

CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED

## Notice of meeting:

The regular monthly meeting of the Association will be held in room 153, Queens Hotel, Wednesday, March 11th, at 8:00 PM. Entertainment of the evening will be provided by Mr. S.S. Worthen, who will address the association on the subject

"Canada in the Grand Trunk Age".

ASSOCIATION NEWS

Due to an oversight, the results of the election held at the January Annual Meeting were omitted. They are detailed below.

President . . . . .	Mr. O.S.A. Lavallee
Vice President . . . . .	Mr. K.F. Chivers
Treasurer . . . . .	Mr. A. Clegg
Secretary . . . . .	Mr. L.C. Ferry
Advisory Committee . . . . .	Mr. R.M. Binns
	Mr. R.R. Brown
	Mr. S.S. Worthen
	Mr. M.L. Modler
Committee Chairmen:	Trip: Mr. S.S. Worthen
	Programme: Mr. J.N. Lowe
	Membership: Mr. W.F. Doran
	Rolling Stock: Mr. F.A. Kemp
	Editorial: Mr. O.S.A. Lavallee

The Honourary President of the Association is Dr. Victor Morin, LL.D., and the Honourary Vice Presidents include Mr. Donald Gordon, President, Canadian National Railways, Mr. William A. Mather, President, Canadian Pacific Railway, Mr. Arthur Duperron, Chairman, Montreal Transportation Commission, Mr. Charles E. Fisher, President, The Railway & Locomotive Historical Society, and Mr. Edward G. Hooper, President, National Railway Historical Society. Mr. Leonard A. Seton is Honourary Legal Counsel.

VISIT TO ANGUS SHOPS

On Saturday, February 14th, about thirty members and friends of the Association participated in a visit to the Angus Shop of the Canadian Pacific Railway. During the three-hour visit, which included all of the main shop buildings, the group was escorted by Mr. W.D. Dickie, the Works Manager, and eight other members of the supervisory staff. The functions of the different shops were explained to the visitors by Mr. Dickie and his assistants, and everyone concluded that it was as interesting a morning as the Association has ever arranged.

While exploring in the adjacent yard after the trip, Mr. Robert R. Brown and a small group came across the boilers of the engines of the former F1 class Atlantic type engines, which were readily identifiable by the Belpaire type fireboxes. While the prototype engines were scrapped in 1917, the boilers had been in use until recently as stationery boilers at the former Outremont shop.

During the month of March, the Trip Committee has planned an excursion in articulated "Duplex" car 2501 of the Montreal Transportation Commission for the purpose of riding in, and photographing the unit, as a proposal has been made to convert cars 2500 and 2501 to conventional, double-truck one-man cars. The price of the excursion will be approximately \$1.50 per person and details will be made known at the March meeting. Tentative date is set for Saturday, March 14th.

PICTOU COUNTY ELECTRIC COMPANY

On May 3rd, 1887, the New Glasgow Electric Company was incorporated to generate and distribute electricity and to build a street railway to serve New Glasgow, Stellarton, Trenton, Westville, and Ferrona, but this Company did not build the street railway.

On March 27th, 1902, the Egerton Tramway Company was incorporated to build an electric railway to serve the principal towns and villages in Egerton Township --- New Glasgow, Stellarton, Westville, Trenton, Ferrona and Thorburn. Construction started in 1903 and the line from Trenton, through New Glasgow and Stellarton to Westville was completed in October 1904. In March 1909, the Egerton Tramway Company bought the New Glasgow Electric Company and a month later, a new company, the Pictou County Electric Company, was organized.

In 1913, a branch line was built in New Glasgow to the potteries and it is probable that this line was to have been extended to Thorburn. However, traffic was light and the potteries branch was abandoned in 1922.

The railway crossed the East River of Pictou on a rather flimsy trestle and in April 1930, this trestle was carried away by ice. Partial service continued for a few weeks until the Company bought some buses from the Montreal Tramways Company. The bus service, which the Company still operates over the same route, is faster but much less comfortable than the fine old interurbans.

ROLLING STOCK

(Odd numbers only)

- |            |   |
|------------|---|
| 101 to 109 | Double truck, double end, small interurban cars<br>Built 1904 by Ottawa Car Manufacturing Company.                        |
| 111 to 119 | Similar cars to 101 series built 1911 by J.G. Brill Company<br>and bought in 1913 from the Philadelphia Rapid Transit Co. |
| 121 to 125 | Also built in 1911 by J.G. Brill Company and bought in 1915 from<br>the Philadelphia Rapid Transit Company.               |
| 1 and 2    | Single truck, double end snow ploughs. Wason Mfg. Co. 1905-6.   |
| 3          | Double truck, double end snow plough.<br>Pictou County Electric Company, 1912.  |

Early records indicate that the road had three freight motor cars but they disappeared long ago. Probably plough no. 3 was one of them.

Passenger cars were painted black.

(Note: Map of the Pictou County Electric Co. is included with this issue, along with map of the Newfoundland Light & Power Co., St. John's, NF story of which was carried in the January News Report.)

EDITOR'S NOTE: While visiting New Glasgow in June 1952, the rails, which had been paved over in New Glasgow streets, were being removed from Provost Street -- twenty-two years after the line had closed its rail services.

### ITEMS OF INTEREST

In a previous report, the news of the completion of the Pacific Great Eastern Railway to Prince George, was carried. The first passenger train included some seventeen cars and two diesel-electric locomotives. Details of the equipment are as follows:

Engines 567, 568.      Baggage cars 720, 721, 722, 717.  
Coaches 610, 611.      Lunch Counter Car 653.  
Pullmans SETON LAKE, ANDERSON LAKE, WILLIAMS LAKE.      Dining car 652.  
Sleepers CLINTON, PAVILION, BARKERVILLE.      Official A5, BRIDGE RIVER.  
Open Observation car 15.

