nash.....	737	f 6 26
f11 49	1597	.....Andimaul.....	653	f 6 15
11 59		Ar |		
12 19	1602	Lv ...Kitwanga.....	577	6 02
f12 40	1609	.....Woodcock.....	533	f 5 42
f12 53	1615	.....Cedarvale.....	494	5 28
f 1 14	1623	.....Ritchie.....	450	f 5 08
f 1 31	1630	.....Dorreen.....	404	f 4 51
1 50		Ar | Lv		4 33
2 10	1636	Lv | Ar Pacific* Lv | Ar	367	4 15
f 2 25	1641	.....Pitman.....	337	f 3 58
f 2 43	1648	.....Usk.....	286	f 3 41
f 3 01	1655	.....Vanasdol.....	232	f 3 24
3 18	1661	.....Terrace.....	216	3 09
f 3 42	1670	.....Amsbury.....	143	f 2 42
f 4 02	1678	.....Shames.....	96	f 2 24
f 4 20	1685	.....Exstew.....	66	f 2 08
f 4 45	1697	.....Salvus.....	30	f 1 43
f 5 10	1709	.....Swinitza.....	9	f 1 19
f 5 38	1722	.....Skeena City....	9	f12 50
5 52	1729	.....Tyee.....	9	12 35
f 6 00	1730	.....Haysport.....	9	12 28
f 6 15	1739	.....Seckeye.....	9	f12 12
f 6 31	1745	.....Phelan.....	9	f11 55
⑤7 00	1755	Ar..Prince Rupert..Lv	9	③11 30
p.m.				a.m.

For equipment see page 13

For equipment see page 13

Note*—Trains 1 and 2 stop on flag at Port Edward, Inverness, North Pacific, Sunnyside, Caspaco, Zimmerd, Dobies, Lorne Creek, and Cariboo (mile 1140).

Read Down — TABLE No. 5 — Read Up

REGINA, YORKTON AND CANORA

4 Passr. Daily	6 Pass. Tue. Thur. & Sat.	Miles from Regina	STATIONS Mountain Time	Alti-tudes	5 Pass. Tue. Thur. & Sat.	3 Passr. Daily
p.m.	a.m.				p.m.	a.m.
*10 30	*7 30	0	Lv...Regina...Ar	1881	*9 00	* 8 30
12 33	9 36	52	.Fort Qu'Appelle.	1581	6 53	6 21
1 10	10 10	65	...Balcarres....	1946	6 18	5 48
* 2 30	*11 25	98	Ar..Melville..Lv	1803	*5 00	* 4 30
a.m.	a.m.				p.m.	a.m.
45 Mixed Mon. Wed.Fr.	7		Central Time		8	46 Mixed Mon. Wed.Fri.
a.m.	p.m.				p.m.	p.m.
*9 30	*12 40	98	Lv. Melville* Ar	1803	* 5 45	† 7 10
9 55	1 01	106	....Brewer....	1775	5 25	6 35
f10 10	f 1 15	111	.....Peoples....	1762	f 5 13	f 6 15
10 30	1 25	115	....Otthon....	1703	5 02	5 55
f10 50	f 1 40	120	...Enfin.....	1689	f 4 48	f 5 25
f10 55	f 1 43	123	...York Lake...	1660	f 4 44	f 5 20
11 30	1 53	125	....Yorkton....	1644	4 34	5 05
f11 45	f 2 09	129	...Young's Siding.	1586	f 4 24	f 4 25
f11 55	f 2 08	131	.....Mehan....	1581	f 4 19	f 4 10
12 20	2 20	136	.....Ebenezer....	1585	4 07	3 50
12 45	2 35	142	.....Goritz.....	1591	f 3 53	3 25
1 10	2 52	149	.....Burgis.....	1590	3 24	3 05
¶1 40	*3 05	154	Ar...Canora..Lv	1592	* 3 15	¶ 2 40
p.m.	p.m.				p.m.	p.m.

EXPLANATION OF SIGNS

①Tuesday, Friday, Sunday.
②Monday and Friday only.
③Tuesday and Saturday only.
④Monday, Wednesday, Saturday.
⑤Tuesday, Thursday, Sunday
⑥Wednesday and Saturday only.
*Stops on signal, Sunday only.
†Daily, except Sunday.
‡Daily ¶Monday, Wednesday, Friday *Tuesday, Thursday, Saturday
fStops on Signal (see note page 2). ▲Lunch Counter. ▲Letter Box.
A.M. hours in light face type, thus: 7 00 a.m.; P.M. heavy, thus: 7 00 p.m.
For Index to Stations, see Pages 3 and 4.

INFORMATION FOR TRAVELLERS

The Time Tables herein show the times trains should arrive at and depart from the several stations, but their departure or arrival at the time stated is not guaranteed.

TIME STANDARD—The trains of the Grand Trunk Pacific Railway are run on Central Standard Time between Winnipeg, Man., and Melville, Sask. Mountain Standard Time between Melville, Sask., and Edson, Alta. Pacific Standard Time between Edson, Alta., and Prince Rupert, B.C. From April 27th until further notice, Grand Trunk Pacific Trains and Steamships will be operated on Daylight Saving Time, or one hour earlier than Standard Time in each case.

SLEEPING CARS of the most modern standard, owned by the Company, are operated on through trains, also Grand Trunk Pacific Standard Dining Cars, serving meals à la carte.

CAFE-OBSERVATION CARS are in operation on the Grand Trunk Pacific between Edmonton, Alta., and Prince Rupert, B.C. These cars are of the latest type of equipment, with steel underframes, electric lighted, handsomely finished and luxuriously furnished. Observation platform is six feet and ten inches in depth, provided with camp chairs and stools. The parlor section of cars contains six heavily upholstered chairs and sofa for the accommodation of ladies. Regular meals are served in cafe section of these cars.

PARLOR-OBSERVATION CARS will be operated between Winnipeg, Edmonton and Prince Rupert, commencing June 1st. Space in parlor-observation cars will not be sold or reserved, but it is for the additional comfort and enjoyment of passengers who occupy standard sleeping-cars only, and are entitled to this extra accommodation without charge.

A MIXED TRAIN is a train composed of both freight cars and passenger cars, and does both freight and passenger work.

PURCHASE TICKETS BEFORE ENTRAINING—Owing to a measure adopted by the Canadian Railway Association for National Defence, passengers must purchase tickets at office, where there is an Agent or ticket seller on duty, before entraining.

COUPON TICKETS to all important points in Canada and the United States may be purchased from the Company's Agents at its principal stations. Passengers purchasing such tickets must designate the route or routes by which they desire to travel. Agents are instructed to remain neutral on this point.

ROUND TRIP TICKETS—1st Class, valid one month from date of issue, are for sale at reduced fares between certain stations on the Grand Trunk Pacific Railway. They are not transferable, and are not good for stop-over, unless so stated on the ticket.

Tickets of all classes are valid for passage only in direction printed, and via shortest route unless specially endorsed otherwise.

April 27, 1919 timetable detail.
CRHA Archives

Extrait de l'indicateur du 27 avril 1919.
Archives de l'ACHF

The reasons for the failure were many. The optimistic predictions of the first decade of the Twentieth Century faded as war and tightening of financial markets slowed immigration and business (see Table 1). The cost of the GTP had ballooned from Hays initial estimate of $100 million to over $185 million. Much of the increase was due to runaway cost increases in rails, ties, structural steel, labour, locomotives and rolling stock caused by tremendous boom in railway construction in the Dominion that resulted in too many lines chasing a smaller than predicted amount of traffic. Between 1903 and 1915, the mileage of the GTP, NTR, CPR, and Canadian Northern surged from 8,700 to over 26,000 miles.

The financial problems were not unique to the GTP. Of the seven transcontinental railways built in the United States between the 1860s and 1910s, six underwent bankruptcy one or more times. Even the Canadian Pacific had barely avoided a similar fate in the recession of 1893.

With its financial problems, the GTP refused the lease of the NTR. In 1914, the Dominion government entrusted the operation of the NTR to the Intercolonial Railway.

Plusieurs motifs expliquent ceci. Les prédictions optimistes du début du 20e siècle sont anéanties par les conséquences de la Première Grande guerre sur les marchés financiers, ralentissant l'immigration et les affaires. Le coût du GTP, estimé au départ par Hays à 100 millions de dollars, atteint les 185 millions. Cela s'explique en grande partie par l'augmentation du coût du matériel tel que les rails, les traverses, l'acier des structures, les salaires, les locomotives et le matériel roulant en général. Ceci, étant causé par un grand essor dans la construction ferroviaire au Canada, résulte en un trop grand nombre de lignes cherchant à desservir un trafic moindre que les prédictions. De 1903 à 1915, le millage combiné des chemins de fer GTP, NTR, CPR et CNoR passe de 8 700 milles (14 001 km) à 26 000 milles (41 843 km).

Il n'y a pas que le GTP qui soit affecté par des problèmes financiers. Des sept chemins de fer transcontinentaux construits aux États-Unis entre les années 1860 et 1910, six déclarent faillite. Même le CPR a eu des problèmes similaires lors de la récession de 1893.

