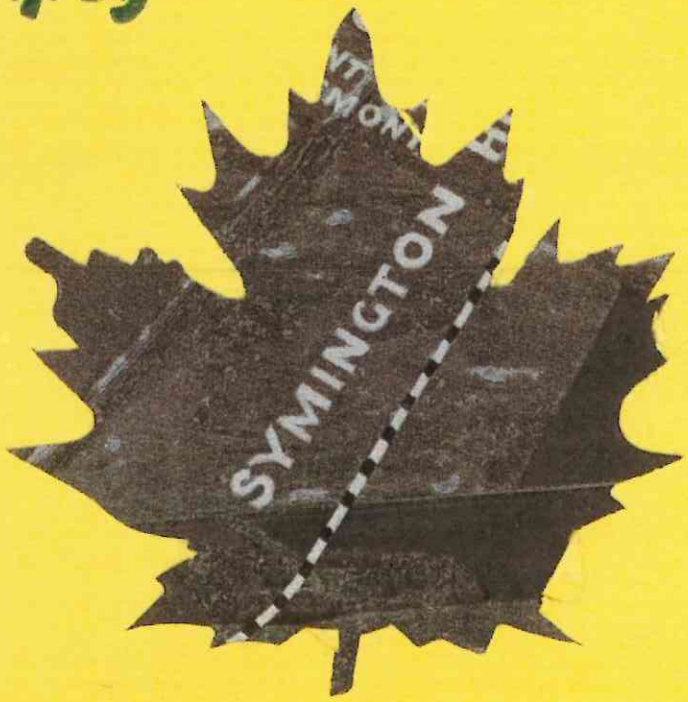
Canadian National Railways

GROWING WITH

Greater Winnipeg



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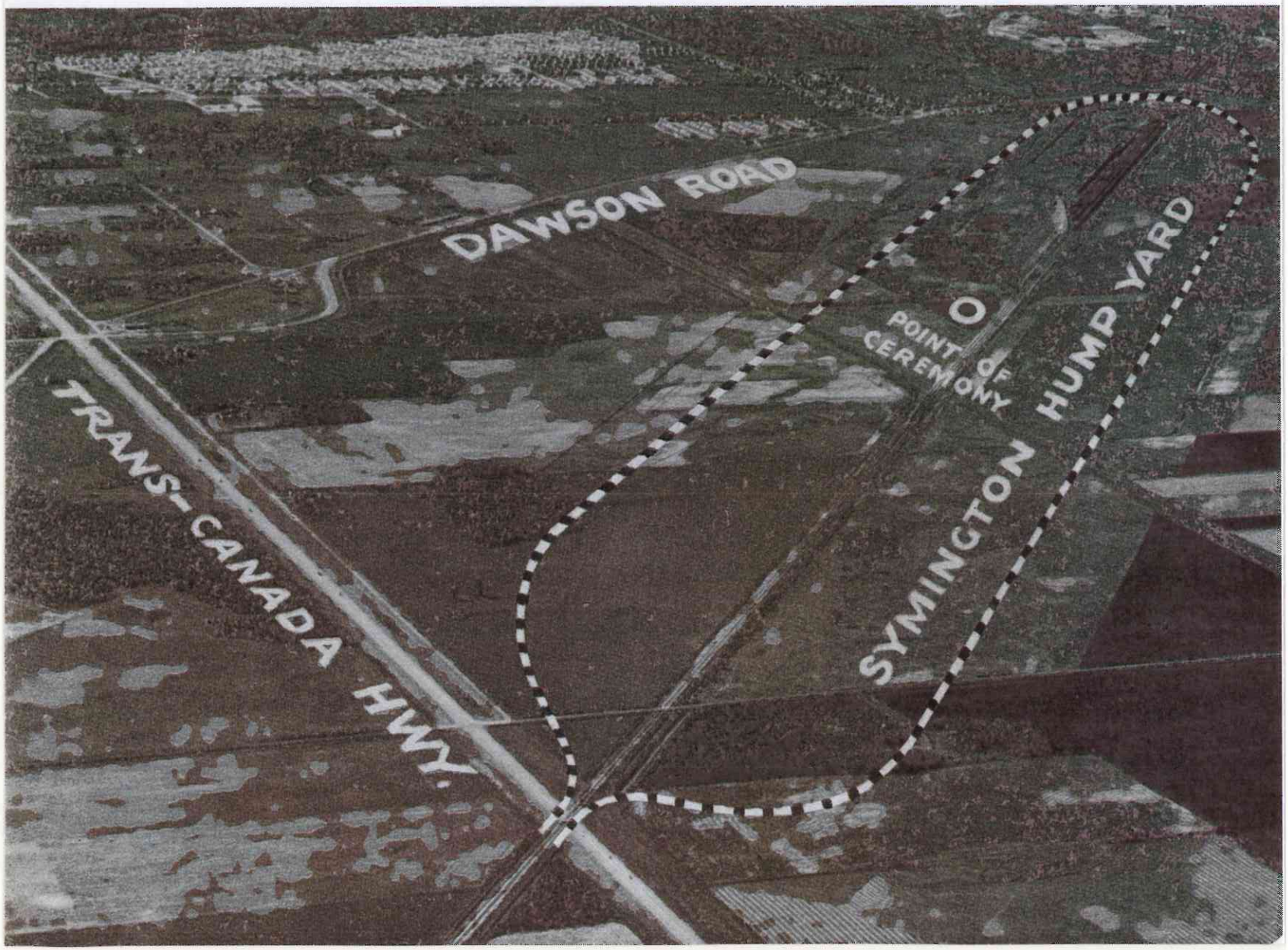
New Symington Freight Yard To Serve Greater Winnipeg



