

CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED

## NOTICE OF MEETING:

The May meeting of the Canadian Railroad Historical Association will be held in the Transportation Building, 159 Craig Street West, Montreal, at 8 PM on Wednesday, May 13th, 1953. The building is just west of the MTC Craig Terminus. Facilities in this building have been offered to the Association for meeting purposes through the efforts of Mr. Binns, and all members are invited to attend this meeting in order to determine whether to hold meetings regularly, or to return to our former location. Entertainment will be provided by a showing of slides on railway subjects. Mr. Brown will give a talk on "The Pitfalls of Research".

OPENING OF CANADIAN NATIONAL RAILWAYS' MUSEUM TRAIN

On Friday, April 24th, the Canadian National Railways' Museum Train was officially opened for public display. The inauguration, featured by the presence of Mayor Camillien Houde of Montreal, who handed up the first train order to the engineman, and of M.A. Metcalf Vice President and Executive Assistant of the Canadian National System who represented President Donald Gordon and welcomed the guests, was attended by a number of officials of the railway and of interested outside organizations, as well as by representatives of the press. Our Association was represented by the President, Mr. Lavallee.

Following the brief train order ceremony which took place beside engine 674, stationed on track 16 at Montreal's Central Station, the guests were shown through the train after examining the two other historic steam locomotives, 4-4-0 No. 40 built by the Portland Works in 1872, and 0-6-0T No. 247, built at Pointe St. Charles shops in 1894. A very excellent restoration job has been done on the 0-6-0T locomotive, and all three engines were resplendent in new paint. Contrary to the report in last month's issue, the diesel-electric car, No. 15825 was not included in the train. Further examination of the car has disclosed its need for repairs so extensive that its restoration is problematical.

The Mayor of Montreal was shown through the train by the individual to whom all credit for the conception and realization of the Museum Train must go; we refer, of course, to Mr. A.L. Sauviat, Administrative Assistant to the Director of Public Relations, C.N.R.; on the mechanical side, Mr. Sauviat's chief aide was Mr. L. Palmer, Chief Inspector of Motive Power and Rolling Stock who supervised the actual restoration of the cars at the shop, and who made admirable use of the material he had at hand. Mr. Palmer's initial task was to travel the National System from coast to coast, making a list of over one hundred cars, each of which was a possible candidate for the Museum Train. Finally, the six cars presently used were selected and the whole restoration has been completed in the amazing time of about seven months. After the visit to the train, the party adjourned to the ICAO building, adjacent to Central Station, for refreshments.

On Sunday, an official inspection for the Canadian Railroad Historical Association was made by the President, Mr. Lavallee, the Vice President,

Mr. Kenneth Chivers, and the Treasurer, Mr. Anthony Clegg. For the benefit of those who have not had an opportunity to visit the train, there follows a description of the cars and of their contents, supplementing the history of each unit carried in last month's News Report. Of course, all who have not been able to attend the train's initial showing in Montreal are urged to do so when the opportunity presents itself. It is truly the greatest single contribution yet made to the cause of Canadian rail history.

Entering the Museum Train at what would normally be considered the "head end", Baggage Car #8029, the visitor enters a circular "porch" exhibiting, on the one side, several maps of Canada depicting its growth from the date of the first steam railway, in 1836, to the present day. Opposite, there is a "family tree" showing the genealogy of the Canadian National Railways, and a very impressive "tree" it is. This was compiled personally by Mr. Sauviat from Government records. The display area of the first car includes a large collection of non-documentary material, including switch and gas keys, trowels, badges, rail sections, spikes and buttons, and even a pair of handcuffs used on the Great Western Railway in the 1870's. To the suggestion that the "bracolets" were used to restrain disorderly passengers, someone replied that they were more likely used to discourage the conductors from making extensive forays into the cash fare receipts! Other items in this car include timetables, notices, rulebooks and photographs and quite a few passes, and the seals of the Champlain & Saint Lawrence Rail Road. The 1904 drawings of the engine "Dorchester" should be assessed for their artistic value only, as they erroneously depict an engine of the 2-4-2 wheel arrangement, subsequently proved by the artist, Mr. John Loye and other historians to be incorrect. This version was widely publicized and according to Mr. Loye, has a way of turning up at the most inopportune times to remind him of his early mistake.

Baggage car #8018, next in order, contains an interesting display of early telegraph instruments and station daters. The body of this car is devoted to documentary material again, in which waybills, instructions, hotel advertising, enlargements of tickets, bonds and coupons and photographs abound. At the end of the car, there are two small anterooms, one containing photographs of the several Presidents of the CNR and its major predecessor companies, the other devoted to historic old Bonaventure Station in Montreal, recently dismantled. The exhibit includes pictures and two of the original stained glass windows for which the station was well-known.

Combination car #7108 contains a good collection of baggage racks and bell cord hangers (ceiling straps) as well as lanterns, and many sections of obsolete types of rail. The baggage racks and ceiling straps include some of the items given the CNR by the Association, and it will be noted that exact duplicates of these fittings have been made and are installed in the three restored cars. A model of the CNSS ship "Lady Nelson" and photos and cuts of Victoria Bridge and of the various Royal Visits, and more travel folders and timetables comprise the main exhibit of this car. In a separate section at the rear, the original diesel engine of diesel-electric unit car #15820, accompanied by pictures of this famous car (which in 1925 made the record-breaking journey from Montreal to Vancouver in 67 hours travelling time) lie "enshrined". 15820's bell is there too, for all to see -- and ring! There is also a plaque commemorating the building of the CNR's first diesel-electric road engine, No. 9000.



Next in order is the 1859 coach, No. 59262. The exterior of this car differs from its companions in the inclusion of panelled sides, faithfully restored. While the other two restored cars are more impressive in certain respects, the restoration of the coach is faultless and it has been fitted with tasteful regard for historic accuracy, from the lamps, baggage racks (for carpet bags only!) and seats, to the louvred shades which can be lowered at each window. This car seats 48 passengers in 13 double seats on one side with stove, and 11 double seats, with stove and washroom, on the other. The illumination of these cars has been skilfully carried out by the installation of small electric light bulbs fitted into the lamp chimneys.

Dining car #4006 is an impressive car in which the air of graciousness of the old time dining car has been captured most effectively. Entering the car, the visitor passes the kitchen by means of a passageway. Here, exhibitors' license has been taken, by the admission of large windows from the passage into the compact kitchen and pantry, showing a bountiful display of copper kitchenware and crockery to delight the heart of a chef of long ago. Before entering the dining room proper, the buffet is passed. This cabinet encloses a gleaming display of "period" railway silverware and glassware, the latter including delicate wineglasses hung upside down, suspended in brackets on the under side of the shelves. The dining room is then entered. It is capable of accomodating 30 guests, in 5 pairs of tables seating four and two individuals, respectively. Each of the tables bears an assortment of dinnerware and cutlery from a constituent company. The first table exhibits utensils of the Intercolonial Railway; the second, that of the Grand Trunk Railway; the third, the Canadian Northern Railway, while the fourth table represents the Grand Trunk Pacific Railway. The fifth table is for the Newfoundland Railway and while the plates and silverware are of historic origin, similar items are still in use on the Newfoundland lines, and much of the meal service still used in that province still bears the inscription "Reid-Newfoundland Company". A glance at the menus on some of the tables will show that the cars belong to another age, not only in the chronological sense, but also in the economic one! - "Baked Lake Trout - - - .70¢".

Sleeping car #2541 completes the train. This car has sixteen sections. It is most impressively restored with a gilded ceiling, padded and buttoned wine coloured upholstery and flowered grey carpet. Into each section, a cuspidor has been placed, thoughtfully, testifying most graphically to the fact that milady was not secure from the ravages of chewing tobacco, even in the dignified and courtly precincts of the first-class sleeping car. The gilded end platform railings lend the final touch to this car of an ornate and decorated, but nonetheless dustgathering era.

When travelling over the system between display points, the train, limited to a speed of 15 miles per hour, will operate in this order: Engine 674, engine #40, engine #247, the six cars (beginning with the sleeping car) with baggage car #8400 as equipment car and "caboose", bringing up the rear. This car is painted in the yellow paint scheme of the Museum Train itself, but will not be included when the train is on display. It is used to store steps, ramps, etc. On display, it is planned to marshal the train as follows: Engine #40, the six cars (in correct order, beginning with the baggage cars) engine #247, and engine #674 pushing.

There is not much else in the way of description which can be given.