Suite à ses difficultés financières, le GTP refuse la location du NTR, ce qui amène le Gouvernement

TABLE 6: GRAND TRUNK PACIFIC FINANCIAL STATISTICS
(ALL FIGURES IN MILLIONS)

YEAR	REVENUES				OPERATING EXPENSES	OPERATING NET	OTHER INCOME	DEBT COSTS	PROFIT OR LOSS
	Pax	Freight	Other	Total					
1913	1.6	6.5	0.1	8.2	7.3	0.9	-	7.0	(6.1)
1914	1.7	6.4	0.1	8.2	7.6	0.6	0.1	8.0	(7.9)
1915	1.6	5.0	0.1	6.7	7.4	(0.7)	-	8.4	(7.7)
1916	1.0	5.0	1.0	7.0	5.9	1.1	10.6	8.4	3.3
1917	1.4	5.8	1.1	8.3	8.7	(0.4)	-	8.6	(9.0)
1918	2.4	7.3	0.1	9.8	10.7	(0.9)	-	8.4	(9.3)
1919	2.4	7.0	0.2	9.6	15.0	(5.4)	-	8.2	(13.6)
Source: Railway Statistics, Department of Railways and Canals, King's Printer, Ottawa									

On February 25, 1919, the GTP notified the Dominion government that it would not have sufficient funds to meet bond interest charges. When the government refused to further extend aid, GTP notified the government it would run out of funds about March 10th. Using the powers under the War Measures Act, the government appointed the Minister of Railways as receiver on March 7th. On July 12, 1920 the operation and management of the GTP was entrusted to the Canadian

Le 25 février 1919, le GTP avise le gouvernement canadien qu'il n'a pas suffisamment de fonds pour remettre les intérêts dûs. Le gouvernement refusant de poursuivre son aide, le GTP l'avise que ses coffres seront vides à compter du 10 mars. Usant du pouvoir de l'Acte des mesures de guerre, le gouvernement nomme le ministre des chemins de fer administrateur de l'entreprise à compter du 7 mars. Le 12 juillet 1920, la gestion et la canadien à confier la gestion du NTR au chemin de fer Intercolonial.

Grand Trunk Pacific Railway steel bridge over the Pembina River in Alberta. Glenbow Archives NA-945-25

Le pont en acier du Grand Trunk Pacific Railway au-dessus de la rivière Pembina, en Alberta. Archives Glenbow NA-945-25

View of bridge construction in British Columbia. Glenbow Archives NA-3658-32

Un aspect de la construction de ponts en Colombie-Britannique. Archives Glenbow NA-3658-32

National Railways. The receivership, however, did not end until May 31, 1927 when settlements were completed with the holders of the GTP debt.

Bridges

The GTP left its mark on the region it served. The most enduring physical reminder is its massive bridges. The ten longest ones had an aggregate length of over 3.5 miles; the largest one on the main line was over the Battle River west of Wainwright, Alberta. This bridge alone was over a mile long.

direction du chemin de fer sont confiées au CNR. Cependant, le redressement judiciaire ne se fera pas avant le 31 mai 1927, au moment où les ententes avec les créanciers du GTP seront scellées.

Les ponts

Le GTP a marqué la région qu'il a desservie. La durabilité de ses ponts massifs en témoigne. L'ensemble des dix plus longs ponts cumule plus de 3,5 milles (5,6km). Le plus long, celui traversant la rivière Battle à l'ouest de Wainwright en Alberta, s'étend sur plus d'un mille (1,6 km).

Another view of bridge construction in British Columbia. Royal British Columbia Museum Archives d077540

Un autre aspect de la construction de ponts en Colombie-Britannique. Archives du « Royal BC Museum » d07540

Stations

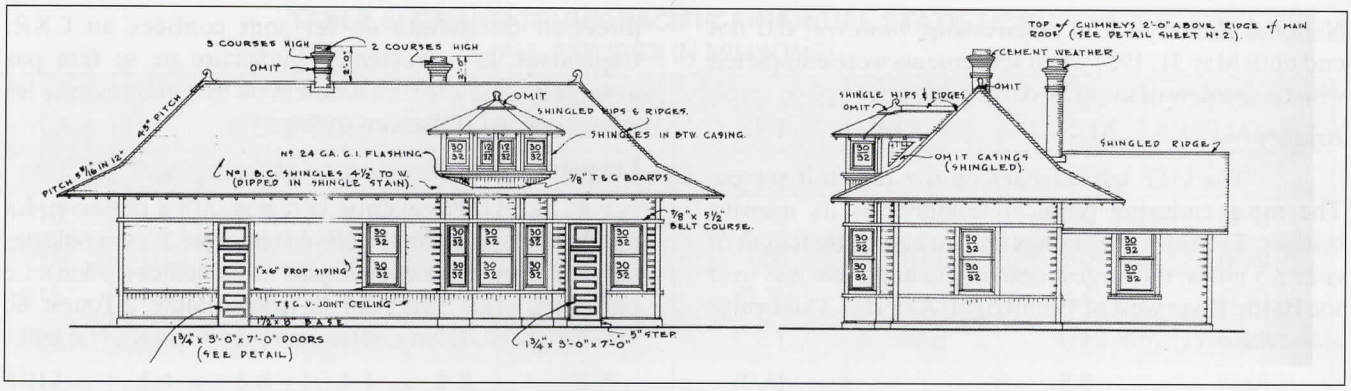
Another feature of the GTP was its stations – of the 484 stations it built, 330 were built to Type E Plan structures. These modest 59 by 16 foot storey and a half became the signature structure for the railway. Living quarters were included in the plan as many were built at newly opened GTP townsites where accommodation was in very limited. Sectionmen, who maintained the track, were often the first residents of the station as they were given free rent in exchange for cleaning and maintaining the building. To qualify the men had to be married. No other Canadian railway erected so many stations to one plan. While all of them have been retired from railway use, a number have been preserved as museums.

Les gares

Une autre caractéristique du GTP concerne ses gares. Sur les 484, plus de 330 sont construites selon le type E. Ces modestes bâtiments de 59 pieds par 16 pieds (18 m par 5 m) à un niveau et une demie, deviennent la signature de ce chemin de fer. Un logement est prévu dans les plans car un grand nombre de ces gares sont érigées dans de nouvelles localités créées par le GTP. Aucun autre chemin de fer canadien n'a construit autant de gares sur un modèle unique. Les cantonniers qui entretiennent la voie sont souvent les premiers résidents de celles-ci. Ils n'ont aucun loyer à débourser en échange du nettoyage et de l'entretien du bâtiment. Ils doivent cependant être mariés pour obtenir ce privilège. De nos jours, aucune de ces gares n'est désormais utilisée pour un usage ferroviaire, mais un certain nombre sont préservées en tant que musées.

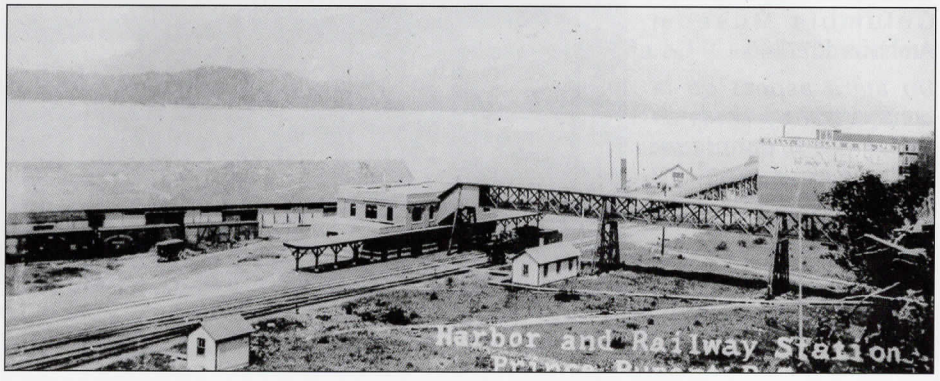
Painters painting Terrace station in British Columbia stop work long enough to pose for the camera; this was a Type E Plan station. Royal British Columbia Museum Archives e01739

Des peintres, peinturant la gare de Terrace, en Colombie-Britannique, arrêtent leurs travaux le temps de poser pour la caméra ; celle-ci était une gare de plan Type E. Archives du « Royal BC Museum » e01739



Front and end elevation of a Type E Plan GTP station from Canadian National's Western Depots by Charles Bohi, published by Railfare Enterprises in 1977.

Vues d'élévation de front et de profil d'un gare de plan Type E du GTP. Canadian National's Western Depots, par Charles Bohl, publié par Railfare Enterprises, en 1977



Harbor and railway station at Prince Rupert, BC ca. 1914. Royal British Columbia Museum Archives b02031

Le port et la gare du chemin du fer à Prince Rupert, C.-B., circa 1914. Archives du « Royal BC Museum » b02031

Constructed between 1908 and 1911, Winnipeg station was built as a joint venture between the Canadian Northern Railway, the National Transcontinental Railway, the Grand Trunk Pacific Railway and the Dominion government. The first train to enter the station did so on August 7, 1911, with the official opening the following year on June 24, 1912. It was a 'Union Station' as it also served the Great Northern Railway.

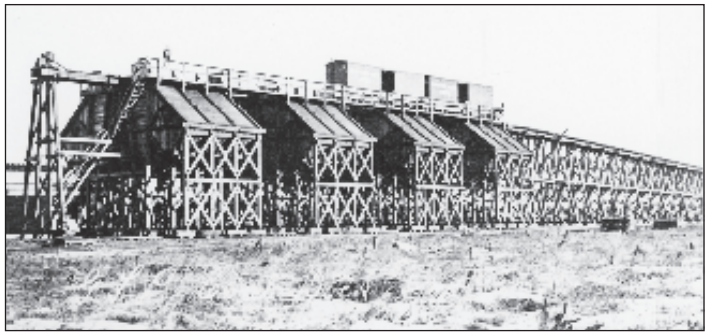
Union Station was designed by Warren and Wetmore, the architects responsible for Grand Central Terminal in New York City. Designed in the Beaux-Arts style and constructed from local Tyndall limestone, Union Station was one of Western Canada's largest railway stations. Canada Science and Technology Museum

Construite entre 1908 et 1911, la gare de Winnipeg fut érigée en tant que projet conjoint du Canadian Northern Railway, du National Transcontinental Railway, du Grand Trunk Pacific Railway et du gouvernement du Dominion. Le premier train entra dans cette gare, le 7 août 1911, et son inauguration officielle eut lieu le 24 juin de l'année suivante. Elle était une gare «Union», parce qu'elle servait aussi au Great Northern Railway.