CANADIAN NATIONAL RAILWAYS

WINNIPEG TERMINALS

Introduction

The present form of the Canadian National Railways facilities in Greater Winnipeg has evolved from the fusion of a number of separate railway terminals into a single operating division. This arrangement has created many problems over the years and, at the same time, has added to the operating costs.

Because of its strategic location, Greater Winnipeg must receive special consideration in any program designed to better the Railway's competitive position. To reduce operating costs and to keep pace with the expanding Canadian economy, it has become necessary to work out an all-embracing plan to reorganize and improve local terminal facilities.

Historical Review

The Northern Pacific and Manitoba Railway

First train operated in 1889

The Manitoba Hotel built in 1889 and destroyed by fire in 1899

The first of the railways that later formed part of the present Canadian National Railways began operating trains into Winnipeg in 1889. This was the Northern Pacific and Manitoba Railway, built under the sponsorship of the Provincial Government of Manitoba and operated as a Northern Pacific Railroad subsidiary. The NP&M passenger station was located on Water Street just off Main, and part of the original building is still in use as CNR divisional offices. Freight yards and shops were established on the banks of the Red River, north of the confluence with the Assiniboine. The NP&M also, in 1889, erected a magnificent seven-storey hotel on the site now occupied by the Federal Building on Main St. This symbol of frontier opulence was destined to have a short history, however, for it was destroyed by fire one cold February night in 1899 when filled to capacity by curlers attending the bonspiel.

After a little more than a decade of financial difficulties and disputes with the Provincial Government over freight rates, the line was leased by the Province and, four months later, this lease was assigned to the newly incorporated Canadian Northern Railway Company.

Canadian Northern Railway

Manitoba & South Eastern—opened 1898

The Canadian Northern Railway was the creation of William Mackenzie and Donald Mann who had acquired a number of railway charters and fledgling lines in Western Canada. One of these was the Manitoba and South Eastern which had been empowered to build a line from Winnipeg southeasterly to the International Boundary, near the west shore of the Lake-of-the-Woods. The first section, from St. Boniface to Marchand, a distance of 45 miles, was opened for traffic in 1898. Total equipment owned by the new company consisted of two engines, two second hand passenger coaches and fifty new freight cars. Ninety percent of the traffic handled was cordwood from the woodlots along the right-of-way and the local train became popularly known as the "Muskeg Limited". It is alleged that the supply of flat cars for cordwood loading was frequently augmented by furtive raids on the CPR yards, whose terminal facilities were used by the M&SE at that time. Later, a M&SE freight terminal was developed on the site of the present Paddington Yard.