The last spike was driven at the Ahbau Canyon Bridge, and the train was hauled into the CNR station at Prince George by a CNR diesel-electric switcher.

In January, Canadian National Railways introduced two new medical cars, bringing to six the total number of such cars in use on that system. The cars were built at London, Ont. and are used to give periodical medical checkups.

Work is now under way on a new seven-span bridge, 1,018 feet long, over the Skeena River near Terrace, B.C. This bridge is situated on the well-known Kitimat branch which is being built by Canadian National Railways to serve the aluminum industrial site and water power development at Kitimat.

It is reported that the Canadian National Railways is endeavouring to close the railway line between Deloraine and Holmfield, Manitoba.

Canadian Pacific Railway has received the following diesel-electric locomotives:

7400 and 7401	-	General Motors	1200 HP switchers.
8412 and 8413	-	"	1500 " road switchers.
4459 and 4460	-	"	" " B road units.

London and Port Stanley Railway made a profit of \$31,865 during the first eleven months of 1952, it was reported to the London Railway Commission. This figure is \$11,200 greater than the profit for the same period in 1951.

It is reported that Canadian National Steamships vessels LADY RODNEY and LADY NELSON have been sold to the Khedivial Mail Lines of Egypt at an undisclosed price.

To replace the Canadian Pacific Steamships' EMPRESS OF CANADA, which was recently lost in a disastrous fire at Liverpool, the steamship company has announced the purchase of the liner DE GRASSE from the Compagnie Generale Transatlantique (French Line). The 19,918-ton ship will be renamed the EMPRESS OF AUSTRALIA, and will be placed in the trans-Atlantic service in time to take care of the record number of bookings caused by the Coronation. The DE GRASSE was built by Cammell-Laird at Birkenhead in 1924 and has accommodation for a slightly greater number of passengers than the Empress of Canada, though it is a lighter ship. Reliable sources have also disclosed the possibility that the CPSS will purchase another ship next year from the P&O Company. These ships are being used pending the completion of the two new liners, the first of which is scheduled for completion in 1956.

Quebec North Shore & Labrador Ry. has purchased Ontario Northland Railway steam locomotive no. 701, a 4-6-2 type. Overhaul of this engine before shipment started at the ONR Shop, North Bay in January.

The following locomotives of the Detroit & Toledo Shore Line were noted recently passing through Montreal, en route to the Sydney & Louisbourg Railway. They are D&TSL #25, a 2-3-2 type built by Baldwin in 1928, and nos. 106, 111 and 114, all 0-8-0 types. Nos. 106 and 111 were built by Alco, but no. 114 carried no identifying marks.

Canadian National Railways has received road diesel-electric "A" units from Canadian Locomotive Company at Kingston, up to engine 8738 (even numbers only). They have also taken delivery of Montreal Locomotive Works switchers up to no. 8464.

**CORRECTION:** Note carried last month stated that eight 1600-hp road switchers had been received from Canadian Locomotive Company. This should have read 1200-hp. Engines bear the numbers 7622 to 7629 inclusive and are not equipped with steam generating equipment.

It is reported that the shop building of Canadian National Railways at Riviere-du-Loup will be taken over by Canadian Arsenal Limited, when the National system closes its shop at that point.

---

Due to the unfortunate accident at Mont Laurier, Que. which was suffered by the Budd RDC-1 rail car no. 2960 on Saturday, February 21st, 1953 in a collision with a truck, the performance report which was to have been included in this News Report will be postponed until the next issue. The car is presently under repair at Canadian Pacific Railway's Angus Shop and it remains to be seen whether it will be repaired in time to be placed back in service, before being returned to the Budd Company.

Until the day of the collision, the car had become very popular with the residents and visitors of the Laurentian resorts, and it was quite normal to have standing room only on the weekend trips.

As far as your Editor and other observers in the Association can determine, the car handled very well on the hilly and twisting Laurentian line, and on Sunday, February 15th, made the run from Mont Laurier to Park Avenue, a distance of 152 miles in four hours, in spite of a heavy snowfall which left an inch of snow on the rails in some localities. On this trip, the car had about 105 passengers, or about 15 in excess of the seating capacity. This report is unofficial -- the Canadian Pacific Railway has made no comment about the performance as yet.

---

**EDITORIAL:** In recent months, there have been many rumours to the effect that either, or both, of the transcontinental railways are contemplating improvements in the transcontinental schedules. It is said that time cuts of from 12 hours, to as much as one-third of the total travelling period, are contemplated, along with improvement in equipment, shortening intermediate stops, etc. As might be expected, the railways have maintained a discreet silence. Whatever the actual facts, there is no doubt that a substantial cut in travelling time from Montreal and Toronto to the Pacific coast is badly needed, and it is our earnest hope that the service will be improved, not only to give Canadians their due, but to encourage visitors from other nations to see this great and bountiful land of ours, so richly endowed with scenery and resources.