Les épures de la gare Union de Winnipeg furent faites par Warren and Wetmore, les architectes responsables des plans du Grand Central Terminal de la ville de New York. Planifiée dans le style des Beaux arts et construite de calcaire local Tyndall, cette gare fut l'une des plus grandes de l'ouest du Canada. Musée des sciences et de la technologie du Canada

Jasper railway station and yards ca. 1912. Glenbow Archives NA-1328-1987

Photographie de la gare et de la cour de triage de Jasper, circa 1912. Archives Glenbow NA-1328-1987



Grand Trunk Pacific coaling plant at Edson, Alberta ca. 1911. Glenbow Archives NA-1769-3

Installations de manutention de charbon du GTP, à Edson, Alberta, circa 1911. Archives Glenbow NA-1679-3

Hotels

Again like the CPR, the GTP planned an extensive network of hotels to stimulate tourism of which at least three were to be located in the Rockies. The GTP started a Tent City in 1915 for tourists, which today is the site of Jasper Park Lodge. Other hotels were planned for Winnipeg, Edmonton, Regina, Prince Rupert and Prince George. Only the Fort Garry Hotel in Winnipeg and Macdonald Hotel in Edmonton were completed and both remain top ranked hostelries. Work was started on the Regina and Prince Rupert hotels, but they were never completed.

Les hôtels

À l'instar encore une fois du CPR, afin d'attirer les touristes, le GTP projette de construire un réseau d'établissements hôteliers dont au moins trois dans les Rocheuses. Un premier complexe est érigé en 1915 à Trent City, aujourd'hui Jasper Park Lodge. D'autres projets d'hôtels sont planifiés pour les villes de Winnipeg, Edmonton, Régina, Prince Rupert et Prince George. Cependant, seuls les hôtels Fort Garry de Winnipeg et Macdonald d'Edmonton verront le jour et demeureront des établissements de haut-niveau. Des travaux sont amorcés pour Régina et Prince Rupert, mais ils seront abandonnés avant leurs parachèvements.

The Macdonald Hotel under construction in Edmonton, Alberta ca. 1912. Glenbow Archives NA-1328-2709

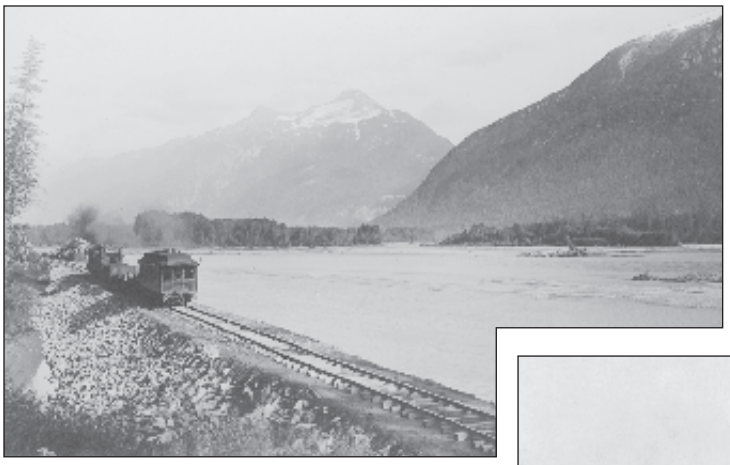
L'hôtel Macdonald en cours de construction, à Edmonton, Alberta, circa 1912. Archives Glenbow NA-1328-2709

April 27, 1919 timetable detail. CRHA Archives

Extrait de l'indicateur du GTP, daté du 27 avril 1919. Archives de l'ACHF

The early trains

Les premiers trains

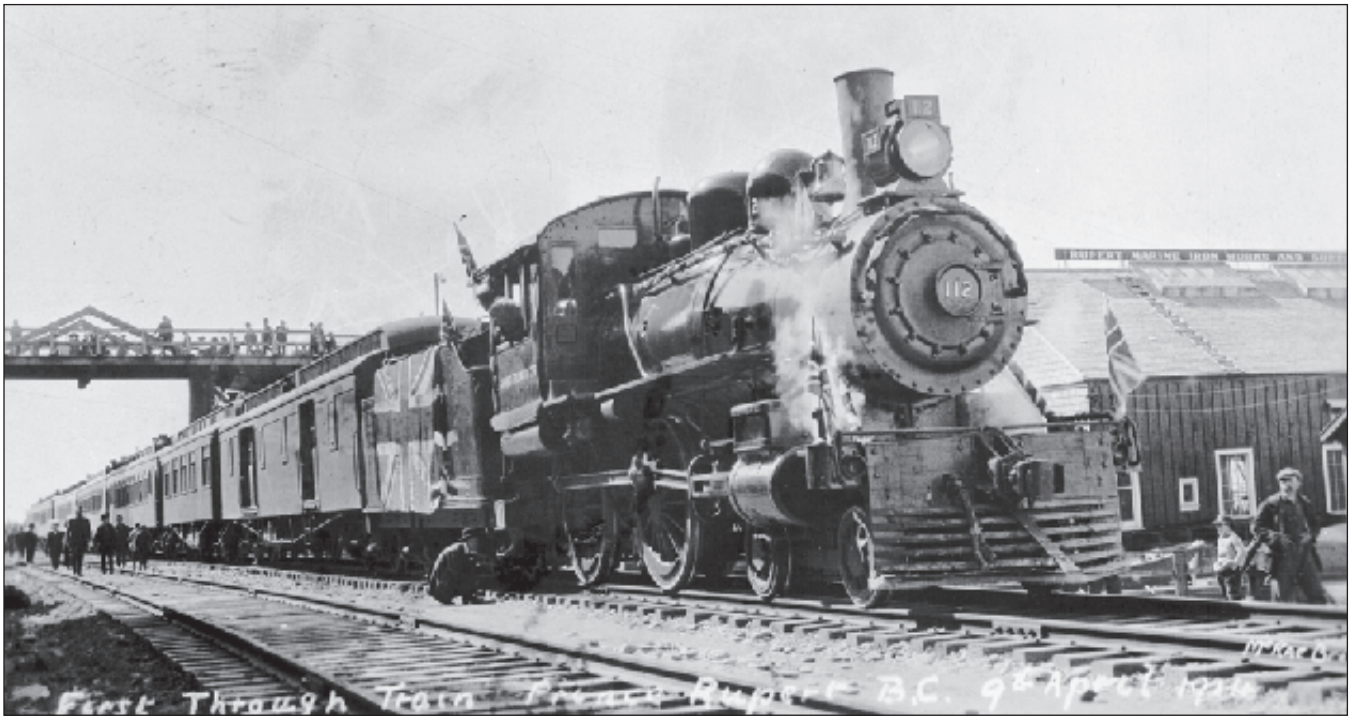


An inspection train rolls along un-ballasted track alongside the beautiful Skeena River in British Columbia ca. 1913. Northern BC Archives and Special Collections, Prince George Railway and Forestry Museum Society Collection, No. 2002.1.21.35

Un train d'inspection roule sur une voie sans ballast le long de la belle rivière Skeena, en Colombie-Britannique, circa 1913. « Northern BC Archives and Special Collections ». Collection de la « Prince George Railway and Forestry Museum Society », no 2002.1.21.35

Another view of an early train along the Skeena River. Glenbow Archives NA-3489-26

Une autre vue d'un des premiers trains le long de la rivière Skeena. Archives Glenbow NA-3489-26



The first through train arrives at Prince Rupert, British Columbia on April 9, 1914. Royal British Columbia Museum Archives d08001

Le premier train ayant effectué le trajet complet arrive à Prince Rupert, Colombie-Britannique, le 9 avril 1914. Archives du « Royal BC Museum » d08001.