Canadian Northern officially created in 1901
First train Winnipeg-Port Arthur, 1902
First train westward to Edmonton in 1905

The Canadian Northern Railway Company officially came into being in 1901 and operated its first train from Winnipeg to Port Arthur in 1902. With acquisition of the NP&M Railway, the Canadian Northern constructed a bridge across the Red River and began making use of the Water Street Terminal. The Winnipeg-Portage la Prairie link was completed shortly afterward and extended westward to Edmonton in 1905.

Fort Rouge Shops opened in 1909
Union Station opened 1911

It became apparent that the Canadian Northern had outgrown the former NP&M terminal facilities, which were located between Water Street and the Assiniboine River and that a new site was urgently required. An agreement was reached with the City of Winnipeg in 1904 under which the Canadian Northern moved its main shops and yards to the Fort Rouge area; and, following the closing of Broadway Avenue from Main Street to the Red River, freight sheds and ancillary facilities were to be established in that vicinity. Fort Rouge shops were opened in 1909 adjacent to what had become the main Canadian Northern Yard. Shortly thereafter, the freight sheds, known as the Fort Garry Terminal, were completed and by 1911 the new Union Station had been constructed.

The Winnipeg Joint Terminal Company formed in 1912

This station was shared with the Grand Trunk Pacific Railway, and also housed the main offices of both railways. The Winnipeg Joint Terminal Company was formed in 1912 to handle all switching operations within the area encompassed by the former NP&M terminal. The arrangement gave the GTP access to industrial districts from which it had previously been excluded. The old NP&M roundhouse building is still in existence, after more than 65 years of service. It first served as a main repair shop and later as a switch engine maintenance depot. It is planned now to convert it to other uses.

The Grand Trunk Pacific and National Transcontinental

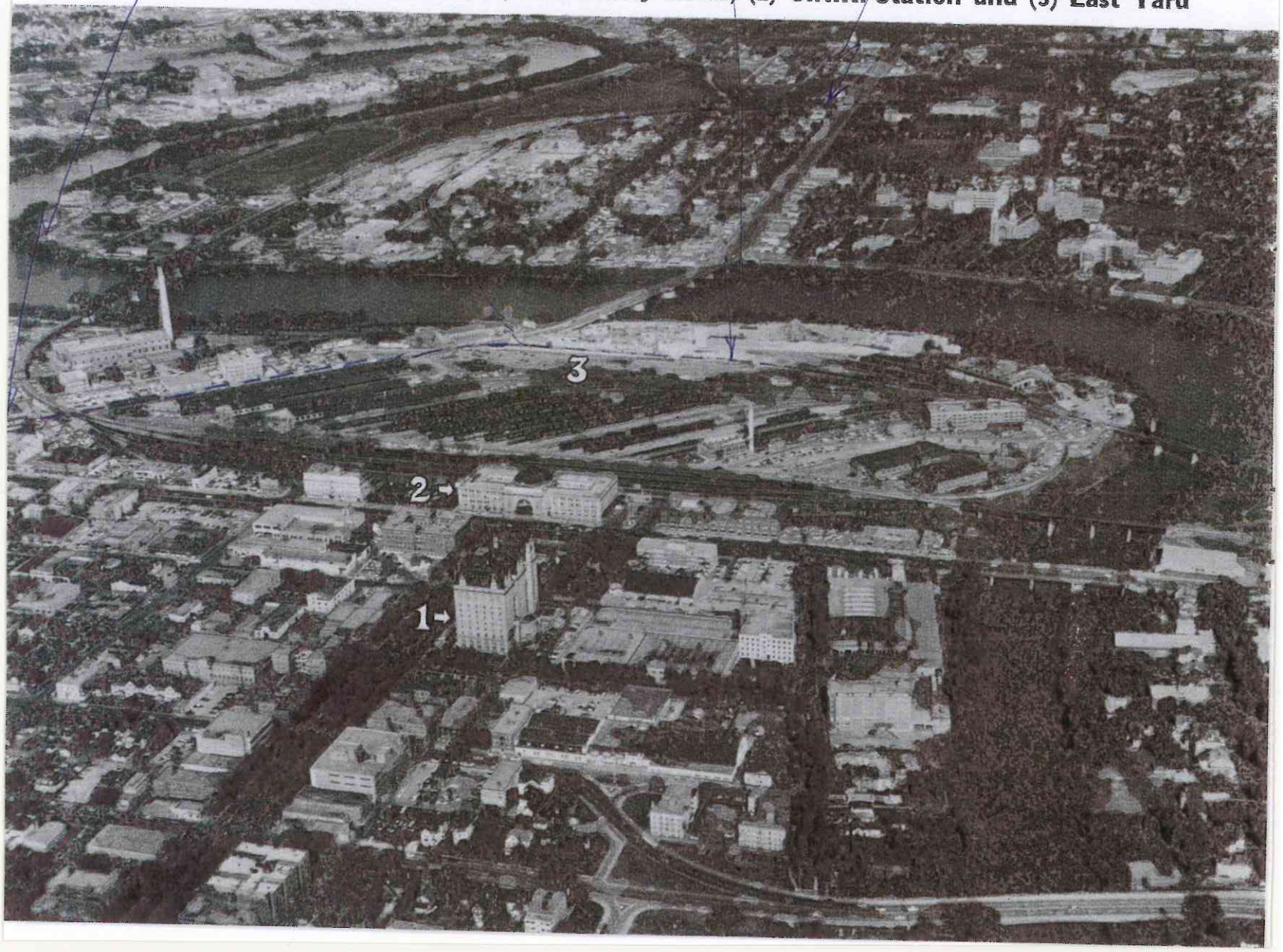
In 1903, the Canadian Government formed the National Transcontinental Railway for the purpose of building a high-standard railway from Moncton, N.B., to Winnipeg. On completion, this line was to be leased to the Grand Trunk Pacific Railway which had undertaken to build the western