We can only urge our readers to visit the train when the opportunity arises and we know that they will revisit it again and again. While on display in Montreal Central Station, from Friday, April 24th, to Wednesday, April 29th, 63,400 people viewed this remarkable exhibit. It is planned to vary the exhibits from time to time.

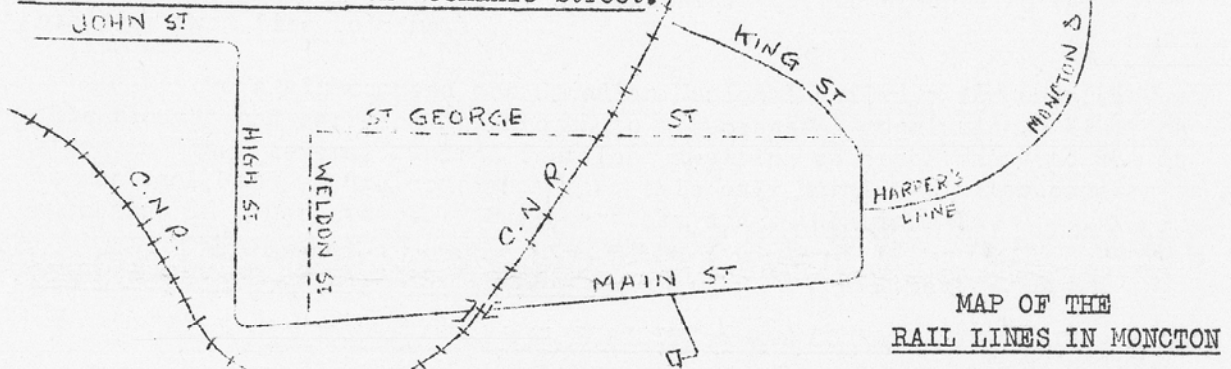
May we again commend the Canadian National Railways for embarking on this project and carrying it through to a successful conclusion. Visitors stood in lines several hundred feet long awaiting an opportunity to see it in Montreal, and we are confident that this only heralds similar popular successes in other cities. Our heartiest congratulations!

STREET RAILWAYS OF EASTERN CANADA - V

Robert R. Brown

MONCTON TRAMWAYS ELECTRICITY & GAS COMPANY LIMITED

The Moncton Street Railway was organized by John L. Harris, a prominent citizen of the Hub, and construction was started on January 16th, 1896. Regular service commenced on August 10th, 1896, over a belt line on Main, Weldon, St. George and King streets. The town was much too small for a street railway; distances were not great and most people preferred to walk. Even as late as 1930, there were Monctonians who boasted foolishly that they had never been on a streetcar. To try to promote traffic, Harris carried in his pocket a supply of cards, bearing slogans such as "Ride the streetcars and save time" and as he walked along the street, he would hand a card to everyone he met. However, all efforts were fruitless and in 1901 service was discontinued. Trolley wires were removed but the track was left down and covered with mud -- yes, mud -- and the rolling stock was stored in the car barn on Mechanic Street.



A few years later, the equipment was owned by the city, so evidently the assets of the old Company were seized for taxes.

On March 26th, 1911, the city granted a franchise to the Moncton Tramways, Electricity & Gas Co; the various public utilities owned by the town were leased to the new company and one of the requirements was the restoration of the street car service. Most of the old belt line was abandoned and the new line ran from the new shops of the Intercolonial Railway (CNR) via John, High, Main and King streets to the corner of Botsford Street. Regular service recommenced in November, 1911.



In 1913, a branch was built from King Street down Harper Lane and then on the track of the Moncton & Buctouche Railway across the marsh to Humphrey's Mills. This line was never profitable and was discontinued shortly after the outbreak of World War I. On Christmas Day, 1919, fire destroyed the carbarn, the snow sweeper and one car.

Sometime about 1928, a motorman went to the office and made some suggestions to improve the service but apparently, he was told rather abruptly, to mind his own business. He angrily announced that he would put the street railway out of business and he did just that. He organized a bus service which gradually took away all the traffic and on December 31st, 1931, the street railway was abandoned.

There is very little information about the rolling stock, and authorities disagree.

- 1 Snow sweeper bought in 1896 and burned in 1919.
- 1 Maguire-Cummings sweeper bought in 1920 but probably older and second-hand. Sold in 1932 to Nova Scotia Light & Power Co. of Halifax where it became No.8. It was scrapped in 1949.
- 2-3-4-5 Single truck, double end, closed passenger cars built probably by Rhodes Curry & Co. of Amherst, NS and bought in 1896. No.4 was burned in 1919 but the others survived until about 1927.
- 6-7 Birneys bought in 1923 but probably second hand. Sold in 1932 to the Nova Scotia Light & Power Co. Halifax, but being in very poor condition they were dismantled immediately and only the usable parts salvaged.

Some old timers claim that the original cars were number 1 to 4, and that there were three Birneys, numbered 5-6-7 which may be correct. Cars were painted dark red.

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#### IMPORTANT

Recently, our well-known fellow member and associate, Norman Lowe, suffered a considerable loss through thieves breaking into his apartment when there was no one home. Among the stolen articles were several hundred of Mr. Lowe's Kodachrome slides of railway subjects, with which he has entertained the Association on a number of occasions. With the thought that the malefactors might attempt to dispose of the slides to Association members or others known to be interested in railways, the members are asked to report to Mr. Lowe, EL.5842, 4895 Walkley Avenue, or Mr. Lavallee, TA.8822, 6959 De l'Épée Avenue, if they are approached by any person having slides of railway subjects for sale. They are also asked to display an interest if such a contact is made, so that the thieves may be apprehended.

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#### MISCELLANEOUS

The once-fine electric railway facilities in Vancouver, BC and surrounding districts have now all but disappeared. Three street car lines, GRANDVIEW #1, MAIN #3 and HASTINGS EAST #14 are the only remnants (at February 1953) of the BCER tram system, while direct interurban service between Vancouver and Marpole is now also a thing of the past. The Burnaby Lake line to Sapperton, the Central Park line to New Westminster, and those

parts of the Vancouver & Lulu Island line between Westminster and Marpole, and Marpole and Steveston are still in operation, although passenger service on the first-named is expected to be discontinued in the near future. V&LI runs are also scheduled for early abandonment.

One of the towns which was almost hit drastically by the ever-widening abandonment of railway passenger services is the municipality of Stanbridge, Que. which on April 25th last had been scheduled to lose both Canadian Pacific and Central Vermont services simultaneously. The Canadian Pacific Railway announced its intention of withdrawing the daily mixed train service between St. Guillaume, Que. via St. Hyacinthe, Farnham and Bedford to Stanbridge, and the Central Vermont was to have made the final passenger run over the line between St. Johns, Que. and St. Albans, via Stanbridge, St. Armand and Highgate. CVR uses a diesel-electric unit car, No. 148 on this line. However, a last ditch appeal to the Board of Transport Commissioners resulted in the issuance of instructions to the Central Vermont Ry. not to cease its service. Passenger service on the CPR was terminated as the mixed train, hauled by engine 488, left Stanbridge and Bedford for the last time. Daily freight service will be provided between Farnham and Stanbridge, and Farnham and Ste. Rosalie Jct., except Sundays. Stations between Ste. Rosalie Jct. and St. Guillaume will be served twice a week by a freight, in future.

Work will be resumed shortly on the new Canadian National freight yard which is being built south of Ottawa. This yard will replace the Bank Street facilities which are to be removed as part of the Federal District Commission's city planning scheme. At the present time, some of the grading has been done and one highway overpass installed, but this is not in use as yet.

A proposal has been put forward to establish a waterfront terminal railway at New Westminster to eliminate the "spaghetti" of trackage along the banks of the Fraser River. If the scheme is adopted by the four railway concerned (the CNR, CPR, BCER and Great Northern) it would result in a considerable amount of waterfront land being released for development as well as improve the overall transportation setup. Rivalry among the rail systems as to who would control the terminal line seems to be causing a snag in the negotiations and that important question remains yet to be solved.

Canadian Pacific Railway has applied for permission to abandon the Great Central Subdivision of the Esquimalt & Nanaimo Railway on Vancouver Island. No regular trains have been operated in recent years over the 10 mile stretch of line, situated to the northwest of Port Alberni on V.I.'s west coast.

A railway to Chibougamau is now foreseen as a definite undertaking although its route is as yet undecided. It was announced that the CNR will survey the area between Chibougamau and Lake St. John as well as the territory between Chibougamau and Beattyville to decide which route offers most promise.

Mulgrave, N.S. threatened with extinction by the building of the causeway across the straits of Canso, is urging that a spur line, three miles long, be built from the mainland entrance to the causeway, to the town.