Double-headed picnic excursion from Edmonton to Lake Wabamum, Alberta ca. 1913. Glenbow Archives NA-1328-64295

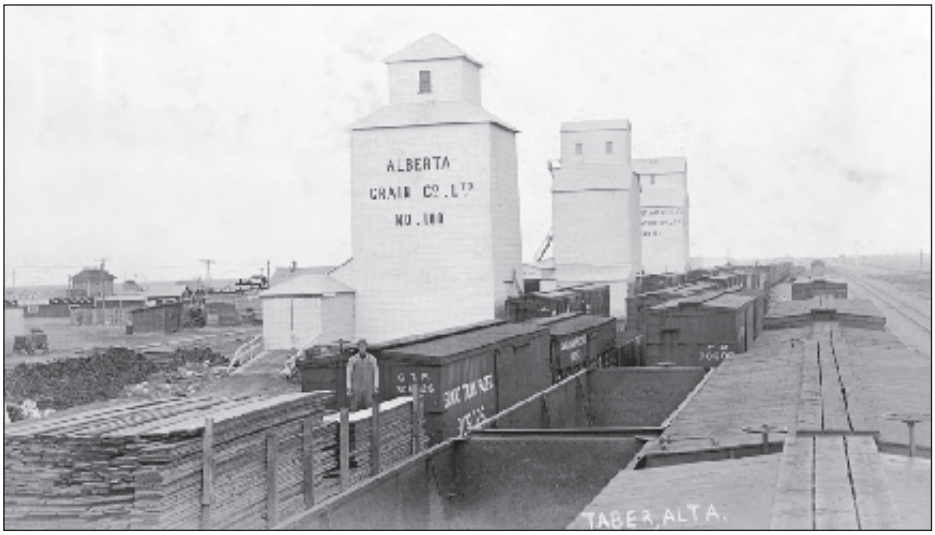
Un train d'excursion, à traction en double, en route vers le lac Wabamum, Alberta, circa 1912. Archives Glenbow NA-1328-64295

Waiting for the train at Biggar, Saskatchewan, March 12, 1914. Glenbow Archives NA-2256-51

En attente du train à Biggar, Saskatchewan, le 12 mars 1914. Archives Glenbow NA-2256-51

A GTP passenger train with crew at Wainwright, Alberta ca. 1912. Glenbow Archives NA-544-17

Un train de passagers du GTP, avec son équipage, à Wainwright, Alberta, circa 1912. (Cette photographie fut prise bien après le premier train.) Archives Glenbow NA-544-17



The GTR was built to settle the north and to haul grain; three grain elevators at Taber, Alberta ca. 1913. Glenbow Archives NA-2256-51

Le GTP fut construit pour coloniser le nord et pour transporter le grain ; trois élévateurs à grain à Taber, Alberta, circa 1913. Archives Glenbow NA-2256-51

Steamships

Les navires à vapeur

In 1910, the GTP took delivery of two coastal liners from British builders to run the Seattle-Victoria-Vancouver-Prince Rupert route. While the CPR named its coastal liners after Princesses, the GTP vessels were named for Princes. The new liners were named the Prince Rupert and Prince George. They were supplemented by several second hand vessels that connected Prince Rupert and northern BC and Alaskan ports. In 1929, the CNR ordered three new liners - the Prince David, Prince Henry and Prince Robert - for use on the Pacific coast. They entered service in 1930 and 1931, but proved unsuitable. The Prince George and Prince Rupert soldiered on until after World War II. The Prince George burnt in 1945 while the Prince Rupert was retired in 1955. Built for the CNR, the Prince Robert departs the Prince Rupert dock ca. 1931. Royal British Columbia Museum Archives a00470

En 1910, le GTP prit livraison de deux navires pour liaisons côtières, de construction anglaise, pour le trajet de Seattle-Victoria-Vancouver-Prince Rupert. Alors que le CPR nommait ses navires de liaison côtière du nom de princesses, le GTP nomma les siens du nom de princes. Les nouveaux navires furent baptisés le Prince Rupert et le Prince George. Ils furent assistés de plusieurs navires de seconde main qui relièrent le port de Prince Rupert et ceux du nord de la Colombie-Britannique et de l'Alaska. En 1929, le CNR commanda trois nouveaux navires, le Prince David, le Prince Henry et le Prince Robert, pour desservir la côte du Pacifique. Ils furent mis en service en 1930 et 1931, mais s'avérèrent peu convenables pour cette utilisation. Le Prince George et le Prince Rupert continuèrent néanmoins de servir jusqu'après la fin de la 2e Guerre mondiale. Le Prince George brûla en 1945, tandis que le Prince Rupert fut retiré du service en 1955. Construit pour le CNR en 1931, le Prince Robert quitte le quai de Prince Rupert autour de 1931. Archives du « Royal BC Museum » a00470

Prince Rupert's Ship Finally Comes In

Today Prince Rupert is seeing $1 billion worth of new development and infrastructure construction and huge ships are arriving weekly, as the port is growing into a major gateway for trade between North America and Asia.

Prince Rupert's new $120 million container port welcomed its first vessel two years ago. Its current capacity is 500,000 containers per year, but a second phase of construction will boost that number to 2 million TEUs (twenty-foot equivalent units) a year. The port is making plans to handle 4 million units by 2015.

In comparison, Montreal, the world's busiest inland container port, handles 1.4 million TEUs each shipping season.

Recognizing what Charles Hays saw 100 years ago, CN Rail, Maher Terminals, the governments of Canada and B.C., plus Prince Rupert Port Authority have committed $1 billion to build new freight handling and transportation infrastructure.

First of all, the harbour is the deepest and most weather-protected in North America. Second, the rail line connecting it to the rest of the North America enjoys the continent's easiest climb over the Rocky Mountains. But its biggest asset in these days of high fuel costs is that the port is 30 hours sailing time

Le navire de Prince Rupert rentre finalement au port

De nos jours, Prince Rupert est l'objet d'un milliard de dollars de nouveau développement et de construction d'infrastructure ; d'énormes navires arrivent chaque jour, alors que ce port se transforme en un noeud de communications majeur pour le commerce entre l'Amérique du nord et l'Asie.

Il y a deux ans, le nouveau port pour conteneurs de Prince Rupert, construit au coût de 120 millions de dollars, a accueilli son premier navire. Sa capacité actuelle est de 500 000 conteneurs par année, mais une deuxième phase de sa construction va augmenter ce chiffre à deux millions de TEUs (« Twenty-Foot Equivalent Units » ou unités équivalentes de conteneurs de vingt pieds). Le port planifie de manutentionner 4 millions de TEUs autour de 2015.

En comparaison, Montréal, le port pour conteneurs le plus affairé à l'intérieur des terres, manutentionne 1,4 millions de TEUs durant une saison de navigation.

Reconnaissant ce que Charles Hays a visionné, il y a cent ans, le CN, Mahers Terminals, les gouvernements du Canada et de la Colombie-Britannique, en plus de l'Administraion portuaire de Prince Rupert, se sont engagés à investir un milliard de dollars pour construire de nouvelles infrastructures de manutention et de transport de marchandises.

Tout d'abord, le port est le plus profond et le mieux protégé, quant à la température, en Amérique du Nord. Ensuite, la voie ferrée le reliant au reste de l'Amérique du Nord profite des pentes les plus faibles du continent pour le passage à travers les montagnes Rocheuses. Mais son

closer to Asia than any port in the Western Hemisphere.

About 40 per cent of the TEUs coming into Prince Rupert from Asia are bound for a major mid-America distribution centre in Memphis, Tennessee serviced by CN Rail, according to Mark Schepp, vice-president and general manager of Maher's operations in Prince Rupert.

CN's double-stacked container rail cars sit on the dock directly beside the ships. There are no trucks involved in the movement of the containers. CN spent more than $5 million upgrading Hay's original Grand Trunk line to accommodate the double-stacked containers, including higher railway tunnels and bridges.

Based on article in Commercial News, March 4, 2014 by Pat Brennan

meilleur atout, en ces jours de frais élevés en combustible, est qu'il est rejoint de l'Asie dans un temps de navigation plus court, de plus de 30 heures, en comparaison avec celui de tout autre port de l'Hémisphère occidental.

Selon Mark Schepp, vice-président et directeur général des opérations de Mahers Terminals, à Prince Rupert, environ 40 pour-cent des TEUs arrivant à Prince Rupert, en provenance de l'Asie, sont destinés à un important centre de distribution situé à Memphis, Tennessee, et desservi par le chemin de fer du Canadien National.

Les wagons à double étage de conteneurs du CN sont stationnés sur les quais, directement le long des navires. Aucun camion n'est impliqué dans le mouvement des conteneurs. Le CN a dépensé plus de 5 millions de dollars pour améliorer la voie originale du Grand Trunk Pacific Railway pour qu'elle permette le passage de doubles étages de conteneurs, et ceci a inclus une hausse, en hauteur, de ponts et tunnels.

Basé sur un article de Pat Brennan publié dans l'édition du 4 mars 2014 de Commercial News.

Today, all of the GTP's Winnipeg-Prince Rupert line, with the exception of about 100 miles abandoned as part of consolidation measures with parallel Canadian Northern trackage, remains in service. While it took 100 years, the Port of Prince Rupert has finally begun to fulfill Hays vision as a gateway to Asian markets with an ever increasing number of container, coal and grain trains crowding its terminal tracks.

VIA Rail's Canadian and Trains 5 and 6, formely the Skeena, roll over mostly GTP line between Portage la Prairie and Prince Rupert.

Aujourd'hui, la ligne entière entre Winnipeg et Prince Rupert est préservée, à l'exception d'une section de 100 milles (161 km) abandonnée lors des mesures de consolidation puisqu'elle est parallèle à la voie du CNoR. Il a fallu attendre 100 ans avant que le rêve de Hays d'un terminus ferroviaire d'envergure ne se réalise, mais le port de Prince Rupert est finalement devenu la porte d'entrée pour le marché asiatique avec un nombre croissant de trafic de conteneurs, de minerai de charbon et du grain.

Les trains 1 et 2 (le Canadian) et les trains 5 et 6 (le Skeena) de VIA Rail roulent surtout sur la voie du GTP entre Portage la Prairie et Prince Rupert.