OLD WATER STREET TERMINAL.

NP&M MAIN LINE

OLD CAN. NOR. MAIN LINE

Down Town Winnipeg, Showing (1) Fort Garry Hotel, (2) C.N.R. Station and (3) East Yard



Work started on Eastern Division in 1905 and on Western Division in 1906

Agreement reached with Canadian Northern to share Winnipeg terminal facilities, in 1907

section linking Winnipeg with the Pacific Coast. Work on the eastern section began in 1905 and on the western section the following year. At a general meeting of the Grand Trunk Railway in April, 1907, the president announced that an agreement had been reached with "our friends and competitors, the Canadian Northern Railway, to share their extensive terminal accommodation in Winnipeg." It transpired that there was more competition than friendliness in this arrangement. The NTR, in building its line to the east, had started from a point on the Canadian Northern on the eastern outskirts of Winnipeg and had made an agreement with Winnipeg which gave the railway access to the City's central area. However, it developed that much of the land over which the NTR was to pass to reach the city terminal, was owned or controlled by Mackenzie and Mann who filed a claim of $2,500,000 for these properties. This sum, added to the cost of a new Red River bridge, made the GTP Winnipeg debut an expensive one.

Transcona Shops begun in 1909 and completed in 1913

In 1909, the NTR began construction of extensive motive power and car shops at Transcona. It was intended that these shops ultimately should serve both the eastern and western divisions of the GTP, after completion of that railway system. The shops were opened in 1913, after many changes to the original plan and much controversy over who was to pay the cost of construction —the NTR or the GTP. The matter was settled through arbitration and it was held that the NTR should be responsible for all construction costs. The Grand Trunk Pacific had previously established a repair shop at Rivers but all work was transferred to Transcona in 1913 and both NTR and GTP equipment was maintained there until amalgamation.

First train Winnipeg to Prince Rupert in 1914

First train Winnipeg to Quebec in 1915

The first through train from Winnipeg to Prince Rupert over the GTP was operated in 1914 and, the following year, service was inaugurated between Winnipeg and Quebec City via the NTR.

The Fort Garry Hotel opened in 1913

The Fort Garry, now one of the leading Canadian National Hotels, was built by the Grand Trunk Pacific Development Company and opened on December 10th, 1913.