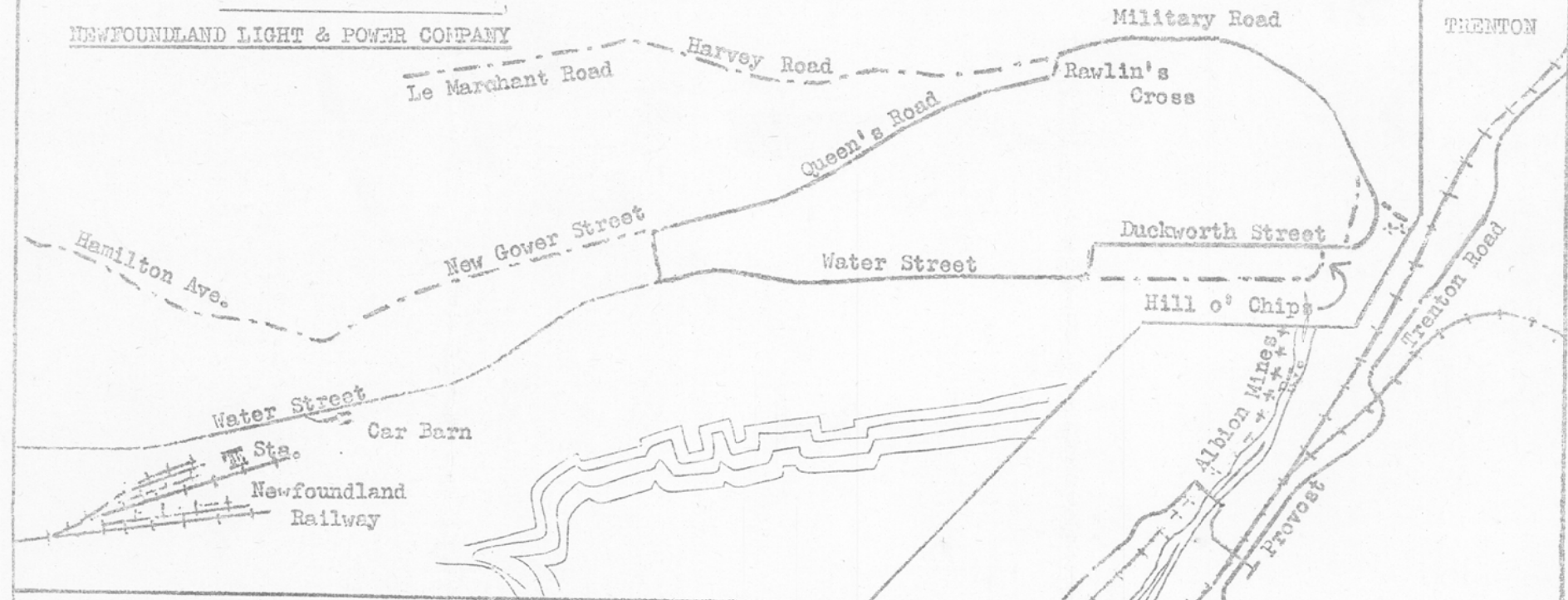
---

**EDITORIAL ADDRESS:**  
6959 De l'Epee Avenue, Montreal 15.

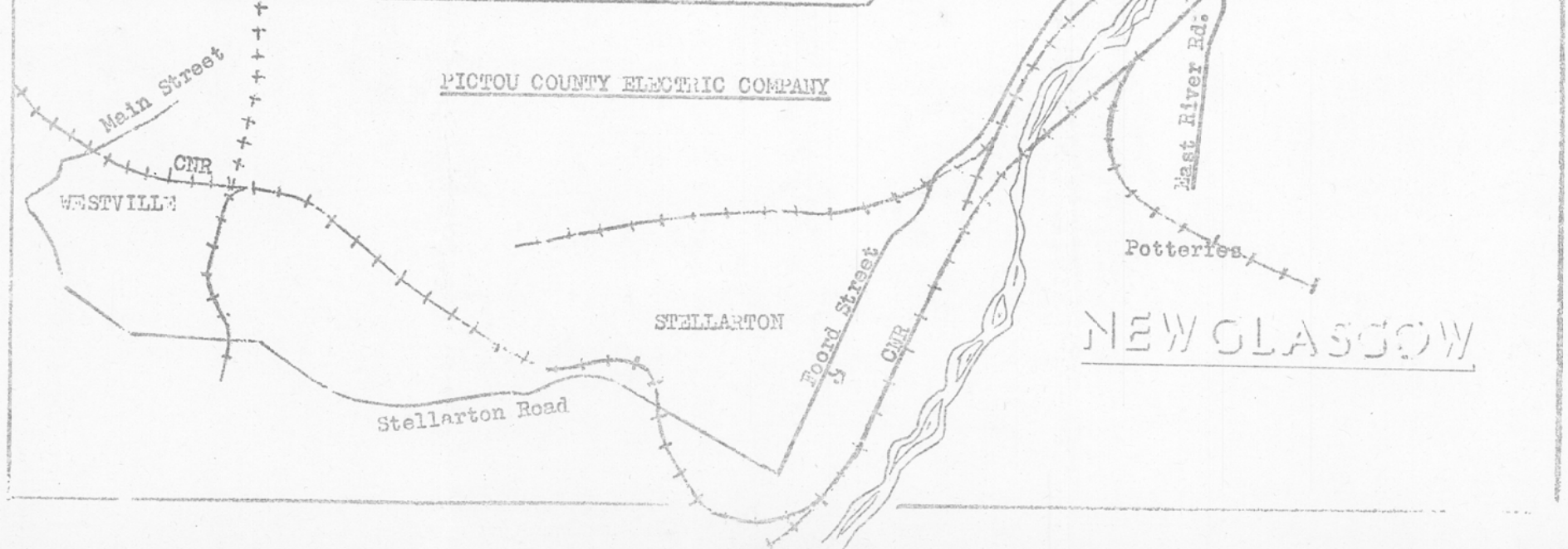
O.S.A. Levallee  
Editor.

# ST JOHNS

NEWFOUNDLAND LIGHT & POWER COMPANY



PICTOU COUNTY ELECTRIC COMPANY



CANADIAN PACIFIC RAILWAY COMPANY

DISTRIBUTION OF MOTIVE POWER AT DECEMBER 31ST, 1952.

First column gives the locomotive or unit number.  
 Second column gives the location symbol, as detailed below.  
 Third column gives the service symbol, as detailed below.