Western Canada

JASPER ▸ PRINCE GEORGE ▸ PRINCE RUPERT

TRAIN			5
DAYS / JOURS			1 2 3 ✕ 5 ✕ 7
Jasper, AB MT / HR		DP	12:45
Harvey, BC PT / HP	★		13:38
Dunster	★		14:12
McBride			14:44
Goat River	★		15:41
Loos	★		15:58
Dome Creek	★		16:32
Bend	★		16:36
Penny	★		16:56
Longworth	★		17:11
Hutton	★		17:24
Sinclair Mills	★		17:30
McGregor	★		17:43
Upper Fraser	★		17:52
Aleza Lake	★		18:01
Willow River	★		18:31
Prince George (Via Station / Gare VIA)		AR	19:08
DAYS / JOURS			1 2 3 4 ✕ 6 ✕
Prince George (Via Station / Gare VIA)		DP	08:00
Vanderhoof			09:55
Fort Fraser	★		10:32
Endako			10:50
Burns Lake			11:58
Houston			13:08
Telkwa	★		13:52
Smithers			14:20
New Hazelton	★		15:37
Kitwanga	★		16:27
Cedarvale	★		16:51
Dorreen	★		17:12
Pacific	★		17:21
Usk	★		17:40
Terrace (Kitimat)			18:05
Kwinitsa	★		19:09
Prince Rupert, BC PT / HP		AR	20:25

Ouest du Canada

PRINCE RUPERT ▸ PRINCE GEORGE ▸ JASPER

TRAIN			6
DAYS / JOURS			1 2 3 ✕ 5 ✕ 7
Prince Rupert, BC PT / HP		DP	08:00
Kwinitsa	★		09:17
Terrace (Kitimat)			10:25
Usk	★		10:48
Pacific	★		11:07
Dorreen	★		11:19
Cedarvale	★		11:44
Kitwanga	★		12:08
New Hazelton	★		12:30
Smithers			14:24
Telkwa	★		14:37
Houston			15:22
Burns Lake			16:32
Endako			17:25
Fort Fraser	★		17:57
Vanderhoof			18:35
Prince George (Via Station / Gare VIA)		AR	20:29
DAYS / JOURS			1 2 3 4 ✕ 6 ✕
Prince George (Via Station / Gare VIA)		DP	09:45
Willow River	★		10:18
Aleza Lake	★		10:47
Upper Fraser	★		10:55
McGregor	★		11:03
Sinclair Mills	★		11:14
Hutton	★		11:18
Longworth	★		11:29
Penny	★		11:43
Bend	★		12:02
Dome Creek	★		12:03
Loos	★		12:37
Goat River	★		12:52
McBride			13:48
Dunster	★		14:05
Harvey, BC PT / HP	★		14:54
Jasper, AB MT / HR		AR	18:30

JASPER PRINCE RUPERT

★ Stops on request when traveller is seen by train staff. / Arrête sur demande lorsque le voyageur est aperçu par le personnel du train.

Commémoration du dernier crampon - 100 ans plus tard

Le centenaire de la pose du dernier crampon sur le GTP fut commémoré lors d'une excursion ferroviaire spéciale de 15 jours organisée par Rail Travel Tours, une entreprise de Winnipeg. Suite à leur départ de Toronto, le 1er avril, les 102 participants occupèrent et roulèrent à bord de cinq voitures-lits du train 1 de VIA Rail (le Canadian) en route vers Jasper. Les voitures-lits furent envoyées à Vancouver et retournèrent, vides, à Jasper en attente du retour éventuel du groupe vers l'est, sur le train 2.

Durant le séjour de deux jours à Jasper, le groupe prit part à des visites touristiques organisées et fut diverti par une présentation avec figurants sur

GRAND TRUNK PACIFIC RAILWAY
LOCOMOTIVE SUMMARY

Prepared by Don McQueen – August 2014

Road Numbers	Type	Prior Identity	Builder	Boiler Numbers	Date	CNR Road Numbers
GTP-ED 1,2	2-6-0	GTR 475,480	GTR-PSC	1040,1046	1880	Sc. 1923
GTP-ED 3	2-6-0	GTR 516	GTR-PSC	1076	1881	Sc. 1919
GTP-ED 4	2-6-0	GTR 636	GTR-PSC	1096	1882	CNR 560 (1)
GTP-ED 5	2-6-0	GTR 625	GTR-PSC	1084	1882	Sc. 1923
GTP-ED 6,7	2-6-0	GTR 628,629	GTR-PSC	1087,1088	1882	Sc. 1912,1923
GTP-ED 8	2-6-0	GTR 464	GTR-PSC	1102	1882	Sc. 1923
GTP-ED 9	2-6-0	GTR 473	GTR-PSC	1038	1879	Sc. 1923
GTP-ED 10	2-6-0	GTR 620	GTR-PSC	1079	1882	Sc. 1923
GTP-ED 11	2-6-0	GTR 619	GTR-PSC	1078	1882	CNR 561 (2)
GTP-ED 12	2-6-0	GTR 633	GTR-PSC	1093	1882	Sc. 1920
GTP-ED 13	2-6-0	GTR 465	GTR-PSC	1103	1882	CNR 562 (3)
GTP-ED 14	2-6-0	GTR 470	GTR-PSC	1108	1882	Sc. 1920
GTP-ED 15	2-6-0	GTR 482	GTR-PSC	1048	1880	Sc. 1923
GTP-ED 16	2-6-0	GTR 627	GTR-PSC	1086	1882	Sc. 1916
GTP-ED 17	2-6-0	GTR 468	GTR-PSC	1106	1882	Sc. 1923
GTP-ED 18	2-6-0	GTR 481	GTR-PSC	1047	1880	Sc. 1923
GTP-ED 19	2-6-0	GTR 472	GTR-PSC	1037	1882	Sc. 1923
GTP-ED 20	2-6-0	GTR 476	GTR-PSC	1041	1880	Sc. 1923
GTP-ED 21	2-6-0	GTR 638	GTR-PSC	1098	1882	Sc. 1923
GTP-ED 22	2-6-0	GTR 492	GTR-PSC	1061	1881	Sc. 1923
GTP-ED 23	2-6-0	GTR 634	GTR-PSC	1094	1882	Sc. 1923
GTP-ED 24	2-6-0	GTR 622	GTR-PSC	1081	1882	Sc. 1925
GTP-ED 25	2-6-0	GTR 626	GTR-PSC	1085	1882	Sc. 1923
GTP-ED 26	2-6-0	GTR 493	GTR-PSC	1062	1881	Sc. 1913
GTP						
27	2-6-0	GTR 2390	Rh.Is	1068	1881	Sc. 1918(4)
28-30	2-6-0	GTR 2396-2400	GTR-PSC	1045-1052	1880	Sc. 1914-1923
31-32	2-6-0	GTR 2403,2405	GTR-PSC	1057,1059	1881	Sc. 1923
33	2-6-0	GTR 2413	GTR-PSC	1070	1881	Sc. 1918
34-37	2-6-0	GTR 2415-2419	GTR-PSC	1101-1109	1882	Sc. 1923
38-41	2-6-0	GTR 2421-2429	GTR-PSC	1080-1100	1882	Sc. 1920,1923
42	2-6-0	GTR 2472	GTR-PSC	1204	1890	Sc. 1923
43	2-6-0	GTR 2354	Rh.Is	1839	1887	Sc. 1923
44	2-6-0	GTR 2356	Baldwin	13993	1894	Sc. 1925(5)
45-47	2-6-0	GTR 2358-2360	Baldwin	14310-15313	1895	CNR 490-494 (6)
48-49	2-6-0	GTR 2361-2362	Baldwin	15065-15066	1896	CNR 490-494 (7)
50	4-4-0	GTP 300	GTR-PSC	1310	1899	CNR 324
51-80	4-4-0	new	MLW	44822-851	1908	CNR 325-354
81-100	4-4-0	new	CFdry	909-928	1908	CNR 355-374
101-125	4-4-0	new	MLW	46078-102	1909	CNR 375-399
200-224	2-6-0	new	CFdry	878-902	1909	CNR 865-889 (8)
300	4-4-0	GTR 454	GTR-PSC	1310	1899	To GTP 50 by 1913
394-399	2-6-0	OBF&M 510-515	MLW	49899-904	1911	CNR 423-428
400-409	0-6-0	new	MLW	50286-295	1912	CNR 7532-7541
GTP-ED						
500-509	2-8-0	GTR 641-650	Baldwin	17191-277	1899	GTP 800-809 c.1910
GTP						
600-619	4-6-0	new	MLW	48033-051	1910	CNR 1423-1442
620-629	4-6-0	new	CLC	950-959	1910	CNR 1443-1452
800-809	2-8-0	GTP-ED 500-509	Baldwin	17191-277	1899	CNR 1971-1980
810-829	2-8-0	new	MLW	50296-315	1911	CNR 2687-2706
830-844	2-8-0	new	CLC	1075-1089	1912	CNR 2707-2721
845-869	2-8-0	new	MLW	51032-056	1912	CNR 2722-2746
1100-1114	4-6-2	new	MLW	50316-330	1911	CNR 5612-5626
2930-2939	2-8-2	CGR 2930-39	CLC	1535-1544	1918	CNR 3330-3339 (9)

Notes:
(1) Returned to GTR in November 1915, renumbered to GTR 2533 before becoming CNR 560
(2) Returned to GTR in November 1915, renumbered to GTR 2534 before becoming CNR 561
(3) Returned to GTR in November 1915, renumbered to GTR 2535 before becoming CNR 562
(4) GTP 27 had been built for GTR's DER.
(5) GTP 44 had been built for the OA&P and later owned by the CAR and GTR.
(6) GTP 45-47 were built for the CVRR and later owned by the V&PL, CAR and GTR.
(7) GTP 48-49 were built for the CAR and later owned by the V&PL, CAR and GTR.
(8) GTP 204,205,207,212,213,224 were later modified by GTP later becoming CNR class E-8-a.
(9) Some or all the 2-8-2s were apparently leased by CGR to GTP in 1918.