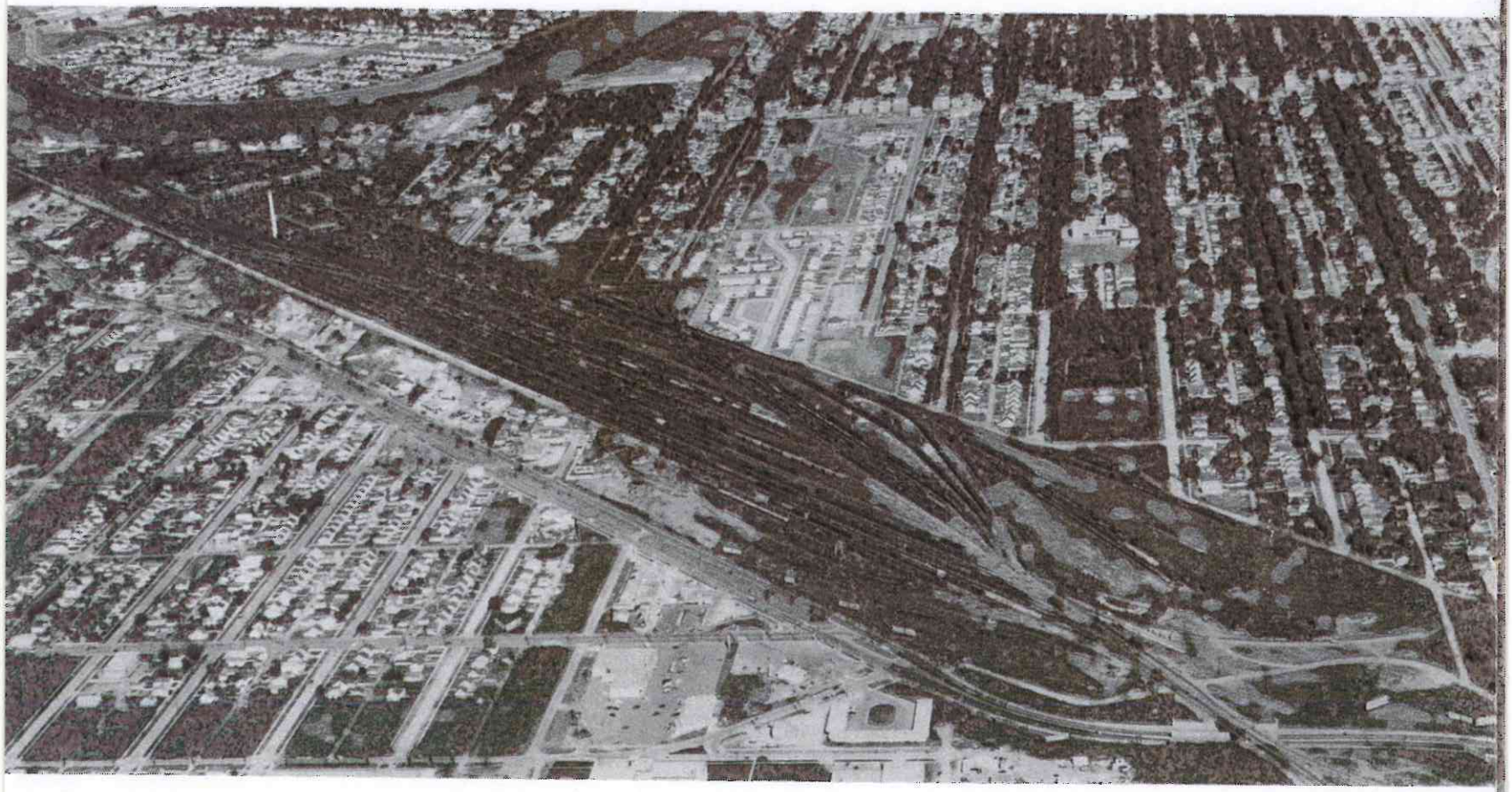
NTR taken over by Canadian Government Railways in 1918

Canadian Northern acquired by Federal Government in 1918 and Canadian National formed to operate the system

Canadian Government Railways and GTP absorbed by CNR in 1923 completing amalgamation