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NEWS REPORT - Canadian Railroad Historical Assn. Inc. Subscription \$1.50  
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Editor - O.S.A. Lavallee.

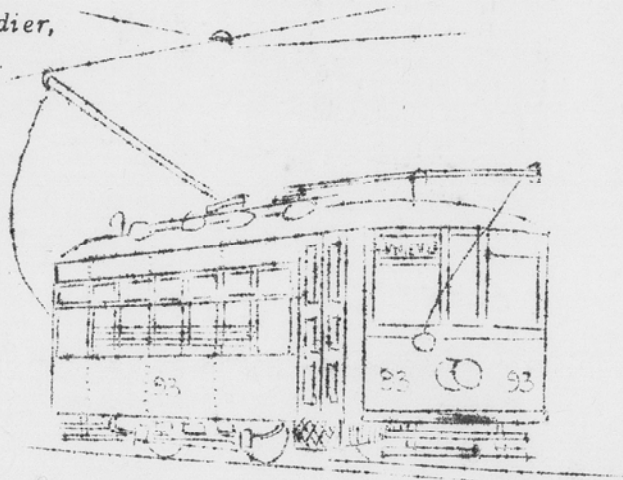


Les Tramways de Saint Eroit

A Lament by Anthony Clegg  
and Omer Lavallee -- 1947.

By the Sign of the Casque of the Old Grenadier,  
Who fought on the Plain wit' Montcalm,  
I stood on the corner of Saint Polycarpe,  
Waiting in vain for the tram.:

I saw by the light of the flickering lamps,  
That no cars had pass' that way  
And then I knew that the time had come,  
"Les petits-chars" had pass' away.:



The rails, they all were streak' wit' rust,  
For the trolley, there was no wire.:  
I'd know since t'ree weeks that the day would come,  
When the streetcars would all retire.:

Well I remember, that day, at the Shop,  
Le Gerant, he said "Gaston -  
The autobus' comes in, t'ree weeks today"  
"The cars?" - "They are all done"

But let us not dwell on that fateful day,  
When the autobus' started to come;  
We'd rather remember the happier times,  
When the tramcars were on the run.:

Now listen, Messieurs, let me tell you,  
Of the days before the 'bus,  
When Saint Eroit was booming,  
With ambitions marvellous.:

Of the days when rails were being laid,  
Under miles and miles of wire.:  
When electric cars were the objec',  
Of every town's desire.:

I started to work as a 'Wattman',  
In the year the Birneys came.:  
Not so big as the cars before,  
But they ran well, just the same.:

Number 93 was my favourite tram,  
We would work together always,  
I kept her until the line was gone,  
And the cars were all sent away.:

Well I remember me, of the days,  
When we would use' to go,  
On our daily task in the Summer 'Ot,  
Or t'rough the Winter's Snow.:

The Haute Ville line was a scenic one,  
We climbed the hill in pairs,  
The crowds were big, but we did not mind,  
As long as they paid their fares.:

The car, she'd climb up Lajoie Hill,  
Up on the "Haute Ville" line,  
Right pas' the shops that all was burn',  
In Nineteen Hundred an' Nine.:

That fire, Messieurs, was really 'ot,  
T'irteen cars were spoil',  
Jus' roasted in the flames an' wet,  
Or maybe, I should say, boil' ?

On pas' l'Eglise de Saint Narcisse,  
My Birney, she would groan,  
Beside the road of mud an' dust,  
Some were of cobblestone.:

When the trip to the end of the line was done,  
We'd jus' go back again,  
No speed -- no rush -- but very nice,  
Those were the days, my friend.:

But now, all that's only memories,  
No more the cars can run,  
All the wires have been took down,  
Sold for scrap by the ton.:

The Council voted for autobys',  
They got a few last Fall,  
For Winter service on these hills,  
No good ;-- they all get stall'.:

For the autobys they change' the routes,  
The hills were too steep, you see,  
To Saint Basile was only two mile',  
Now it is more than t'ree.:

For some, maybe, the speed is better,  
For some, perhaps, the way,  
But for the town of Saint Etroit,  
Her glory's passed away.:

No more the voyage safe an' sure,  
No more the rides for fun,  
For now we got all autobus', .:  
SAINT ETROIT IS DONE !.

\* \* \* \* \*

The foregoing memorial was written shortly after the demise of La Compagnie des Tramways de Lévis or the Lévis Tramways Company - one of the last small-town rail transit operations in Canada. Perhaps the most typical feature of the operations of the L.T.C. was its exclusive use, in its latter days of single-truck Birney safety cars, save for one solitary double truck car, No. 104. Lévis' lines were all single-track, with passing sidings, and for want of larger capacity units, cars were operated in rush hours, in pairs, threes, and fours, all following one another. The arrival of the Ferry Boat from Quebec in heavy traffic periods was the signal for as many as twelve of the tiny cars to assemble in Lévis Basse Ville's single street - to disperse as quickly with their loads of human cargo for Saint-Basile, Haute Ville and Lauzon. The cars don't go there any more - but you can travel on these lines by bus. BUT WHO WANTS TO.?

- The authors



CANADIAN NATIONAL RAILWAYS

Location of Motive Power - - -

December 31, 1952.

Explanation of Symbols

Other Symbols

ATLANTIC REGION

Atlantic District

AT1 Bathurst NB  
 AT2 Bridgewater, NS  
 AT3 Campbellton, NB  
 AT4 Charlottetown PEI  
 AT5 Edmundston, NB  
 AT6 Halifax, NS  
 AT7 Moncton, NB  
 AT8 Moncton Shop, NB  
 AT9 Mont Joli, Que.  
 AT10 Mulgrave, NS  
 AT11 Napadogan, NB  
 AT12 Newcastle, NB  
 AT13 Pictou, NS  
 AT14 Point Tupper, NS  
 AT15 Riviere du Loup, Que.  
 AT16 Saint John, NB  
 AT17 South Devon, NB  
 AT18 Stellarton, NS  
 AT19 Sydney, NS  
 AT20 Truro, NS

Newfoundland District

NF1 Bishops Falls, NF  
 NF2 Humbermouth, NF  
 NF3 Port aux Basques, NF  
 NF4 St. John's, NF.

CENTRAL REGION

Quebec District

QU1 Chauvigny, Que.  
 QU2 Cochrane, Ont.  
 QU3 Garneau Jct., Que.  
 QU4 Joffre, Que.  
 QU5 Limoilou, Que.  
 QU6 Nicolet, Que.  
 QU7 Parent, Que.  
 QU8 Quebec, Que.  
 QU9 Taschereau, Que.  
 QU10 Turcot, Que.

Montreal District

MO1 Brockville, Ont.  
 MO2 Coteau, Que.  
 MO3 Deering, Me.  
 MO4 Island Pond, Vt.

MO5 Joliette, Que.  
 MO6 Longue Pointe, Que.  
 MO7 Ottawa, Ont.  
 MO8 Pt. St. Charles, Que.  
 MO9 Richmond, Que.  
 MO10 Turcot, Que.

Southern Ontario District

S01 Belleville, Ont.  
 S02 Cobourg, Ont.  
 S03 Fort Erie, Ont.  
 S04 Hamilton, Ont.  
 S05 Kingston, Ont.  
 S06 Lindsay, Ont.  
 S07 London, Ont.  
 S08 Mimico, Ont.  
 S09 Niagara Falls, Ont.  
 S010 Palmerston, Ont.  
 S011 Port Huron, Mich.  
 S012 Sarnia, Ont.  
 S013 Stratford, Ont.  
 S014 Toronto, Ont.  
 S015 Trenton, Ont.  
 S016 Windsor, Ont.

Northern Ontario District

NO1 Allandale, Ont.  
 NO2 Capreol, Ont.  
 NO3 Foleyet, Ont.  
 NO4 Cravenhurst, Ont.  
 NO5 Hamilton, Ont.  
 NO6 Hornepayne, Ont.  
 NO7 Nakina, Ont.  
 NO8 North Bay, Ont.  
 NO9 Port Arthur, Ont.  
 NO10 South Parry, Ont.  
 NO11 Toronto, Ont.

Central Vermont Railway

CV1 St. Albans, Vt.

Grand Trunk Western Reg.