LOCATION SYMBOLS

	<u>QUEBEC DISTRICT</u>	<u>ONTARIO DISTRICT</u>	<u>ALGOMA DISTRICT</u>
1	Glen	2A Lambton	3A North Bay
1A	St. Luc	2Aa Goderich	3Aa Chalk River
1B	Ottawa	2Ab Guelph	3Ab Mattawa
1C	Prescott	2Ac Peterboro	3B Sudbury
1Ca	Smiths Falls	2B Toronto (John St.)	3Ba Cartier
1D	Farnham	2C London	3Bb Britt
1E	Sherbrooke	2D Smiths Falls	3Bc Parry Sound
1F	Trois Rivieres	2Da Havelock	3Bd MacTier
1G	Shawinigan Falls	2E Windsor	3Be Sault Ste. Marie
1Ha	Quebec	2Ea Chatham	3C Chapleau
1I	Newport	2F Trenton	3Ca White River
1K		2G Orangeville	3D Schreiber.
	<u>QUEBEC CENTRAL RAILWAY</u>	2Ga Owen Sound	<u>ALBERTA DISTRICT</u>
1J	Vallee Junction	2H Hamilton	5A Alyth
1Ja	Sherbrooke	2I Port McNicoll	5Aa Banff
1Jb	Quebec	2J West Toronto	5B Medicine Hat
	<u>MANITOBA DISTRICT</u>	<u>SASKATCHEWAN DISTRICT</u>	5C Lethbridge
4A	Winnipeg	9A Moose Jaw	5Ca Fort MacLeod
4Aa	Portage la Prairie	9B Regina	5Cb Frank
4B	Fort William	9C Swift Current	5D Edmonton
4Ba	Ignace	9D Sutherland	5E Hardisty
4C	Kenora	9E Estevan	5F Red Deer
4D	Brandon	9F Weyburn	5G Coronation
4E	Souris	9G Prince Albert	<u>PACIFIC REGION</u>
4F	Minnedosa	9H Broadview	6A Vancouver
4Fa	Bredenbury	9I Assiniboia	6B Kamloops
4G	Broadview	9J Wilkie	6Ba North Bend
	<u>NEW BRUNSWICK DISTRICT</u>	9K Outlook	6C Revelstoke
7A	McAdam	9L Bredenbury	6D Coquitlam
7Aa	Megantic	9La Wynyard	6E Penticton
7B	Bay Shore	<u>DOMINION ATLANTIC RAILWAY</u>	6F Nelson
7C	Aroostook	8A Kentville	6G Cranbrook
7D	Brownville Jct.	8Aa Yarmouth	6H Tadanac
7E	Woodstock	8Ab Digby	6I Field
7F	Fredericton	8B Windsor	6J Golden
7G	Chipman		6K Victoria (E&N)

SERVICE SYMBOLS

b- Helper      f- Freight      h- Held (or out of service)      k- Work      l- Pool  
 m- Mixed      n- Loan to Northern Alberta Rys.      p- Passenger      r- Repairs  
 t- Transfer      u- Hump      w- Wayfreight      y- Yard  
 /A Angus Shop      /O Ogden Shop      /W Weston Shop

The inclusion of a location on this list does not necessarily imply that any locomotives are currently assigned there

EDITOR'S NOTE: This list or location code was devised by our associate Mr. W.T. Sharp, who is well known as one of the more ardent motive power observers in Canada. It is based on the code in use on British Railways.