Financial difficulties plagued both the GTP and the Canadian Northern throughout World War I. Virtual cessation of the flood of immigration changed the entire picture of Canadian development, and railway projects which promised to be economically sound were turned into business failures. The NTR officially came under the control of the Canadian Government Railways in 1918 and, the same year, the Canadian Government also acquired the Canadian Northern Railway. Canadian National Railways came into being in 1918 to operate the former Canadian Northern System and this corporate body absorbed both the Canadian Government Railways and the Grand Trunk Pacific Railway in 1923, completing amalgamation of the main constituent companies which formed the CNR. From 1923 onward, only minor changes were made to terminal arrangements in the Greater Winnipeg area. Facilities that were designed by separate and competing companies had to be welded into a unified, workable entity. The problem of adapting a sprawling terminal layout

Fort Rouge Shops and Yards



Paddington Yard extended

Canadian Northern bridge over Red River dismantled 1937

to function effectively and economically was a difficult one but it was attacked with a creditable amount of success. One of the modifications found necessary was a minor alteration to the old Paddington Yard to cope with the grain traffic. For this reason, also, a connection was constructed from Paddington to the McArthur cut-off, thereby directly linking Transcona with the former Canadian Northern route to the Lakehead. A short track was built in St. Boniface to allow trains from the Canadian Northern line to use the former NTR high level bridge over the Red River. As more traffic was routed this way in order to avoid level street crossings, the old Canadian Northern bridge at the foot of Notre Dame Avenue was little used and subsequently dismantled in 1937.

Limited amount of mechanical consolidation has taken place

The main yards and shops at Transcona and Fort Rouge continued to be maintained as separate establishments, under the supervision of the terminal superintendent. With the advent of diesel power on the CNR Western Region, some re-arrangement of the work performed in each shop has taken place. The East Yard roundhouse was abandoned as a switch engine repair depot and the work transferred to Fort Rouge. A certain degree of consolidation has been achieved gradually but the basic objective of complete unification is still to be attained.

To regard the inadequacy of the present terminal arrangements as being the result of a short-sighted policy in the past would be unfair to those who were formerly entrusted with managing the railway. The CNR inherited a diverse collection of terminal facilities as a result of amalgamation and has made it work quite well under difficult conditions. However, the point has been reached in local CNR operations which necessitates a reorganization of its freight terminal facilities.

Development of Traffic Volumes and Traffic Patterns

Increase in train length from 28 cars to 45 cars between 1918 and 1956

Net tons per train rose from 457 in 1918 to 850 in 1956

Cars despatched Winnipeg Terminals increased over 100% between 1936 and 1956

There has been a tremendous change in traffic volumes and patterns since the formative years of Winnipeg Terminals. In 1918, the average train contained 28 freight cars (loaded and empty) and by 1956, this had increased to 45 cars per train. With the introduction of diesel locomotives on the Canadian National, trains of over 100 cars have become commonplace. Another interesting statistic is the increase in net tons, the actual payload per train, that has taken place. In 1918 the average freight train handled 457 net tons. By 1956, the average had risen to almost 850 net tons. Car handlings for Winnipeg Terminals also have shown a steady increase. For example, cars dispatched in 1936 totalled 296,339, compared with 623,545 in 1956. Corresponding daily averages were 810 and 1704, representing an increase of over 100%. Considering that there has been no major change in the terminals' physical plant since the first world war, absorption of the increased traffic is a credit to the ingenuity and adaptability of the Railway and its employees.

Average ton capacity per car increased from 18.3 in 1918 to 46 in 1956

Motive power and car equipment have kept pace with these vast changes in the traffic pattern. In 1918, the average freight car capacity in Canada was 18.3 tons. This is in contrast to the average capacity per Canadian National car in 1956 of over 46 tons. The design of the cars has also undergone a transformation from wooden construction with light draft gear to all-steel construction with stabilized trucks, rugged draft gear and completely reliable air brakes. At present, the Canadian National owns a total of 104,000 freight cars of all types.

Many locomotives in 1918 had tractive effort of 13,000 lbs. compared to 3-unit diesel tractive effort of over 140,000 lbs.