GT1 Battle Creek, Mich.  
 GT2 " " Shops "  
 GT3 Blue Island, Ill.  
 GT4 Durand, Mich.  
 GT5 Elsdon, Ill.  
 GT6 Flint, Mich.

a- Stored serviceable  
 b- Stored un-serviceable  
 c- Removed from service.  
 e- Heating.  
 f- Stat. boiler  
 g- Removed from service and stat. boiler  
 h- Leased at Minto, NB  
 i- Leased to CVRy.  
 j- Leased to Imp. Oil Ltd Mtl. East  
 k- Leased to Shaw Falls Term L. Ry.  
 l- Leased to Nor. Alta. Rys.  
 m- Leased to Public Markets, Wpg.  
 n- Leased to N.H.B. Vancr.  
 o- Engines assigned new numbers in roster, but still carrying old no.

Old #	New #
117	17
122	18
925	95
30	225
32	227
34	229
35	230
22	429
7035	7250
7044	7254
7053	7255
7061	7256
7025	7267



GT7 Grand Rapids, Mich  
 GT8 Lansing, Mich.  
 GT9 Milwaukee, Wis.  
 GT10 Milwaukee Jct., Mich.  
 GT11 Muskegon, Mich.  
 GT12 Pontiac, Mich  
 GT13 Port Huron, Mich.  
 GT14 Saginaw, Mich.  
 GT15 South Bend, Ind.

WESTERN REGION

Duluth, Winnipeg & Pacific Ry.

DU 1 Fort Frances, Ont.  
 DU2 West Duluth, Minn.  
 DU3 West Virginia, Minn.

Manitoba District

MA1 Atikokan, Ont.  
 MA2 Brandon, Man.  
 MA3 Dauphin, Man  
 MA4 Fort Frances, Ont.  
 MA5 Hudson Bay, Sask.  
 MA6 Kamsack, Sask.  
 MA7 Melville, Sask.  
 MA8 Neebing, Ont.  
 MA9 Neepawa, Man.  
 MA10 Portage, Minn.  
 MA11 Port Arthur, Ont.  
 MA12 Rainy River, Ont.  
 MA13 Redditt, Ont.  
 MA14 Rivers, Man.  
 MA15 Sioux Lookout, Ont.  
 MA16 The Pas, Man.  
 MA17 Trancona, Man.  
 MA18 Winnipeg, Man.

Saskatchewan District

SA1 Biggar, Sask.  
 SA2 Humboldt, Sask.  
 SA3 Kindersley, Sask.  
 SA4 Melville, Sask.  
 SA5 North Battleford, Sask.  
 SA6 Nutana, Sask.  
 SA7 Prince Albert, Sask.  
 SA8 Regina, Sask.  
 SA9 Watrous, Sask.

Alberta District

AL1 Biggar, Sask.  
 AL2 Calder, Alta.  
 AL3 Calgary, Alta.  
 AL4 Drumheller, Alta.  
 AL5 Edmonton, Alta.  
 AL6 Edson, Alta.  
 AL7 Hanna, Alta.  
 AL8 Jasper, Alta.  
 AL9 Mirror, Alta.  
 AL10 North Battleford, Sask.  
 AL11 Wainwright, Alta.

British Columbia District

BC1 Jasper, Alta.  
 BC2 Kamloops, BC  
 BC3 McBride, BC  
 BC4 Port Mann, BC  
 BC5 Prince George, BC  
 BC6 Prince Rupert, BC  
 BC7 Smithers, BC  
 BC8 Victoria, BC

ACKNOWLEDGMENT: This list has been compiled by CRHA members Anthony Clegg and Ernest Modler. The enginehouse code was designed by Mr. Modler.

117	NF4co	87-		200-		403	AT7b	674	MO10
122	NF4co	88	S04	202	MO8	404-		713	MO3
		89	S07			405	AT7	745	MQ9c
45-50	MO16	90-		30	QU8c	406	AT7b	788	S07
		93	S04	226	Q U8	411	BC2	845	SO15c
73	GT9	94	S01	32	QU8o	424	BC8	849	MO10
77	MO8	925	AT3co	228	QU8	426	"		
78-79	GT1	96	S01	34-35	QU8c	428	BC8c	1004	AT15
						22	QU8c	1008	AT15
80	S04	100-		280	NF3			1009	AT18
81	SO10	105	MO8			590-		1012	AT18
82	S07	150-		300-6	NF4	599	NF4	1014-	
83	S04	156	SO11	307	NF4b			15	AT15
84	SO10	175-		308-		775	NF4	1016	AT18
85	S64	176	SO11	329	NF4	776	NF1	1017-	
86	S07	180-				777	NF2	18	AT15
		188	MO8						



1111 MA16	1236 NO4cf	1356 MO9	1424 SA8	2058 MA3	2150 AL7
1113 AT18b	1238 SO1c	1357 QU5	1425 BC7	2059 SA4	2151 MA18
1114 BC5	1273 MA15	1358 NO4	1426 BC6	2060 MA4	2152 AL9
1115 AT2c	1274 SA5	1359 MA3	1427 BC2	2063 MA2	2153 MA16
1117 MA16	1275 "	1360 MO10	1428 BC6	2091 BC2	2154 AL6
1119 AT14	1278 MA18	1361 QU4	1429 BC7	2093 AL2	2155 AL9
1120 AT3b	1280 "	1362 QU5	1430 BC5	2094 BC2	2156 "
1121 AT14b	1284 SA5	1363 NO1	1432 BC2	2096 BC2	2157 SA7
1122 AT2	1285 MA18b	1364 "	1433-	2097 BC5	2158 AL6
1123 MA3	1287 SO7	1365 MA18	35 BC5	2098 SA7	2159 SA8
1124 AT7	1294 SA5	1366 NO4	1436 BC4	2099 AL2	2160 AL6
1125 MA2	1300 MA3	1367 MA2	1437 BC5	2100 BC8	2161 AL6
1126 AT2	1301 SA5c	1368 NO1	1438 BC7	2102 "	2162 SA8
1128 AT2	1303 SO10	1369 MO10	1439 BC2	2103 BC5	2163 MA16
1129 AT14	1307 MA18	1370 SO10	1440 BC5c	2104 "	2164 AL9
1130 AT3b	1309 MA9b	1371 MA10	1442 BC4	2105 NO4	2165 AL9
1131 AT7	1310 MA9	1372 SA7	1443 BC2c	2107 MA18	2166 AL2
1132 AT3b	1311 MO9	1373 MA3	1444 BC6	2109 BC4	2167 SA7
1133 AT15a	1312 MA3	1374 SO10	1446 BC5	2110 BC4	2168 "
1134 AT7b	1313 MO9	1375 QU4	1447 BC2	2111 BC2	2169 MA16
1135 AT14b	1314 MA18	1376 MA3	1448 BC5	2112 AL2	2170 MA7
1136 SO6c	1315 NO4cf	1377 AL5	1451 BC7	2113 AL2	2171 MA6
1137 AT2c	1316 AT3b	1378 SA7		2114 SA7	2172 MA16
1138 AT7	1317-	1379 SO10	1878 AT17b	2115 AL5	2173 AL2
1139 AT2	18 MA18	1380 MA18	1918 AT18c	2116 BC4	2174 MA16
1140 BC5	1319-	1381 MA9	1920 AT17c	2117 SO4c	2175 AL6
1141 AT7	21 SO10	1382 SA7	1927 AT17c	2119 AL2	2176 SA6
1142 AT14	1322 NO1	1383 SA8	1948 AT17h	2120 BC6	2177 AL9
1143 AT9a	1323 QU4	1384 MA3	1981 DU2	2121 BC8	2178 MA7
1145 AT18	1324 SO10	1385 QU5	1982 DU3	2124 BC1	2179 AL6
1146 AT14	1325 MO10	1386-	1983 "	2125 MA7	2180 AT18
1147 AT2	1326 MO7	87 MO10	1984 DU2	2126 MA3	2181 AT18b
1148 AT3b	1327 SA6	1388 MO9b		2127 MA18	2183 AT17
1149 AT3c	1328 MA9	1389 MA3	2013 SA6	2128 MA16	2184 AT19
1150 MA16	1329 MA18	1390 SO4	2015 MA10	2129 MA18	2186 QU7
1151 AT7	1330 MA3	1391 QU5	2016 SA7	2130 AL6	2187 QU9
1152 AT18	1332-	1392 MA18	2021 AL5	2131 AL6	2188 AT18e
1153 AT9b	33 MA18	1393-	2022 SA6	2132 MA18	2189 AT7
1154 AT3b	1334 SA 5	95 MO10	2023 MA18b	2133 SA6	2190-QU9
1155 AT7	1335 MA2	1396 MO7	2024 SA8	2135 AL6	94 "
1156 AT7b	1336 SA7	1397 NO1	2026 MA4	2136 AL6	2195 QU7
1157 AT7	1337 NO10	1398 MO10	2027 SA8	2137 AL7	2196 QU9
1158 MA16	1338 SO13	1399 AT3	2032 SA2	2138 MA6	2197 "
1159 AT2c	1339 AT3	1400 QU5	2035 SA7	2139 MA18	2198 QU2
1161-	1340 MO10	1401 SO15	2038 AL6c	2140 SA4	2199 QU9
62 AT18	1341 AT7	1402 QU5	2040 MA13	2141 AL2	2200 "
1163 AT15a	1342 NO1	1403 MO10	2042 AL2	2142 MA6	
1164-	1347 AL5	1404 MA3	2045 AT3c	2143 AL9	2334 SO8
65 AT18	1348 AL2	1405 QU5	2046 MA5	2144 MA3	2335 AT3
	1349-	1406 SO1	2047 AL2	2145 AL9	2336 SO8
1207 NO1	50 MA18	1407 SO15	2049 MA4	2146 SA7	2337 AT6
1208 SO6c	1351 MA2	1408 MO10	2052 AL6	2147 AL9	2338 MA8
1223 SO1	1354 MO10	1409 MA6	2054 MA16	2148 AL2	2339 QU2
1224 SO6	1355 NO1	1423 BC4	2056 AL9	2149 AL5	2340 MO1