44	8Ab	Y	564	5B	Y	<del>838</del>	1Ja	f	804	7F	w	973	9B	f	1037	5D	f
			<del>569</del>	<del>6C</del>	Y	839	2A	w	905	2C	f	974	9	/W	1038	8A	m
29	7G	m	573	6A	Y	840	"	w	908	6G	f	975	9I	f	1039	7A	f
136	"	m	<del>575</del>	6B	w	<del>841</del>	1C	f	909	6A	y	976	9J	f	1040	1C	f
144	"	m	582	5B	Y	842	1E	m	911	"	f	977	9C	W	1041	1G	w
			<del>586</del>	5A	Y	843	4D	y	912	1B	w	978	5B	w	1043	7A	f
417	2D	m	<del>590</del>	6C	f	844	2A	m	913	4A	k	979	4E	f	1044	1B	w
<del>418</del>	<del>3/A</del>	r	<del>592</del>	5A	f	846	9K	f	914	6G	f	980	5A	w	1045	"	w
419	1F	m	597	5A	Y	847	9D	y	915	"	w	981	4E	f	1046	2A	b
<del>420</del>	7C	p	613	5D	Y	<del>848</del>	2D	w	916	9H	y	983	6C	m	1047	"	w
421	"	f	626	5C	f	<del>849</del>	2C	f	917	2C	w	984	9I	f	1048	2C	f
422	"	f	627	9A	Y	850	5C	w	918	6C	w	985	6C	f	1049	7A	f
423	2A	m	628	4A	Y	851	1Ja	f	919	5E	f	986	4C	y	1050	8A	f
424	2D	m	636	5D	f	852	1B	f	921	2D	w	987	9K	f	1051	1Ja	f
425	2Da	m	642	5D	Y	853	9D	f	922	6A	y	988	4H	y	1053	er	ER
<del>427</del>	1C	f	<del>650</del>	5F	Y	<del>854</del>	2A	m	923	6C	y	989	4A	m	1054	7A	r
<del>430</del>	3A	r	<del>665</del>	5C	f	855	9I	m	924	4E	4	990	9D	f	1055	4A	f
431	7E	p	672	5C	w	856	1Ja	f	925	6E	k	991	4D	w	1056	1B	w
<del>433</del>	1C	f	675	"	Y	857	9F	f	926	5H	f	992	9A	y	1057	3A	f
434	2D	m	678	5F	Y	858	9B	f	927	4D	f	993	"	w	1058	2A	w
437	2D	m	680	9A	Y	859	9	/W	928	9D	f	994	1B	f	1059	1C	f
439	4D	k	691	5C	f	<del>860</del>	5F	m	929	8A	f	995	9I	m	1060	4A	m
<del>440</del>	3A	r	700	9I	Y	861	1Ja	f	930	4G	y	996	4B	m	1061	3A	f
441	5/0	h	701	4D	Y	<del>863</del>	9	/W	931	4E	f	997	2D	m	1063	4A	f
442	6/0	h	729	"	Y	864	5A	f	933	7A	w	998	7A	r	1064	9G	f
<del>443</del>	5A	h	<del>738</del>	5C	f	<del>865</del>	9E	b	934	9B	y	999	8A	f	1065	9D	f
445	2Da	m	<del>748</del>	<del>4E</del>	f	866	1Ja	f	935	9D	f	1000	3A	f	1066	1B	f
446	4A	w	751	5C	f	868	1	/A	936	5D	w	1001	1C	f	1067	1F	w
<del>449</del>	1C	f	754	9F	Y	869	7C	f	937	4D	f	1002	7E	w	1068	9G	m
450	1C	p	761	9A	Y	870	1Ja	f	938	9J	m	1003	3A	f	1071	9E	y
452	2D	m	776	"	Y	871	"	f	939	2C	f	1004	1C	w	1072	1Ja	h
453	2D	m	791	"	Y	872	"	f	940	1Ja	f	1005	1B	w	1073	7A	f
<del>454</del>	7B	m	793	5A	Y	<del>873</del>	"	f	941	4C	m	1006	"	f	1074	1F	f
455	3A	p	800	5B	w	<del>874</del>	4A	f	942	9K	f	1007	4C	y	1075	7D	f
<del>456</del>	2D	m	<del>801</del>	<del>9F</del>	f	875	9F	m	943	7C	w	1008	4D	m	1077	8Aa	y
457	7C	f	802	9F	w	876	4C	m	944	9J	y	1009	5E	w	1078	9	/W
<del>458</del>	1F	m	803	"	f	<del>877</del>	<del>9D</del>	f	945	er9		1010	4F	f	1079	8A	f
459	1D	/A	806	9A	Y	879	9B	f	946	7A	f	1011	9G	m	1080	1E	w
<del>463</del>	<del>6B</del>	/C	807	9E	b	880	9La	f	947	9I	f	1012	9J	m	1081	3A	f
<del>466</del>	6F	s	809	9D	f	<del>881</del>	5C	f	948	1Ja	/A	1013	5G	w	1082	7D	f
<del>469</del>	4C	k	811	1Ja	f	882	2C	f	949	2C	f	1014	1B	/A	1083	2A	m
470	8A	m	<del>813</del>	2A	m	886	"	f	950	2A	w	1015	8A	f	1084	1C	f
<del>472</del>	1C	f	814	3A	f	887	1B	f	952	"	w	1017	2C	m	1085	2A	m
473	7B	m	815	2Ac	Y	888	2C	f	953	"	m	1018	8A	f	1086	3A	f
474	3	/A	816	5A	f	<del>889</del>	2A	f	955	7C	m	1019	5I	y	1087	2C	b
<del>475</del>	5A	k	819	1Ja	f	890	1D	w	956	4A	y	1020	1I	w	1088		
<del>477</del>	1D	w	<del>820</del>	5C	f	891	2C	f	957	5A	w	1021	9D	f	1089	1B	w
484	2A	m	822	9	/W	892	2A	b	958	2A	w	1022	5F	y	1090	8A	f
485	7C	/A	823	9E	m	893	1Ja	f	960	4E	f	1023	9La	f	1091	1H	f
487	2D	m	<del>824</del>	9J	f	894	9D	f	961	5G	w	1024	9D	f	1092	8A	f
488	1F	f	827	4C	Y	<del>895</del>	<del>5C</del>	m	962	6C	m	1025	1C	f	1093	7A	f
489	"	f	828	2C	f	896	4G	y	963	2A	w	1028	9F	f	1094	9D	f
490	3A	f	<del>830</del>	4E	f	897	5B	w	964	9J	m	1029	9G	f	1095	1C	/A
<del>491</del>	7C	p	<del>831</del>	9D	f	<del>898</del>	5H	w	966	5D	w	1030	9B	r	1096	1B	w
492	1F	f	832	4E	f	899	5E	b	967	9D	y	1032	5C	w	1097	1F	w
			833	9C	Y	900	7A	f	969	6C	w	1033	9E	w	1098	2C	b
<del>526</del>	2A	m	834	5A	f	901	6G	/O	970	9	/W	1035	9D	f	1100	7A	f
<del>536</del>	2A	/A	<del>836</del>	2C	f	902	4A	r	971	9B	f	1036	6D	f	1101	8A	f
<del>550</del>	8A	Y	837	1D	w	903	2C	f	972	5C	/O				1102	9B	f