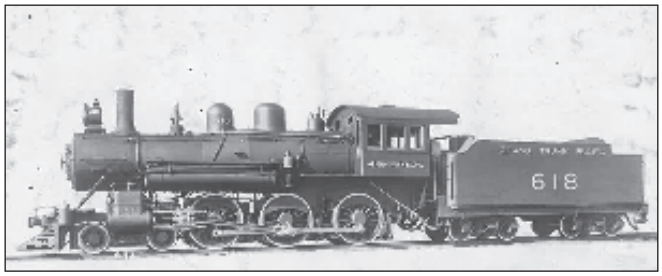
Abbreviations

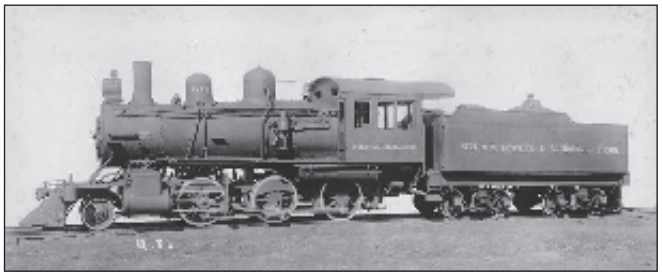
GTP	Grand Trunk pacific
ED	Engineering Department
GTR	Grand Trunk Railway
PSC	Point St. Charles Shops
Rh.Is	Rhode Island
CFdry	Canada Foundry Toronto
MLW	Montreal Locomotive Works
CLC	Canadian Locomotive Company
CGR	Canadian Government Railway
OBF&M	O'Brien, Fowler & McDougall Brothers (Contractors)

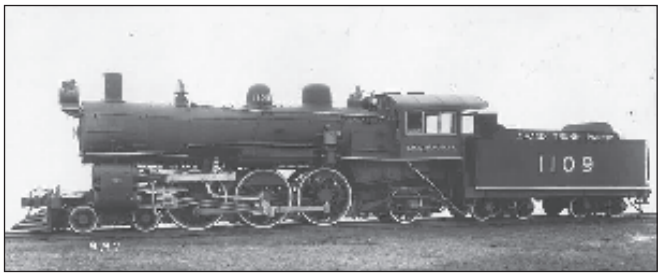
Special thanks to Donald R. McQueen for the preparation of this roster

Ad from Canadian Railway & Marine World, January 1914. CRHA Archives

Une annonce du numéro de janvier 1914 de Canadian Railway & Marine World. Archives de l'ACHF







Six examples, in chronological order, of ALCO (MLW) GTP builders photos as they appear on the erecting cards in the CRHA Archives, Fonds MLW.

April - May 1910, 4-6-0 618 became CNR 1441
April 1911, OBF&M's 2-6-0s became GTP 394 - 399, later CNR 423 - 428
July - August 1911, 2-8-0 828 became CNR 2705
November 1911, 4-6-2 1109 became CNR 5621
November - December 1911, 0-6-0 409 became CNR 7541
August 1912, 2-8-0 866 became CNR 2743

Information from Canadian National Steam by Don McQueen published by Railfare DC Books 2013

Six exemples, en ordre chronologique, de photographies officielles de sortie des usines de locomotives ALCO/MLW pour le GTP, telles qu'elles apparaissent sur leur fichier de fabrication dans les archives de l'ACHF, Fonds MLW.

Avril - mai 1910 : la 618, une 4-6-0, qui devint la 1441 du CNR
Avril 1911 : les 2-6-0 de l'OBF&M, qui devinrent les 394 à 399 du GTP et, plus tard, les 423 à 428 du CNR
Juillet - août 1911 : la 828, une 2-8-0, qui devint la 2705 du CNR
Novembre 1911 : la 1109, une 4-6-2, qui devint la 5621 du CNR
Novembre - décembre 1911 : la 409, une 0-6-0, qui devint la 7541 du CNR
Août 1912 : la 866, une 2-8-0, devint la 2743 du CNR

Information extraite de Canadian National Steam, par Don McQueen, publié par Railfare DC Books, en 2013

Observing the Last Spike: 100 Years Later

The centenary of the driving of the last spike in the GTP was observed by a special 15 day rail tour organized by Rail Travel Tours, a Winnipeg firm. Starting in Toronto on April 1st, the 102 patrons rode and filled five sleeping cars on VIA Train 1, the Canadian, en-route to Jasper. The sleeping cars deadheaded to Vancouver and returned empty to Jasper for the group's eventual eastward trip on Train 2.

During the two day layover in Jasper, the group took in some organized sightseeing and were treated to an illustrated presentation on the history of the GTP given by the author of this article, who also served as a guide on the tour.

For the trip from Jasper to Prince Rupert and return, Rail Travel Tours chartered one of VIA's three Panorama cars. As the group exceeded the 72 seat capacity of the Panorama cars, the remainder travelled in the regular coach assigned to the train. The consist of the anniversary train was F40PH-2d locomotive 6449, baggage car 8618 (specially added to accommodate the group's luggage), Panorama car 1721, coach 8135 and observation-dome car Banff Park. The group departing Jasper on April 6 on VIA Train 5.

With the large tour group, there were few seats left for the public. Harry Home, retired CN engineer and caretaker of ex-Canadian National locomotive 6060, travelled from Jasper to Prince George and regaled those on the train with tales of railroading back in the days of steam.

As the Jasper-Prince Rupert train has only the takeout menu in the Park car, the guides on the tour loaded catered meals and drinks for breakfast, lunch, dinner, and snack times. Fresh food supplies were loaded each day into the large refrigerators on the Panorama car. The Train Service Manager and Snack Counter Attendant provided exemplary service and narration of the major highlights along the historic line.

En-route to Prince George on the first day aboard Train 5, the group were joined by a group of re-enactors in historic costumes, who boarded the train at the old Dunster station (undergoing renovation) and rode as far as McBride. Noted author Marilyn Wheeler, who has written the history of the Robson Valley, was part of the group. Returning eastward, the group was able to tour the restored McBride station with its historic displays, lunch room and gift shop. Arriving at Prince George in mid evening, the group toured the Prince George Railway and Forestry Museum, which was specially opened long after normal business hours. A highlight was the display of an inscribed section of the last rail laid in the GTP. For those traveling to the area, the museum has a special exhibit on the GTP this summer.

When the patrons re-boarded the train on April 7th after their overnight stop in Prince George, they were

l'histoire du GTP qui fut donnée par l'auteur de cet article, son guide lors de cette excursion.

Pour le trajet de Jasper à Prince Rupert et retour, Rail Travel Tours a nolisé l'une des trois voitures de classe Panorama du CN. Étant donné que le groupe dépassait en nombre la capacité de 72 passagers de cette voiture, le reste des participants voyagèrent dans la voiture-coach habituellement assignée à ce train. La composition du train d'anniversaire consista en la locomotive F40PH-2d no 6449, la voiture à bagages no 8618 (spécialement ajoutée pour transporter les bagages du groupe), la voiture Panorama no 1721, la voiture-coach no 8135 et la voiture d'observation avec dôme Banff Park. Le groupe quitta Jasper, le 6 avril, sur le train 5 de VIA Rail.

Compte tenu de la grosseur du groupe, il resta peu de sièges pour le public. Harry Home, un mécanicien du CN à la retraite et responsable de l'entretien de la locomotive à vapeur 6060 (ex-CNR), voyagea de Jasper à Prince George et régala les gens à bord du train avec des anecdotes sur les chemins de fer au temps de la traction à vapeur.

Étant donné que le train entre Jasper et Prince Rupert n'avait pour toute nourriture que celle au menu « à apporter avec soi » du casse-croute de la voiture Park, les responsables de l'excursion prirent à bord des repas et des boissons préparés par des traiteurs, et ce pour les déjeuners, dîners, soupers et collations. Des provisions de nourriture fraîche furent placées, chaque jour, dans les grands réfrigérateurs de la voiture Panorama. Le gérant de service du train et le préposé au comptoir du casse-croute fournirent un service exemplaire et des commentaires sur les points d'intérêt majeur le long de cette voie historique de chemin de fer.

Le premier jour, à bord du train 5 en route pour Prince George, des figurants en costumes d'époque se joignirent au groupe d'excursionnistes, après être montés à bord à la vieille gare de Dunster (qui est en cours de rénovation), et les accompagnèrent jusqu'à la gare de McBride. L'auteure renommée Marilyn Wheeler, qui a écrit une histoire de la vallée de Robson, fit partie des figurants. Lors du retour vers l'est, les participants purent visiter la gare de McBride renovée, ainsi que sa salle à manger et sa boutique de cadeaux, et examiner les exhibits historiques. À l'arrivée à Prince George, au milieu de la soirée, le groupe visita le Prince George Railway and Forestry Museum, qui fut spécialement ouvert pour lui, bien des heures après les heures normales d'affaires. Un fait saillant fut la montre d'une section, portant des inscriptions, du dernier rail posé sur le GTP. Pour ceux et celles voyageant dans ces parages, le musée a une exposition spéciale sur le GTP cet été.

Le 7 avril, lorsque les participants remontèrent à bord du train, après avoir passé la nuit à Prince George, ils furent accueillis par deux membres de la Gendarmerie royale du Canada, tout de serge rouge vêtus pour l'occasion.

greeted by two Mounted Police officers dressed in red serge for the occasion.

The excitement built as the train approached the tiny village of Fort Fraser where the last spike was driven exactly one hundred years to the day. The community historian rode with the group to Fort Fraser. The location, a mile or so east of the village, now Mile 93.3 of CN's Nechako Subdivision, was thoughtfully marked by bunting and balloons.