2341	SO3b	2397	QU4	2454	QU9	2511		2568	NO6	2624	QU7	2681	GT12
2342	AT19	2399	SO14	2455	DU3	13	BC2	2569	MO10	2625	MA6	2682	GT12
2343	MO10	2400	MA3	2456		2514	BC5	2570	MO10	2626	SO6	2683	GT10
2344	SO3	2401	MA6	58	DU2	2515	AL2	2571	AT20	2627	SO7	2684	GT12
2345	QU4	2402	MA3	2460	DU3	2516	SO6	2572	SA6	2628	SO7	2685	NO1
2346	AT15	2403	MA6	2461	DU2	2517	QU1	2573	QU9	2629	SO4	2686	QU4b
2347	SO13	2404	MA3	2462	DU2	2518	MO10	2574	MO3	2630	SO7	2687	BC6
2348	QU4	2405	MA6	2463	DU3	2519	AT17	76	"	2631	SO14	2688	SA7
2349	MO10	2406	AT18	2464	"	2520	QU5	2577	NO1	2632	SA8	2689	BC6
2350	QU5	2407	QU4	2465	SA6	2521	SA6	2578	SO4	2633	AT16	2690	"
2351	AT6	2408	SA6	2466	DU2	2522	AT15	2579	MO10	2634	AT16	2691	BC2
2352	MO10	2409	AL4	2467	NO9	2523	AL2	2580	AT15	2635	AT6	2693	BC6
2353	AL2	2411	AT19	2468	QU2	2524	MO7	2581	QU9	2636	SO4	2694	BC2
2354	SO8	2412	AT18	2469	SO8	2525	SO14	2582	MA14	2637	QU1	2695	AL8
2355	AT3	2413	MA6	2470	NO7	2526	SO13	2583	AL2	2638	AT3	2696	AL21
2356	AT5	2414	SA4	2471	MA12	2527	QU5	2584	QU9	2639	AT2	2697	SA6
2357	QU4	2415	SA6	2472	DU3	2528	SO8	2585	SA7	2640	AT3	2698	MA16
2358	AT3	2416	SA6	2473	SA6	2529		2586	AL2	43	"	2699	BC6
2359	QU7	2417	MA6	2474	AT7	31	AT7	2587	SO13	2644	SO6	2700	SA6
2360	MO10	2418	SA6	2475	DU3	2532	SO1	2588	SA8	2645	AT7	2701	BC7
2361	QU9	2419	MA6	2476	SO9	2533	MO10	2589	NO1	2646	MO10	2702	AL2
2362	SA6	2420	QU5	2477	MA18	2534	MO7	2590	AT17	2647	SO4	2703	BC7
2363	SO3	2421	MA15	2478	BU3	2535	QU4c	2591	MO9	2648	SA6	2704	BC5
2364	AT18	2422	QU5	2479	DU3	2536	SO1	2592	AT3	2649	SO8	2705	SA8
2365	QU7	2423	SO8	2481	MA6	2537	AL2	2593	AT17	2650	QU1	2706	BC7
2366	MO10	2424	SA4	2482	NO10	2538	SA8	2594	SO14	2651	MO10	2707	AL2
2367	SO9	2426	MA6	2483	BC2	2539	SO4	2595	AT17	2652	QU7	2708	BC7
2368	AT6	2427	SA6	2484	BC4	2540	SO1	2596	MO7	2653	SO6	2710	MA16
2369	SO8	2428	MA17	2485	AL6	2541	NO1b	2597	AT2	2654	MO9	2711	AL2
2370	AT15b	2429	MO10	2486	BC2	2543	QU9	2598	AL2	2655	SO4	2712	MA16
2371	AT15	2430	QU5	2487	BC5	2544	NO1	2599	QU1	2656	AT7	2713	MA16
2372	SO8	2431	AL7	2488	NO6	2545	MO10	2600	SO7	2657	SO6	2714	BC7
2373	QU4	2432	QU4	2489	AT7	2546	QU9	2601	MO10	2658	SAL	2715	MA16
2374	AT15	2433	QU9	2490	BC4	2547	SO14	2602	SO7	2659	NO1	2716	AL2
2375	AT6	2434	AL11	2491	BC4	2548	SAL	2603	QU9	2660	QU1	2717	AL4
2376	AT18	2435	QU4	2492	BC2	2549	SO4	2604	AL7	2661	AT17	2718	AL1
2377	AT7	2436	QU5	2493	NO2	2550	SO6	2605	AT17	2662	NO8	2719	AL21
2378	QU7	2437	QU4	2494	BC4	2551	SO8	2606	QU4	2663	MO7	2720	AL21
2379	QU7	2438	QU5	2495	SO14	2552	SO6	2607	QU5	2664	GT2	2721	SA6
2380	QU4	2439	SA9	2496	BC5	2553	MO10	2608	MO2	2665	SA3	2722	
2381	SO9	2440	MA8	2497	NO10	2554	QU4	2609	MO10	2666	GT12	24	AL2
2382	SA6c	2441	MA3	2498	MA1	2555	SAL	2610	MO10	2667	GT4	2725	SA7
2383	AT6	2442	QU4	2499	SO14	2556	SA8	2611	MO3	2668	GT10	2726	AL3
2384	AT15	2443	QU5	2500	MA6	2557	SO4	2612	MO3	2669	AL2	2728	MA16
2385	MO1	2444	AT7	2501	MA6	2558	AT17	2614	AL7	2670		2729	SA6
2387	NO2	2445	SO9	2502	MO10	2559	MO10	2615	SO4	72	GT4	2730	MA16
2388	AT7	2446	NO2	2503	AL7	2560	QU1	2616	SO6	2673	AL7	2731	AL10
2389	MO10	2447	SO8	2504	AL7	2561	AL2	2617	AL21	2674	AT7	2732	AL21
2390	SA3	2448	QU1	2505	BC5	2562	SO1	2618	AT2	2675	AL2	2733	AL10
2391	NO6	2449	AT18	2506	SO8	2563	AT20	2619	SO6	2676	SA8	2734	AL2
2393	SO3	2450	MO10	2507	AL7	2564	MA6	2620	MO7	2677	GT4	2735	AL1
2394	AT15	2451	AL2	2508	BC2	2565	MO10	2621	QU9	2678	GT2	2736	SAL
2395	AT7	2452	QU2	2509	BC2	2566	SO1	2622	MO2	2679	GT10	2737	AL21
2396	MA8	2453	QU9	2510	BC5	2567	MO10	2623	MO10	2680	GT1	2738	MA16