2634	9B	p	2830-	3409	5D	y	3510-	3657	6E	m	3953-
2637	"	pp	2831 4A	3410	1C	y	3511 1C	3658	6G	m	3954 3A
<del>2640</del>	<del>5G</del>	<del>pp</del>	2832 "	3415	1Ca	y	3513 1H	3659	6F	f	3955-
2643	"	f	2833 "	3417	1H	t	3514 "	3660	5B	y	3956 3B
2644	3A	f	2834-	3418	2E	y	3515 1G	3661	6C	f	5100 5C
2646	2C	f	2835 "	3420	5D	y	3516 5B	3662	7A	y	5101 6E
2647	9F	p	2836-	3421	2C	y	3518 9D	3663	6F	f	5102-
2648	4A	r	2837 "	3422	3A	y	3519 7D	3666	2A	t	5103 2C
2649	5G	f	2838-	3423	7C	y	3520 4C	3671	6G	f	5104 5D
2650	4A	r	2842 2B	3425	2F	y	3521 5C	3675-			5105 5C
2652	"	f	2843-	3426	3D	y	3522 9B	3677	6F	f	5106 1B
2655	4D	f	2849 4A	3427	2A	y	3523 1B	3678	6E	f	5107 1Ja
2657	9A	f	2850-	3428	"	w	3524 3Be	3681	6F	f	5108 7A
2658	1C	/A	2851 4B	3429	1C	y	3528 3Bc	3682	7A	y	5109 5C
2659	2A	w	2852 4A	<del>3432</del>	<del>4B</del>	y	3529 7D	3686	6F	f	5110 5C
2660	7A	p	2853-	3433	3A	/A	3530 1I	3688	6E	b	5111 2A
2662	2A	w	2854 4B	3434	1H	t	3544 1H	3689-	6G	f	5112 1B
2663	1G	b	2855-	3435	3A	y	3545 1D	3691	"	f	5112 1B
2664	2C	f	2856 2B	3437	2I	y	3546 1Ga	3692	1B	t	5113 3A
2665	8A	p	2857 "	3438	3Bd	y	3549 1Ca	3694	"	t	5114 2A
2700			2858-	3439	3A	y	3551 3A	3695	6F	f	5115 7A
2700	5A	f	2859 1A	3440	3Aa	y	3553 1D	3696	3B	y	5116-
2701-			2860-	3441	2E	y	3554 7A	3697	9E	y	5117 2A
2704	6D	f	2864 6A	3442	1Ca	y	3558 2E	3699	6F	f	5118 7A
2705	"	/O		3443	6A	y	3560 1B	3700	7B	t	5119 1B
2706-			2910-	3445	5C	y	3561 1H	3701	2A	b	5120 6E
2707	"	f	2913 4A	3446	6F	y	3563 1Ga	3706	6E	f	5121 6A
2708	4D	f	2914 4D	3448	6A	y	3600 6G	3708	6F	f	5122 5H
2709	er	PR	2915-	3454	9B	y	3601 6E	3712	6G	f	5123 4D
2710	9A	f	2921 9A	3458	6F	f	3602 6E	3713	3B	y	5124 5C
2711	6D	f	2922 5D	3460	"	y	3604 6E	3714	2A	b	5125 1H
2712	9A	f	2923 5H	3462	2E	y	3607 2B	3716	6G	b	5126 5C
2713	9	/W	2924 4D	3471	"	y	3609 6E	3719	7B	t	5127 "
2714	9A	f	2925 2B	3472	9C	y	3610 1F	3720	6F	f	5128 "
2715	6D	f	2926 7A	3473	3A	y	3611 6A	3721	6E	f	5129 2C
2716	5A	f	2927 1C	3474	7G	y	3614 6G	3722	2A	b	5130 9A
2717	6D	f	2928 2B	3475	7E	y	3616-	3723	6H	y	5131 5C
			2929 7A	3476	2C	y	3617 6F	3724-			5132 9C
2800-				3477	4C	y	3618 2B	3727	2A	b	5133-
2803	1B	f	3000 2C	3479	3A	y	3619 6F	3729	6E	f	5134 5C
2804	2A	f	3001 5A	3480	6F	y	3624 7D	3731	"	f	5135 2C
2805	1B	f	3002 2C	3481	9B	y	3625 9E	3734	6E	/O	5136 4D
2806	2B	p	3003-	3484	2F	y	3626 6H	3736	7A	y	5137 7A
2807-			3004 1A	3487	6A	y	3628 6E	3738	7B	h	5138 5C
2808	2A	f		3488	7A	y	3629 "	3740-			5139 4E
2809-			3011 1D	3489	7E	y	3630 "	3741	6G	f	5140 1C
2811	1A	p		3490	1C	/A	3632 1A	3742	6E	f	5141 5C
2812	1B	/A	3100 1A	3491	3A	y	3633 2B	3744	7B	t	5142 2A
2813	1A	p	3101 1B	3492	3Be	y	3636 6F	3746	6G	f	5143 "
2814	1B	f		3495	1C	/A	3637 7A	3747	6E	f	5144 5C
2815	1A	p	3369 7C	3496	3A	y	3638 7B	3748	5A	f	5145 2C
2816-			3379 "	3498	1F	y	3639 6E	3749	3B	f	5146 7A
2819	2A	f	3387-	3499	5J	y	3641-	3750	2A	t	5147 3A
2820	1A	p	3388 "	3503	4B	y	3642 7B	3751	1C	f	5148 5C
2821	"	/A		3504-			3643 6G	3752	7B	t	5149 5A
2822	"	p	3400-	3505	2I	y	3647 6E	3753	2A	b	5150 1
2823	"	/A	3401 6D	3506	6F	m	3649 2B	3758	6G	f	5151-
2824-			3403 9D	3507	2F	y	3650 6C	3759	1G	b	5152 1B
2828	"	p	3404 5D	3508	1B	t	3651 6F				5153 7A
2829	4A	p	3408 3Bd	3509	"	t	3654 5Cb	3952	3A	f	5154 2C