At the village most of the community turned out to greet the train. The elementary school kids got time out of class and they sang 'O Canada' as the group disembarked from the trains. The village residents had coffee, sandwiches, and dessert ready to hand out as they mingled with the tour patrons.

After the impromptu stop, the train continued on to Prince Rupert where trips to local museums, a banquet in a historic salmon cannery and a meeting with the Mayor capped the anniversary celebrations. After the stay in Prince Rupert, the tour participants retraced the route back to Jasper and Toronto.

L'animation a grandi alors que le train s'approcha du petit village de Fort Fraser, où le dernier crampon fut posé exactement 100 ans auparavant, jour pour jour. L'historien de la communauté voyagea avec le groupe jusqu'à Fort Fraser. Le site, environ un mille à l'est du village et maintenant au millage 93,3 de la subdivision de Nechako du CN, fut soigneusement décoré avec des drapeaux et des ballons.

La majeure partie de la population du village se déplaça pour accueillir le train. On donna congé aux élèves des écoles élémentaires et ils chantèrent le "O Canada" pendant que les participants descendaient du train. Les résidents eurent des sandwiches, des desserts et du café prêts à être distribués, alors qu'ils rencontrèrent les membres du groupe.

Suite à cet arrêt impromptu, le train continua sa route vers Prince Rupert, où des visites aux musées locaux, un banquet à une usine historique de mise en boîte de saumon et une rencontre avec le Maire concluèrent les célébrations de l'anniversaire. Après avoir séjourné à Prince Rupert, les participants retracèrent leur route vers Jasper et Toronto.

A display case with Grand Trunk Pacific items at the Museum of Northern British Columbia in Prince Rupert. Douglas Smith

Un présentoir contenant des exhibits du Grand Trunk Pacific Railway au « Museum of Northern British Columbia », à Prince Rupert. Douglas Smith

Daryl Adair of Rail Travel Tours in front of VIA 6449 at Jasper, Alberta prior to the departure of the 100th anniversary commemorative excursion on April 1, 2014. Douglas Smith

Daryl Adair, de Rail Travel Tours, devant la locomotive 6449 de VIA, à Jasper, Alberta, avant le départ, le 1er avril 2014, du train d'excursion pour commémorer le 100e anniversaire du GTP. Douglas Smith

By popular demand, Rail Travel Tours is planning another excursion over the GTP line in 2015, the date is not yet confirmed but should be in late May or early June. If you are interested, you can contact Daryl Adair directly at railtraveltours@mymts.net Please mention that you saw this announcement in the CRHA's Canadian Rail magazine.

Suite à la demande populaire, Rail Travel Tours planifie, pour 2015, une autre excursion sur les rails du GTP ; la date n'a pas encore été confirmée, mais devrait être autour de la fin de mai ou au début de juin. Si vous êtes intéressé(e), vous pouvez contacter directement Daryl Adair, à railtraveltours@mymts.net. S.-V.-P. mentionnez que vous en avez vu la mention dans le périodique Canadian Rail de l'ACHF.

BUSINESS CAR

September - October 2014

By John Godfrey

Edited by David Gawley

Stratford City Council considering options for the 'Big Shop'

Several presentations on the potential future of the former Cooper site involving reuse of sections of the former railway shops have given Stratford city council reason to consider options, including whether a master plan for the site should precede any decision on demolition. A common thread in the presentations to city council recently was that some section or sections of the former CN industrial building that played a major role in Stratford's history should be retained to commemorate the former Grand Trunk / CN shops.

Options suggested included revenue-generating uses of retained parts of the building, notably for paid parking and/or energy generating solar power. The most comprehensive plan, which came from architect Michael Wilson, illustrated how university buildings, a public library, YMCA facility, bus depot, parking for more than 800 vehicles and a sports field could be contained within the site.

A more limited proposal from the Grand Trunk Railway Site Heritage Committee, one that has been heard before, is that the first three most easterly bays of the building be retained and used to house a railway steam locomotive. "We continue to believe a locomotive on display in part of the building where so many of them were serviced and repaired for so many years is commemoration worth pursuing," said Dean Robinson, spokesman for the committee. "A master plan should be the first step," said Robinson, citing a suggestion to that effect in the 2012 report.

Christopher Borgal in his heritage report stated. "And we want our commemoration proposal to be a part of that master plan. Let's develop a good idea, not throw it away."

Ted Hales of the Architectural Conservancy of Ontario added his voice to those advocating commemoration beyond a mere plaque. The railway industry was of primary significance to the city, he said, urging council put the site to use and drop the "radical" action of demolition. Hales suggested demolishing the building would be a decision citizens of Stratford would regret in retrospect.

A presentation from heritage advocate Thor Dingman gave several options for retaining various sections of the building, from a minimum of three bays to a maximum of 55% of the building. His presentation included an option for substantive reuse of the building for parking, which he costed out to show the possible revenue streams. Dingman requested that demolition be deferred until analysis of options is completed and until it has been demonstrated that preservation of the structure is untenable. Council referred the issue back to staff with Councillor Kerry McManus suggesting a plan for the site be developed before consideration of demolition. (Stratford Beacon Herald edited)

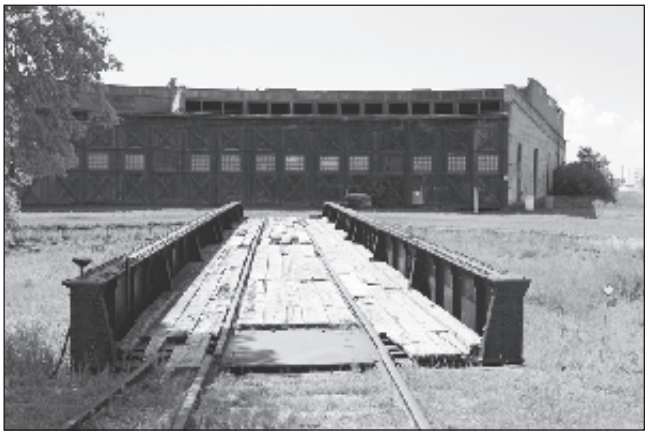
Algoma Central Railway's Searchmont Station to be preserved

The Searchmont Station Preservation & Historical Society has been formed with the goal of saving and restoring Searchmont Station on the old ACR. This station is basically the only station left between Hearst and Sault Ste. Marie. The Society is on Facebook and also has a site www.searchmontstation.com which shows the plan to restore the station to its 1902 foot print. (Nathan Brown)

Former Grand Trunk Pacific roundhouse closer to preservation

The Hanna Roundhouse Society, a non-profit organization was founded in 1910 and has subsequently purchased 8.97 acres of land on which sits the former GTP / CNR roundhouse, turntable and water tower foundation in Hanna (near Biggar), Alberta. See Canadian Rail No.

548, May - June 2012, page 132 for a brief history of the facility. (Jim Morris)



Jim Booth

CN's Drumheller, Alberta Subdivision being lifted

This summer CN's Drumheller Subdivision's rails are being lifted from Hanna (M0.0) to just east (M109.8) of Lyalta, leaving only the short stretch from Lyalta to Calgary's Sarcee Yard (M 131.9) to serve a couple of grain handling facilities. CN's contractor started in the third week of May at Hanna, and is lifting about 1.5 miles per day. CN says it will take 5 to 6 months to remove all rail and ties.

In April 2010, CN operated their track geometry RDC 1501 over the Drumheller Subdivision, Cor van Steenis photographed it at mile 115.6 (between Norfolk and Lyalta) on April 19, 2010.

En avril 2010, le CN vérifia la géométrie des rails de la subdivision de Drumheller, à l'aide de son RDC no 1501. Cor van Steenis le photographia au millage 115,6 (entre Norfolk et Lyalta), le 19 avril 2010.

The Drumheller Subdivision started operations as a Canadian Northern line (Goose Lake Line) from Saskatoon to Hanna to Munson (connecting to the 1911 Alberta Midland Railway from Camrose to Munson) on January 20, 1914 and from Munson to Calgary on February 12, 1914. The first passenger train operated from Munson to Calgary in March, 1914. The line was absorbed into the Canadian National system in 1919. The last through train, CN's Intermodal freight Q115, rolled through there on December 10, 2008, after which CN abandoned the line; now, 100 years later, another prairie rail line is history.

The remaining structures include are the Hanna Station (off site), the Hanna roundhouse and turntable (still on its original site), one grain elevator each at Delia, Rosedale, Rosebud and Lyalta, plus 109 bridges in 100 miles! Some places, such as Delia, at one time had seven grain elevators. (Cor van Steenis)

Drumheller Suibdivision, mile 21.9, CN Delia. The 1932 Pioneer elevator is all that remains of the seven once on site. The 1913 CNoR station is also gone. The rails were lifted in June, 2014. Cor van Steenis

À Delia, au mille 21,9 de la « sub » Drumheller du CN, l'élévateur Pioneer (1932) est le seul restant des sept du site ; la gare du CNoR (1913) est aussi disparue ; les rails furent enlevés en juin 2014. Cor van Steenis

CPR's Okanagan Subdivision being lifted

Cando Contracting of Brandon, Manitoba. is lifting the rails on the former CPR Okanagan Subdivision between Sicamous and Armstrong BC. The Okanagan Sub. started life as the Shuswap & Okanagan Railway built in 1891. It was shortly leased and then sold to the CPR. Much more recently it was leased to Omnitrax as the Okanagan Valley Railway (OKAN) in 1998. OKAN ceased operations in 2009 and the railway was returned to CPR. In November 2012, the line was approved for abandonment. (Phil Mason)

Banff, Alberta station restoration advancing

In 1888 the Canadian Pacific Railway constructed a station in Banff, Alberta. It was replaced in 1910 by the current station, which is still on site. In 1991 it was designated a federal Heritage Railway Station. In 2011 Banff Caribou Properties acquired a sub-lease from the CPR and started external restoration and interior renovation of the building. The exterior of the building has been restored as closely as possible to the original by the architect using old photographs. In the interior of the building, the original fireplace and benches remain in the arrivals/departures area. The work on the station is

nearing completion with only the exterior landscaping and parking improvements remaining.