2739	AL2	3212	MA18	3268	AL2	3323	MA18	3379-	3436	MA18	3491	SO8	
2740	AL7	3213	AT15	3269	NO2	3324	SA4	81	NO2	3437	MA18	3492	MA2
2741	AL4	3214	MA3	3270	AT15	3325	SA4	3382	QU7	3438	SO1	3493	AT7
2742	BC7	3215	AT19	3271	QU7	3326	AT7	3383	MA12	3439	MO10	3494	SO8
2743	AL7	3216	NO6	3272	QU7	3327	SO8	3384	AT11a	3440	SO8	3495	QU4a
2744	BC2	3217	AT15	3273	SA4	3328	AT7	3385	NO2	3441	SO8	3496	SO8
2745	SA8	3218	NO6	3274	AT7	3329	NO6	3386	MA2	3442	MO9	3497	SO9
2746	AL7	3219	AT18	3275	NO2	3330	MA3	3387	SA4	3443	QU4	3498	SO8
2747	MA16	3220	AT19	3276	NO2	3331	NO6	3388	NO2	3444	AT7	3499	QU4a
2748	MA16	3221	NO2	3277	SA6	3332	NO6	3389	SA4	3445	MO4	3500	MO10
2749	BC2	3222	NO6	3278	MA12	3333	MA18b	3390	SA6	3446	AT7	3501	SO1a
2750-		3223	SA4	3279	AT18	3334	SA6	3391	MA6	3447	AT2	3502	SO1a
53	BC4	3224	NO2	3280	NO2	3335	MA11	3392	SA4	3448	SO8	3503	SO8
2754	BC1	3225	NO2	3281	NO6	3336	MA2	3393	AT5	3449	QU4	3504	SO4
2755	BC2	3226	MA11	3282	AT19	3337	NO2	3394	SO8	3450	SO8	3505	SO1
2756	AL2	3227	AT15	3283	QU7	3338	SA4	3395	MA2	3451	AT2	3506	SO4
2757	BC4	3228	AT19	3284	MA18	3339	MA12	3396-		3452	QU4	3507	SO8
2758	BC2	3229	QU7	3285	MO10	3340	NO2	98	NO6	3453	AT2	3508	SO8
2759	BC1	3230	NO6	3286	QU7	3341	AL10	3400	MA18	3454	QU4	3509	SO1
2760	BC4	3231	AT3	3287	MA18	3342	QU7	3401	NO6	3455	SO8	3510	MO10
2761	BC4	3232	AT18	3288	NO2	3343	MA18	3402	NO6	3456	SO8	3511-	
2762	BC2	3233	AT7	3289	AT7	3344	AT5	3403	SA4	3457	SO4	13	SO8
2763	BC4	3235	QU2	3290	AT18	3345	QU7	3404	AT5	3458	SO1	3514	MO10
2764	AL2	3236	AT19	3291	MA11	3346	AT7	3405	SO8	3459	SO13	3518	SO7
2765	BC1	3237	QU2	3292	NO6	3347	NO2	3406	MO4a	3460	SO7	3519	SO8
2766	BC2	3238	AT19	3293	NO6	3348	QU2	3407	AT7	3461	QU4	3524	GT1
2767	BC4	3239	SA6	3294	AT7	3349	AT11a	3408	SA6c	3462	SO8	3515	GT10
2768	BC4	3240	SA6	3295	QU7	3350	QU2	3409	MO10	3463	QU4	3516	GT3
2		3241	QU7	3296	NO2	3351	MA12	3410	MO4	3464	QU7	3517	GT10
2800	SA7	3242	NO2	3297	NO2	3353	AT7	3411	MO4	3465	QU4c	3521	GT10
2801	SA1	3243	AT15	3298	SA4	3354	AT7	3412	SO8	3466	SO8	3522	MO10
2810	SA8	3244	SA6	3299	SA6	3355	MA18	3413	AT6	3467	SO4	3523	GT10
2811	MA6	3245	NO2	3300	MA18	3356	AT5	3414	MO4	3468	SO7	3524	GT10
2812	SA7	3246	AT19c	3301	AT5	3357	SA4	3415	QU4	3469	MO10	3525	AD2
2813	AL7	3247	AT15	3302	AT7	3358	QU7	3416	SO8	3470	SO8	2526-	
2814-		3248	NO2	3303	SO8	3359	QU7	3417	MO10	3471	AT7	28	SA4
17	SA8	3249	AT18	3304	NO2	3360	SA8	3418	QU4	3472-		3529	AL2
2818	SA7	3250	AT7	3305	MA2	3361	MA18	3419	SO8	74	QU4	3530	SA4
2819	SA8	3251	AT7	3306	SA8	3362	QU7	3420	AT2	3475	AL2	3531	SA4
		3252	NO2	3307	AT7	3363	QU2	3421	SO8	3476	MO10a	3532-	
3198	AT19	3253	MA18	3308	AT7	3364	NO6	3422	MA2	3477	SO8	35	AL2
3199	AT19	3254	NO2	3309	AT5	3366	AT5	3423	QU4	3478	SO13	3536	SA4
3200	NO2	3255	MA2	3310	NO2	3367	AT5	3424	SO8	3479	MO10	3537	AL2
3201	AT15	3256	NO2	3311	MA18	3368	MA12	3425	DU2	3480	SO8	3539-	
3202	AT19	3257	NO2	3312	AT5	3369	MA3	3426	SO8	3481	AT7	41	AL2
3203	MA2	3258	AT18	3313	AT5	3370	AT5	3427	QU4a	3482	SA6	3542	BC2
3204	NO2	3259	SA6	3314	SA4	3371	AT5	3428	SO8	3483	SO4	3543-	
3205	AT19	3260	MA2	3315-		3372	MA18	3429	MO10	3484	QU4	45	AL2
3206	NO6	3261	MA17	17	AT5	3373	QU7	3430	AT2	3485	SO8	3546	SA4
3207	AT19	3262	NO2	3318	AL2	3374	MA18	3431	SO8	3486	SO8	3547	SO3
3208	AT19	3263	AL2	3319	MA18	3375	NO2	3432	MO4	3487	MO10	3548	SA4
3209	NO6	3264	SA4	3320	AT5	3376	SA4	3433	MO4	3488	MO10	3549	AL2
3210	NO6	3265	MA15	3321	AT5	3377	MA18	3434	SO8	3489	QU4		
3211	NO2	3266	MA18	3322	AT11a	3378	AT5	3435	AT6	3490	SO4		



3550	AL2	3739	MO10	4038	MA8	5044	MA18	5099	MA18	5252	SO14
3551	MA18	3740	GT2	4039	"	5045	SO7	5101	NO2	5253	QU5
3552	SA4	3741	GT13	4040	MA12	5046	GT1	5102-		5254	MA18
3553	AL2	3742	GT10	4041	MA8	5048	GT4	05	QU2	5255	QU5
3554	SA4	3744	GT1	4042	QU4	5049	QU4	5107	SO4	5256	AT7
3555	"	3745-		4043	MA8	5050	QU1	5108	NO9	5257	AT7
3556	"	54	GT4	4044	"	5051	MO10	5109	NO9	5258	AT19
3557	AL2	3755	GT13	4100-		5052	QU1	5110	NO2	5259	QU2
3558	SA4	3756	GT10	04	SO14	5053	MO10	5111	MO10	5260	AT19
3559	AL2	3757	GT2	4200	MO10	5054	QU5	5112	NO2	5261	AT19
3560-		3800	BC2	4201	NO2	5055	QU4	5113	MO10	5262	MA18
73	MA17	3801	BC2	4202	QU4	5056	MO10	5114	SO9	5263	AT7
3575-		3802	AL2	4203	"	5057	SO7	5115	BC2	5264	AT15
89	"	3803	AL2	4204	QU1	5058	MO7	5116	BC6	5265	MO10
3590-		3804	BC2	4205	QU4a	5059	MO10	5117	BC4	5266	QU5
94	AT18	3805	AL2	4206	QU1	5060	"	5118	BC4	5267	AT19
3595	AT20			4207	QU5	5061	QU4	5119	SA6	5268	AT7
3596	AT18	4000	QU4	4208	QU4	5062	SO13	5120-		5269	AT7
3597-	AT20	4001	SA6	4209	QU1	5063	MO10	22	BC2	5270	AT19
99		4002	QU4	4300	AL8	5064	SO6	5123	BC6	5271-	
3700	QU4c	4003	QU1	4301	BC1	5065	SO7	5124	BC5	73	AT7
3701	MO4	4004	QU4	4302	"	5066	SO10	5125	MA18	5274	MA18
3702	MO10	4005	NO2	4303	AL2	5067	SO7	5126	AT15	5275	AT7
3703-		4006	MA12	4304	"	5068	QU4	5127-		5276	MA18
04	MO4	4007	QU5	4305	AL8	5069	MO10	29	SA6	5277	QU5
3705	QU1	4008	AL7	4306	BC1	5070	SO15	5130	AL7	5278	QU2
3706	QU4	4009	QU4	4307	AL8	5071	QU5	5131	SA6	5279	AT7
3707	QU5	4010	MA3	4308-		5072	MO7	5132	AT2	5280	QU5
3708	QU4	4011	AL7	15	AL2	5073	QU5	5133	MA11	5281	QU5
3709	MO4	4012	AL7	4316	BC1	5074	SO10	5134	AT15	5282	MO10
3710-		4013	QU5	4317	AL2	5075	QU5	5135	MA12	5283	MO10
12	MO10	4014	QU4c	4318	AL2	5076	QU1	5136	AL3	5284	SO14
3713	QU4c	4015	NO2	4319-		5077	QU4	5137	MO10	5285	SO14
3714	QU4	4016	SA6	30	BC1	5078	SO13	5138	AT5	5286	QU5
3715	MO4a	4017	QU5	4331	AL2	5079	SO14	5139	AL5	5287	SO14
3716	MO4	4018	MA18	4332	"	5080	MA6	5140	MA11	5288	QU2
3717	GT1	4019	SO14			5081	SA6	5141	SA6	5289-	
3718	MO10	4020	QU4	5000	MA18	5082	AL2	5142	QU5	93	MO10
3719	QU4	4021	QU1a	5001	"	5083	AL5	5143	SO14	5294	QU5
3720	QU5	4022	QU1	5002	SA7	5084	MA18	5144	QU4	5295	MO10
3721	MO10	4023	AL7	5003	"	5085	SA6	5145	AL5	5296	NO11
3722	QU4	4024	SO14	5030	GT1	5086	QU2	5146	SA6	5297	MA18
3724	QU5	4025	MA8	5031	SO14	5087	"	5147	AL2	5298	NO11
3725	QU5c	4026	MA8	5032	GT12	5088	MA6	5148	MA18	5299	NO11
3726	QU5	4027	MA3	5033	NO1	5089	SA8	5149	AL5	5300	MO10
3727-		4028	SA6	5034	GT2	5090	MA18	5150	"	5301	MA18
31	MO10	4029	MA8	5036	GT2	5091	MA6	5151	AT2	5302	SO14
3732	GT4	4030	NO2	5037	QU5	5092	SA8	5152	QU5	5303	SO14
3733	MO10	4031	MA8	5038	GT12	5093	MA16	5153	MO10	5304	MO10
3734	GT1	4032	MA8	5039	GT2	5094	SA6	5154	AT6	5503	AT17
3735	GT12	4033	MO10	5040	SO14	5095	SA6	5155	SO14	5504	QU4
3736	QU4	4035	SO14	5041	NO1	5096	MA18	5156	AT2	5505	AT17
3737	MO1Ca	4036	SA6	5042	GT12	5097	DU1	5250	SO14	5507	QU4
3738	MO10	4037-	MA8	5043	"	5098	"	5251	MO10	5521	AT17