5155 6E f	5222 5C f	5317-	5379 2C f	5448-	5804-
5156-	5223	5318 4B f	5380 4A f	5449 1F f	5805 6C f
5157 5C -n	5224 6A p	5319 7A f	5381-	5450 4C f	5806 9C y
5158 2C f	5225 3A f	5320 3B f	5386 4C f	5451 /W	5807 6C f
5159 3B f	5226 5E f	5321 7A f	5387 6B f	5452 3A f	5808 " b
5160 " f	5227 5H f	5322 6B /O	5388 4C f	5453-	5809 5B /C
5161 2A f	5228 2C f	5323 er ER	5389 4A f	5454 1f f	5810 5C y
5162-	5229 5A f	5324 6B f	5390-	5455 3A f	5811 5B b
5164 1B f	5230-	5325 3A r	5391 4C f	5456 1B /A	5812 5A y
5165 5H f	5232 4F f	5326 6B f	5392 6B f	5457 4C f	5813 5B y
5156-	5233 4D f	5327 6A t	5394 1G b	5458 2C f	
5157 1B f	5234-	5328-	5395 4C f	5459 1F f	5900 5A f
5168 3A f	5235 4F f	5329 7A f	5396-	5460 2A f	5901 6C /O
5169 2C f	5236 5E f	5330 4B f	5397 1C /A	5461 2C f	5902 " b
5170 er ER	5237 5C f	5331 6B f	5399 " /A	5462 6C f	5903-
5171 2C f	5238 5C f	5332-	5400 2C f	5463-	5907 5A f
5172 5C -n	5239 7A f	5333 7A f	5401 1F f	5469 6C f	5908 6C b
5173 9A f	5240 4A r	5335 2C f	5402-	5470 /W	5909-
5174 4E f	5241 6A p	5336 6B /O	5403 2C f	5471 4B f	5913 5A f
5175 1B f	5242 5D f	5337 6A t	5404 1G b	5472-	5914 " /O
5176 7A f	5243 6G /O	5338 7A f	5405-	5473 4C f	5915-
5177 5C f	5244 6G f	5339 7Aa b	5406 2C f		5916 5A f
5178 4A f	5245 6F f	5340 /W	5407-	5750 1B /A	5917 5C r
5179 9A f	5246 6F f	5341 1B t	5408 4C f	5751-	5918-
5180 2C f	5247-	5342-	5409-	5755 1B t	5919 5A f
5181 7A b	5248 5A f	5343 6B f	5410 1F f	5757 6E b	5920 6C b
5182 4F f	5249-	5344 4B f	5411 3A f	5758 6F y	5921-
5183 3A f	5251 6F fp	5345 6B f	5412 4B f	5759 6F f	5922 5A f
5184 4F b	5252-	5346 4B f	5413 3C f	5760 6D y	5923 6C b
5185-	5253 5D /O	5347 /W	5414 2C f	5761 6A y	5924-
5188 2A f	5254 6F p	5348 9A f	5415-	5762 6C y	5929 5A f
5189 4F f	5255 5D f	5349-	5416 1F f	5763 9A y	5930 " /O
5190 5C /O	5256 6B k	5350 6B f	5417 2C f	5765 6D y	5931-
5191 3A f	5257 5D f	5351 4B f	5418 3C /A	5766 6G y	5935 5A f
5192 5D f	5258 6D f	5352 4C f	5419 1F f	5767 4A y	
5193 2C f	5259 6F f	5353 4B f	5420 2A f	5768 5A y	6210 4A y
5194 1B f	5260 5D f	5354 1G b	5421 1F f	5769 6G y	6212 2C y
5200 1B f	5261 6F p	5355 er ER	5422 3A f	5770 6D y	6213 3B IMco
5201 3A f	5262 5D y	5356 2C f	5423 3C /A	5771 6B y	6215 1B ROM
5202 4F f	5263 6G r	5357 7A f	5424 1F f	5772 6B k	6220 4A y
5203-	5264 6E f	5358 6B f	5425 3B f	5776-	6221 4Ba y
5204 5H f		5359 4C f	5426 1F f	5778 6C y	6222 4A y
5205 5C f	5300 2A f	5360 6B f	5427 5A f	5779 6D y	6224 9B y
5206 3A f	5301 er ER	5361 3B f	5428 4C f	5780-	6226 1Ja h
5207 4E f	5302 2C f	5362 4C f	5429 9A f	5781 4A y	6227 8A r
5208 7A f	5303 2A f	5363 9A f	5430 4C f	5782 4Fa y	6228 4A y
5209 5A f	5304 4D f	5364 4A f	5431 5A r	5783 6E b	6230 2A y
5210 5C f	5305 2A f	5365 9A f	5432 4C f	5784 4D y	6231 4A y
5211-	5306 7A f	5366 6B f	5433 4A f	5785 6D k	6232 4B y
5212 6A p	5307 4C f	5367-	5434 9A f	5786 6B y	6234 2Aa y
5213 5C f	5308 2A f	5369 4C f	5435 4C f	5787 6E f	6237 1 /A
5214 2A f	5309 4A r	5370-	5436-	5788 6E /O	6239 2C y
5215 1B f	5310 6B f	5371 2A f	5437 4B f	5789 4F y	6243 1 /A
5216 5E f	5311 4C f	5372 9A f	5438 4C f	5790 /W	6244 2C y
5217 7A f	5312 4B f	5373 3C f	5439 4B f		6245 5C y
5218 5C f	5313 1G b	5374 /W	5440-	5800- <i>Recalled</i>	6247
5219 3A f	5314-	5375 2A f	5445 4C f	5801 6C b	6248 5Ca y
5220 2A f	5315 6B f	5377 2A f	5446 4B f	5802 5D f	6249 4A y
5221 6A p	5316 4B f	5378 4C f	5447-1F f	5803 " y	6250 " y
	531				