The current occupants of the main lobby are Greyhound, Rocky Mountaineer, Avis and a Banff Tourism Information kiosk. The building is open to the public, it is certainly worth a visit. (Cor van Steenis)

City of Kamloops $200,000 means heritage train will hit tracks again

Kamloops' heritage locomotive should be back on the rails by 2015 after Kamloops city council approved more than $200,000 in funding to cover repairs for the 2141 steam engine and operating expenses for the remainder of the year.

The 2141 has been off the tracks for a year as Kamloops Heritage Rail (KHR) volunteers dismantled a portion of the locomotive in order to take measurements and determine how much maintenance the 102 year-old engine would need to secure a federal operating licence from Transport Canada.

Society members had warned the city the cost of fixing the locomotive could be as high as $400,000, but KHR director Doug Baleshta said the society is now budgeting $199,999 to complete upgrades to the engine's air brakes, fire and smoke boxes and to rebuild the engine.

Baleshta said the society conducted an "extremely rigorous" inspection of the 2141 and found the locomotive is in pretty good shape.

To help with costs, the society has raised $40,000 in donations and is trying to get a grant for $50,000 from CP Rail.

Baleshta said once the KHR has funding in place, it will order the new parts it needs for the locomotive, which should arrive in August. Factoring installation and inspection times, the train should be cleared to operate again by January 2015.

The city typically gives the society $200,000 a year to operate, which was included in this year's budget. It also had $131,000 in reserves that it didn't give the society in 2013 when the train was not in operation.

Council voted unanimously to give the group $199,000 for repairs and $27,650 for operating expenses .

Baleshta and KHR president Bill Abley said it's possible the group will be back one more time for money if the repairs go over the projected cost.

If the society has to hire an independent inspector to assess its repairs or conduct certain tests on the rebuilt engine, Abley said it could push the price of repairs up by as much as $30,000. (Andrea Klassen)

Grand Trunk Cafe in Lewiston, Maine

The former Grand Trunk Station at 103 Lincoln St. in Lewiston, has in the past four years, slowly been transformed into a modern Cafe. The station was built in 1874, and served as a landing spot for many of Lewiston - Auburn's Canadian immigrants. It has been on the National Register of Historic Places since 1979. The city and the Lewiston - Auburn Railroad began paying for the renovation in 2010 with a U.S. Department of Agriculture $200,000 grant and $115,000 from Lewiston Community Development Block Grant. The railroad provided about $65,000, renovations were completed and the railroad signed a lease with Karen Pulkinen who plans to turn the station into a cafe. Karen has been gathering railroad memorabilia to decorate the cafe which is scheduled to open in August of this year. (The 470, Portland, Maine)

Canadian Museum of Rail Travel commences FA-2 painting

The cosmetic restoration of the Canadian Museum of Rail Travel's CPR MLW FA-2 4090 and FB-2 4469 has commenced, attached is an image of CP4090 starting to sport some Yellow nose paint. (Kevin Dunk)

CRHA ANNUAL AWARDS

The purpose of the C.R.H.A. Awards is to recognize and honour individuals and organizations whose endeavours in the previous year have contributed significantly to the recording and/or preservation of artefacts of historical value related to Canada's railways.

Recipients receive a certificate from the Association to acknowledge their contributions to preserving Canada's railway heritage.

For the year 2013, our panel of judges included the following participants:

PRIX ANNUELS ACHF

En 1986, l'Association canadienne d'histoire ferroviaire a mis en place un programme de

Prix annuels visant à reconnaître et à honorer les personnes et les organisations dont les réalisations ont contribué de façon significative à la diffusion d'informations et/ou la préservation du patrimoine ferroviaire au Canada.

Les gagnants reçoivent un certificat de reconnaissance soulignant leur contribution au domaine de la préservation du patrimoine ferroviaire canadien.

Pour l'année 2013, les membres du jury étaient les suivants :

- **Mr. Colin Hatcher – Edmonton, Alberta**
- **Mr. Ron Ritchie – Hudson, Québec**
- **Mr. Jim Sallie – Cornwall, Ontario**
- **Mr. Robert Turner – Victoria, B.C**

Their selections were as following:

Voici leur sélection des gagnants :

• ***Lifetime Achievement Award***	**Mr. Charles DeJean** Board member, museum executive, and committee member for over 50 years As liaison with various railway companies, he has been instrumental in acquisition of important artifacts He donates a minimum of 500 hours annually as Section Head of Track and Railway Infrastructure	• ***Prix de la réalisation à vie***	**Mr. Charles DeJean** Membre du Conseil d'administration, du Comité Exécutif et membre depuis 50 années Grâce à ses multiples contacts avec des entreprises de chemin de fer diverses, a contribué dans l'acquisition d'artefacts importants Contribue un minimum de 500 heures annuellement comme Superviseur de Section des voies ferrées et des infrastructures ferroviaires
• ***Preservation Award***	**Mr. Donald Frank Broadbear** Restoration of 10 locomotives, 5 steam engines, many coaches and other railway equipment	• ***Prix pour un projet de préservation***	**Mr. Donald Frank Broadbear** Restauration de 10 locomotives, 5 locomotives à vapeur, quantité de voitures de passagers et autre équipement ferroviaire
• ***Article Award (Canadian Rail or Division)***	**Mr. Patrick O. Hind** "How CP Pioneered Remote Control Operation in Canada" "The Sandhouse" of the Pacific Coast Division of the CRHA Autumn 2013	• ***Prix pour un article (dans Canadian Rail ou bulletin de Division)***	**Mr. Patrick O. Hind** "How CP Pioneered Remote Control Operation in Canada" "The Sandhouse" Division de la Côte du Pacifique de l'ACHF Automne 2013

• *Article Award, other publications*	**Canadian Railway Modeller** (No specific article)	• *Prix pour un article (autre publication)*	**Canadian Railway Modeller** (Aucun article spécifique)
• *Book Award (2 winners)*	**Mr. Herb MacDonald** "Cape Breton Railways: An Illustrated History" Cape Breton University Press, Sydney, NS – 2012 **Mr. Kenneth G. Pieroway** "Rails Across the Rock" Creative Publishers, St. John's, NL – 2013	• *Prix pour un livre (deux gagnants)*	**Mr. Herb MacDonald** "Cape Breton Railways: An Illustrated History" Cape Breton University Press, Sydney, NS 2012 **Mr. Kenneth G. Pieroway** "Rails Across the Rock" Creative Publishers, St. John's, NL 2013
• *Multi-Media Award – no nominations*	**-nil-**	• *Prix Multi-Media (aucune candidature)*	**-nil-**

Nominations will be accepted from members and other persons interested in Canada's railway history. Persons or entities other than the nominee should make nominations.

Awards nomination forms will be included in the last 2014 issue of Canadian Rail are will also be available on the C.R.H.A. web site at www.exporail.org

Members of the Committee, Linda Schwey and Daniel Laurendeau

L'Association accepte les inscriptions de ses membres et de toutes personnes intéressées à l'histoire des chemins de fer canadiens. Il est préférable que la mise en candidature soit soumise par une personne ou un organisme autre que le candidat.

Les formulaires de mise en nomination seront inclus avec la dernière édition de Canadian Rail de l'année 2014 et seront également disponibles sur le site web de l' A.C.H.F. à www.exporail.org

Les membres du Comité, Linda Schwey et Daniel Laurendeau

BACK COVER TOP: Over one hundred people joined the Rail Travel Tours trip to commemorate the 100th anniversary of the driving of the last spike on the Grand Trunk Pacific Railway; here the group is gathered at that same spot, near Fort Fraser on April 7, 2014, one hundred years to the day later. Douglas Smith

HAUT DE LA PAGE COUVERTURE ARRIÈRE: Le 17 avril 2014, cent ans, jour pour jour, après la même cérémonie originelle. Plus d'une centaine de personnes ont fait partie du voyage organisé par Rail Travel Tours afin de commémorer la pose du dernier clou du chemin de fer Grand Trunk Pacific près de Fort Fraser. Douglas Smith

BACK COVER BOTTOM: CNR St. Lambert, Quebec where it all began for Lorne Perry. As the junction of the St. Hyacinthe, Sorel and Rouses Point subdivisions was under the control of the Train Directors at 'MB' tower (which still stands today), St. Lambert was, and still is, a natural attraction for the rail enthusiast. The old station, the inbound passenger shelter and the unique signal gantries are evident in this early fifties image. Lorne Perry

BAS DE LA COUVERTURE ARRIÈRE: Pour Lorne Perry, c'est à Saint-Lambert que tout a commencé. Sur cette photo, prise au début de la décennie cinquante, on voit la vieille gare et l'abri des passagers sur la voie de gauche ainsi que le remarquable système de signalisation. Ce lieu était le point de rencontre de trois sous-divisions, soit la Saint-Hyacinthe, le Sorel et le Rouses Point. La tour de contrôle MB est toujours en service et demeure encore un attrait pour les amateurs du rail. Lorne Perry

Canadian Rail

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