5522	AT17b	5596	QU5	6018-	6140-	6257	S014	7226	S01			
5524	AT14b	5597	MO10	20	QU5	46	S08	6258	S012	7227	S013b	
5529	QU4	5599	S013c	6021	S014	6147-		6259-		7228	S07	
5533	"	5600	S07	6022	QU5	51	S012	64	S08	7229	S013	
5535	QU10	5601	S010	6023	S014	6152-	59	6300-		7230	MO10	
5536	QU4	5602	S07	6024	MA18		S08	11	S012	7231	S04a	
5543	AT6	5604	QU5	6025-		6160-		6312	GT1	7232	S015	
5544-		5605	S07	27	S014	64	AT6	6313	GT2	7233	NO3f	
46	AT7	5606	S04	6028	NO11	6165	S014	6314	S012	7234	S06	
5547	SA6	5607	S04	6029	QU5	6166-		6315	GT1a	7235	S013	
5548	QU5	5608	QU5	6030	S014	69	AT6	6316	GT1	7236	S010	
5549	SA6	5609	S014	6031	NO11	6170	S014	6317	GT1	7237	S013	
5550	QU4	5610	S010	6032	S014	6171	AT6	6318	S012	7238	S07	
5551	QU5	5611	S013	6033	MO10	6172	S014	6319-		7239	S06	
5552	QU4	5612-		6034-		6173	CV1i	23	GT1	7240	S013	
5553	QU4	14	AL5	36	MA18	6174	S014	6324	S012	7241	S06a	
5554	MO10	5615	SA8	6037	GT2	6175-		6325	GT1	7242	S04	
5555	AT7	5616	MA18	6038-		83	AT6	6326	GT1	7243	S04	
5556	QU4	5617	AL3	40	GT10	6184	S012	6327	S012	7244	S01	
5557	MO10	5618	AL5	6041	GT2	6185	"	6328-		7245	S05	
5558	SA7	5619	SA8	6043-		6186-		30	GT1	7246	S06	
5559	MO10	5620	AL5	46	AL5	89	S08	6331	GT2	7247	S07	
5560	S010	5621	AL5	6047-		6200	S014	6332	GT1	7035	SA7o	
5561	MO10	5622	SA8	58	MA18	6201-		6333	GT1	7252	BC8	
5562	MO10	5623	AL5	6060	MO10	04	MO10	6334	GT2	7253	BC4	
5563	S013	5624	SA6	6061	"	6205	S08	6335	GT1	7044	BC6o	
5564-		5625	AL5	6062-		6206-		6336	GT1	7053	MA10ao	
66	S07	5626	AL3	71	S014	13	MO10	6400-		7061	S013ao	
5567	S013	5627	GT10	6072-		6214-	S08	04	S014	7260	AT2c	
5568	S014	5628	GT4	75	MO10	6215	S014	6405-		7265	QU5	
5569	S07	5629	GT10	6076	S014	6216	MO10	08	GT13	7266	S013c	
5571	S013	5630	GT13	6077-		6217	"	6409	GT5	7025	SA3o	
5572	S014	5631-34		79	NO11	6218	MA18	6410	"			
5573	S07	GT10				6219	S012				7300	S04
5574	S014	5700-		6100-		6220	MO10	7000	S09	7302-		
5575	S06	04	S014	02	AT7	6221	"	7001	"	04	MA18	
5576	MO10			6104	AT7	6222	S08	7002-		7311	AT15	
5578	S014	6000	AL5	6105-		6223-		04	S03	7313	SA7e	
5579	MO10	6001	BC2	09	AT20	25	MO10	7005-		7319	AT2	
5580	S013	6002	MA18	6110	AT7	6226	MA18	09	MO8	7320	AT16	
5581	QU5	6003	MA18	6111-		6227-		7010	GT6	7321	AT16	
5582	S014	6005	BC2	19	AT20	31	MO10	7011	GT1	7322-		
5583	S014	6006	AT6	6120-		6232	S014	7012-		26	AT7	
5584	S013	6007	AT6	28	AT15	6233	S014	14	GT10	7327	QU5	
5585	S014	6008	"	6129	AT15c	6234-				7328	MA18	
5586	MO10	6009	BC2	6130	AT7	42	S08	7202	QU4c	7329	AT16	
5587	MO10	6010	BC2	6131	"	6243	S014	7215	S014c	7331	AT20	
5588	S010	6011	AL5	6133	S08	6244	S08	7216	S013b	7332	AT20	
5589	S013	6012	AT6	6134	AT7	6245	S014	7220	S04a	7333	SA5	
5591	S014	6013	AL5	6135	S08	6246-		7221	S09c	7334	MA18	
5592	S014	6014	AT6	6136	AT7	50	S08	7222	S05	7335	MA17	
5593	SA8	6015	AT6	6137	S08	6251	S014	7223	S013	7336	MA8	
5594	S07	6016	MA18	6138	AT7	6252-		7224	S07	7337	MA18m	
5595	S013	6017	MO10	6139	"	56	S08	7225	S013	7338	MA2	