*Edwinton*

6251 4B y	6906 4B y	4046-3C f	7019 5A y	7096 1K y
<del>6253</del>	6907 1H h	4047 " /A	7020-	7097 1K w
6254 4A y	6908 1B y	4048-	7024 2J y	7098 " y
<del>6255</del> 5C y	6909 5A y	4050 3C f	7025 2A y	7099 1B y
<del>6257</del> 9C y	6910 4B y	4051 " /A	7026 2J y	7100 1E y
6260 4A y	<del>6911</del> 4D y	4052-	7027 2A y	7101-
6261 4B y	<del>6913</del> 4B y	4065 5A f	7028 1C y	7105 4A y
<del>6262</del> -5A /O	6920 1B y		7029-	7106-
<del>6263</del> 4B y	6921 6H /O	4400-	7030 1B y	7108 1E y
6264 9C y	6922 2A y	4403 1B f	7031-	7109 6I y
<del>6265</del> 9B y	6924 1E y	4404-	7032 2A y	7110-
6266-	6925 7B y	4405 3C f	7033 1B y	7111 6C y
6267 4A y	6926 7B /A	4406 " /A	7034 1A y	7112-
<del>6268</del>	6928 7B y	4407-	7035-	7113 5A y
6269 2A y	6929 1B y	4408 " f	7036 4A y	7114 6C k
6270 9B y	6930 7A y	4409 1B f	7037 5A y	
6271 2A y	6931 2A y	4410 " /A	7038-	8000-
6273 2B y	6932 7B y	4411 " f	7039 1B U	8007 6K pf
6275 2A y	6933 1D y	4412-	7040 " y	8008 6D m
<del>6276</del> 5A y	6935 1B /A	4423 3C f	7041 1I y	8009-
6277	6936 7B y	4424-	7042 1A y	8012 6K f
6278 9C y	6937 6H y	4437 5A f	7043-	
6279 5A y	<del>6938</del> 5A y	4438-	7047 2A y	8400-
6280 2J h	6939 6H y	4454 5A f	7048 4B y	8401 1B f
<del>6281</del> 4B y	6940 6E y		7049 " y	8402 1K f
<del>6282</del> 5A y	6941 5B y	6500-	7050 5A y	8403 " /A
<del>6283</del> 9A y	6942 9A y	6501 /A y	7051 " /O	8404 " w
6284 5A y	6943 9 /W	6502-	7052 1I y	8405-
6285 9B y	6944 6H /O	6504 4A y	7053-	8406 3C f
6286 4B y	6945 4B y	6505 5A y	7054 5A y	8407-
<del>6287</del> 9A y	6946 9A y	6506-	7055 4A y	8408 3D f
6288 3B <sup>b</sup> y	6947 9B y	6508 1B y	7056 1H y	8409 5A w
<del>6289</del> 1 /A	<del>6948</del> 4B y	6509 1E y	7057-	8410 6C w
6290 9A y	6949 4A y	6510-	7058 1B y	8411 5A w
<del>6291</del> 4A y		6511 6A y	7059-	
<del>6292</del> " y	6950 4A y	6512-	7061 2A y	9003 5C h/W
<del>6293</del> 9B y	<del>6951</del>	6513 4B y	7062 1B y	9004 2Ab r
<del>6294</del> er 9	6952 9A y	6514 2B y	7063 3Ba y	9005 5C /W
6295 2A y		6515 2J y	7064 1D y	9006-
<del>6296</del> 3B y	1800-1A p	6516-	7065-	9007 1F p
6297 4B y	1802 " p	6517 5A y	7067 6A y	9008 7G p
6298 2J y			7068 6K y	9009
6301 2A h	B100 1B U	6700 2E y	7069-	9010 5C /W
6302-	B101 " U	6701-	7075 6A y	
<del>6304</del> 4A y		6702 2C y	7076 1G y	<u>Additional Abbreviations</u>
	4000-	6703 2Ea y	7077 2J w	1Ga Megantic
6300 7B y	4007 1B f	6704-	7078 1G y	4H Selkirk
6301 7A y	4008-	6706 2E y	7079-	5J Ogden
6302 7B y	4009 3C f	6707 2B y	7080 1B y	5I Wetaskiwin
6303 1F y	4010 1B f	6708-	7081-	PR Pacific Region
6304 4A y	4011 3C f	6709 2A y	7085 4A y	ER Eastern Region
6305 5A y	4012 1B f		7086 1H y	er en route
6306 6H y	4013-	7010 SFTR	7087 3C y	SFTR Shawinigan Falls
<del>6307</del>	4027 3C f	7011-	7088 1B y	Terminal Railway
6308 4B y	4028-	7013 1B y	7089 1C y	LNco Leased Int. Nickel Co.
6309 6H y	4041 5A f	7014 1D y	7090-	RCN " Royal Can. Navy Bnl.
	4042-	7015-	7093 3B y	
6904 1B t	4044 3C f	7017 4A y	7094 3Ba y	
6905 5A y	4045 1B /A	7018 5A y	7095 1B y	



1954-55

420	800	1000	3503	6213	6909
27	03	01	08	15	10
30	13	08	11	16	11
33	24	28	13	21	13
49	28	31	15	22	28
54	30	37	16	24	48
55	31	53	18	28	50
56	38	58	21	30	51
58	41	65	30	31	
66	48	89	49	32	
70	49	90	53	39	
72	50	91	54	44	
75	54	93	60	45	
77	60	1103	61	48	
91	63	2221	3619	49	
576	65	2442	25	51	
50	73	2522	3758	54	
73	74	2713	3952	55	
75	75	3011	5763	60	
86	81	3400	65	62	
90	89	01	69	63	
92	98	03	83	65	
613	900	10	5802	66	
28	01	20	04	67	
36	03	21	09	70	
50	17	23	12	76	
65	19	34	13	78	
78	21	35		81	
80	38	41		83	
91	40	43		86	
700	43	45		87	
01	47	48		91	
38	50	79		92	
57	58	81		94	
54	60	87		96	
61	67	96		6302	
91	97			03	
73					