7339 BC5	7394 MA8	7450 MO1	7505 MO7	7911 GT7	7975 MA11
7340 AL5	7395 AL4	7451 MO6	7506-	7912 AT20	7976 MA18
7341 AL5	7396 AL5	7452 MO6	08 MO6	7913 AT12	7977 MA18
7342 AL2	7397 MA18	7453 MO10	7509 SO7	7914 AT7	7978 MA11
7343 BC4	7398 AL4	7454 MO6	7510 SO14	7915 GT15	7979 MA11
7344 AL5	7399 MA17	7455 MO6	7511 SO14	7916 GT10	7980 MA18
7345 AL4	7400 SA8	7456 MO10	7519 GT6b	7920 GT10	7981-
7346 AL5	7401 BC4n	7457 MO10	7520 SO8	7921 GT3	94 SO14
7347 AL5	7402 BC4	7458 MO6	7521 GT4	7922-	7995 BC4
7348 QU4	7403 MA18b	7459 MO10	7522 SO3	27 GT10	7996 MA18
7349 MO7	7404 MA4	7460 MO6	7523 GT2	7928 GT1	7997-
7350 MO10	7405 AL4	7461 SO16	7524 GT1	7929 GT10	99 MA17
7351 MO10	7406 SA7	7462 SO13	7525 GT13	7930 GT13	8000-
7352 MO6j	7407 AL5	7463 SO7	7526 GT4	7931 GT10	07 SO14
7353 NO8	7408 SA8	7464 SO4	7527 MO3	7932 GT10	8008 MO8
7354 MO10	7409 SA8	7465 SO4	7528 SO3	7933-	8009 MO8
7355 MO7	7410 AL5	7466 SO16	7529 SO3	35 GT5	8010 MO8k
7356 MO7	7411 SA6	7467 SO9	7530 MO4	7936-	8011-
7357 MO9	7412 MA18	7468 MO6	7531 MO4	38 MO8	14 MO8
7358 SO2	7413 AL5	7469 MO10	7532 BC3	7939 AT15	8016 BC4
7359 MO9	7414 SA6	7470 SO6	7533 BC2	7940 AT6	8017 BC4
7360 SO4	7415 MA18	7471 SO9	7534 BC2	7941 AT6	8018 AL5
7361 NO1	7416 SA8	7472 MO6	7535 AL8	7942 AT20	8019 MA18
7362 AL3	7417 SA7	7473 QU5	7536 BC2	7943 AT9	8020 MO8
7363 MA18	7418 MA8	7474 AT7	7537 BC4	7944 QU5	8021-
7364 MA8	7419 MA18	7475 MO3	7538 AL8	7945 QU5	23 MA11
7365 MA18	7420 MA2	7476 AT7a	7539 BC5	7946 AL2	8024 MO8
7366 AL5	7421 SA6	7477 AT19	7540 BC2	7947 AL2	8025 MO8
7367 MA8	7422 AL5	7478 AT7	7541 AL2	7948 MA18	
7368 MA18	7423 SA6	7479 GT2	7-50	7949 MA18	8200 SO14
7369 MO9	7424 SO16	7480 "	7550 AT4	7950 AL2	8201 SO16
7370 MO10	7425 SO7	7481 AT19	7551 "	7951 MA18	8202 SO14
7371 AT7	7426 SO4	7482 AT20		7952 AL5	8203 SO9
7372 MO7	7427 SO16	7483 GT14	7600-	7953 AL2	8204 SO9
7373 SO6	7428 SO16	7484 SO16	14 AT3	7954 MA18	8205 MA8
7374 AT7	7429-	7485 AT7	7615-	7955 MA18	8206 MA11
7375 AL4	31 SO4	7486 GT2	17 MO8	7956 AT6	8207 MA11
7376 SA8	7432 SO6	7487 SO16	7618 MA18	7957 AT6	8208 AT14
7377 BC4	7433 AT7	7488 GT2	7619 "	7958 AT7	8209 QU4
7378 SA6	7434 SO4	7489 GT13	7620 AL2	7959 AT7	8210 MO10
7379 AL5	7435 SO3	7490 GT2	7621 "	7960 "	8211 SO3
7380 MA18	7436 SO7	7491 GT2		7961 AT20	8212-
7381 AL3	7437 AT19	7492 SO16	7800-	7962 AT3	14 MO10
7382 AL3	7438 SO9	7493 GT6	17 AT4	7963 MO8	8215 SO14
7383 BC4	7439 SO16	7494 AT19		7964 AT3	8216 SO16
7384 AL3	7440 SO9	7495 GT2	7900 AT10	7965 MO8	8217 SO14
7385 MA8	7441 MO1	7496 AT7	7901 GT10	7966 GT6	8218 SO3
7386 SA7	7442 SO16	7497 GT10	7902 AT5	7967 GT12	8219 SO3
7387 AL5	7443 SO6	7498 MO6	7904 GT4	7968 GT6	8220 QU4
7388 SO16	7444 MO6	7499 SO1	7905 AT18	7969 GT12	8221 AT10
7389 SO14	7445 SO14	7500 SO4	7906 GT6	7970 GT1	8222 MO10
7390 MA18	7446 SO8	7501 SO14	7907 AT14	7971 GT6	8223 MO10
7391 SA5	7447 MO10	7502 SO8	7908 GT10	7972 GT2	8224 SO9
7392 SO15	7448 MO6	7503 SO9	7909 GT8	7973 GT6	8225 MO5
7393 AT16	7449 MO6	7504 MO10	7910 MO8	7974 GT12	8226 SO14



8296	MO10	8352	S04	8409	AL2	9084	MA8	15805	GT10	DL	S04
8297	NO10	8353-		8410	MA11	9086	"	15820	AT6		
8298	MO10	55	MO10	8411	AL2	9088	MA17	15821	AT8	15788	AT18
8299	S014	8356	S012	8412	MA11	9090	"	15822	AT18	15708	MO8
8300	GT4	8357	S014	8413	MA17	9092	MA8	15824	MO8		
8301	S08	8358	MA11	8414-		9094	"	15825	MO8a	ML-	
8302	S09	8359	S012	16	AT6	9096	MA17	15826	AL5c	M6	MO8
8303	S04	8360	QU5	8417-		9098	"	15827	SA8b		
8304	S014	8361	S014	22	S014	e9100-		15829	SA5b		
8305	GT13	8362	AL2			10	MA8	15830	NO5b		
8306	GT10	8363	S04	8450-		9112	MO8	15831	AT12		
8307	GT11	8364	S014	52	MA18	9114	MO8	15832	S06		
8308	GT1	8365	MO10	8453	MO8	e9116-		15833	AT7		
8309	GT5	8366	S012	8454	MO8	42	MA8	15835	SA5		
8310	GT4	8367	S014	8455-				15836	S012		
8311	GT6	8368	QU4a	61	S014	9400-		15837	QU6		
8312	GT11	8369	S012			07	MO8	15838	QU5		
8313	GT13	8370	GT12	8500-		9408-		15839	AT7		
8314	GT4	8371	GT5	06	MO8	37	AT7	15840	AT13		
8315	GT6	8372	GT2	8507	QU3			15841	AT7		
8316	GT5	8373	GT2	8508-		15702	MA11	15842	S013b		
8317	GT1	8374	GT13	10	S012			15843	AT1		
8318	GT1	8375	GT12	8511	S04			15844	NO11		
8319	GT11	8376	GT12	8512	S04						
8320	AT16	8377	GT2	8513	NO6						
8321	GT5	8378	GT12	8514-							
8322	S01	8379	GT4	21	S014						
8323	MO10	8380	GT12	8522	AT16						
8324	GT12	8381	GT13	8523	"						
8325	GT5	8382	AT6	8524	S014						
8326	AT7	8383	AT6	8525	"						
8327	GT11	8384	S012	8526	MO7						
8328	GT5	8385	S04	8527	"						
8329	AT7	8386	S01	8528	"						
8330	MA12	8387	MA11	8529-							
8331	MA17	8388	AL6	31	QU4						
8332	MA11	8389	MA17	8532	QU1						
8333	MA18	8390	SA6	8533	NO2						
8334	AT7	8391	SA6								
8335	AT7	8392	S07	8700-							
8336	S07	8393	S01	05	MO8						
8337	S07	8394	S01	e8706-							
8338	S03	8395	S012	22	MO8						
8339	S012	8396	S01								
8340	S012	8397	S07	9000-							
8341	S014	8398	S03	05	MO8						
8342	AT16	8399	QU5	9006-							
8343	S014	8400	S014	27	GT1						
8344	GT1	8401	S012	9028-							
8345	S08	8402	SA1	63	MO8						
8346	GT13	8403	SA6	9064	MA17						
8347	S07	8404	SA6	9066	"						
8348	S08	8405	AL2	9068	MA8						
8349	MO10	8406	MA17	9070	"						
8350	MO10	8407	AL8	e9072-							
8351	S01	8408	AL2	82	MA17						

NOTE: Prefix "e" indicates that numbers in sequence are even numbers only.

This is the concluding instalment of the list of location of locomotives of the Canadian National Railways as at December 31, 1952 compiled by Messrs. E.L. Modler and A. Clegg.

#### ANECDOTE DEPARTMENT

Overheard at a Montreal suburban station last Christmas:

1st Dear Old Lady: to 2nd D.O.L. as first section of a train was pulling into the station:

"My, isn't it nice, the railway company is putting green lights on the engines for Christmas"

ON THE OCCASION OF HER  
CORONATION, WE JOIN WITH  
OTHER LOYAL CANADIANS IN  
VOICING A COMMON SENTIMENT:

LONG

LIVE

OUR

GRACIOUS

QUEEN !!!