With the increase in average car capacity, only by adopting more powerful locomotives could the number of cars per train also increase. In 1918, many locomotives having a tractive effort of 13,000 lbs. were in use in Winnipeg and vicinity. As time went on, and the design of steam engines improved, locomotives became available with a tractive effort of as high as 65,000 lbs. However, the high operating cost of steam power spelled its demise for railway use and for the past number of years a systematic change-over to diesel power has been taking place. It is now possible to combine sufficient diesel units to provide the power needed for any size of train. When terminal facilities are extended, it is planned to move grain traffic eastward from Winnipeg to the Lakehead in 135-car trains. This will require three diesel units having a combined tractive effort of over 140,000 lbs., a far cry from the 13,000 lbs. produced by a steam locomotive of earlier years. Not only can more tonnage per train be handled, but it can be moved faster. In 30 years, the average miles per freight train hour has risen approximately 53% on the Western Region. Train handling facilities at terminals must be geared to yield corresponding improvements in time saved.

Freight train speed improved by 53%, in 30 years

Present Operation

Trains generally use same terminals as in pre-amalgamation times

Generally speaking, freight trains operating over the former GTP-NTR lines originate and terminate at Transcona, while those following former Canadian Northern routes use the Fort Rouge Terminal. During the periods of heavy grain traffic, large numbers of loaded cars of grain are transferred from Transcona to Paddington for movement to the Lakehead over the line passing through Fort Frances. This avoids interference to high speed freight traffic and main line passenger trains, which use the former NTR line between Winnipeg and Eastern Canada.

Many transfer moves are necessary with split-yard operation

As a result of this duo-yard operation, there is considerable transfer traffic between Transcona and Fort Rouge. In addition, many transfer moves are made from the two main yards to the industrial areas centering around East Yard, St. Boniface and St. James. Paddington is used primarily as a support yard for St. Boniface industries and for storage of surplus freight rolling stock. Traffic is interchanged with both the CPR and the Midland Railway at various points in the terminal.

Large share of marshalling delegated to outlying terminals

Through trains are marshalled at both main yards. Marshalling of a train requires that the cars be arranged in order of the stations to be served en route. In the present conventional flat yards, this is a time-consuming process which, to some extent, must be delegated to outlying terminals such as Melville and Sioux Lookout in order to minimize yard congestion.

C.T.C. nearing completion in Winnipeg Terminals but full beneficial effects will not be felt until modernization plan implemented

Train and yard movements within the terminal have been manually controlled since before the inception of the Winnipeg Joint Terminal Company. Last year, however, the eastern portion was placed under a Centralized Traffic Control system which employs electrical impulses to turn switches and change signal indications. This system will be extended to the rest of the terminal by the end of this year. By centralizing the control of train movements, traffic has been speeded up considerably and the overall operation made safer. Although this innovation has already been of great assistance in coping with traffic problems, its full value can only be realized when the overall modernization plan has been completed.

The Need for Terminal Modernization

Introduction

The foregoing sections on the development of traffic volumes and rolling stock illustrate the continuing change that is taking place in railway operations. Everywhere on the System, the Canadian National is seeking to maintain its position in the forefront of the transportation industry by streamlining operations through improvement of facilities and equipment. It is essential that the Railway improve the ratio of revenue to expenses in every possible way. Reduction of operating costs is an objective which must be vigorously pursued. When this can be achieved with an attendant improvement in service, the Railway is fulfilling its obligation to the public.

Limit of capacity of Winnipeg Terminals will be reached by 1962

Traffic volumes have increased in the Winnipeg Terminals at an average rate of 2½% per year over the past 10 years. Assuming that this rate of growth will be maintained, it is estimated that the practical limit of capacity of present yard facilities will be reached by 1962. A possible solution to the problem of providing for future traffic volumes would be to increase the capacity of existing facilities. However, that would mean perpetuating the present split yard operation with an attendant greater cost per car handled. Further, retention of the present method of operation under projected traffic levels leaves little or no possibility of improving service to our patrons. The logical conclusion, therefore, is that consolidation of yard and shop activities must be undertaken in the interests of economy, efficiency and service.

Retaining split-yard operation will increase unit costs as traffic volume rises

Transcona Shops and Yards

Plan Evolved

Careful survey led to selection of Paddington area as most suitable site

The question of developing an overall plan for reorganization of the Greater Winnipeg Terminals has been given intensive study at all levels of railway management. As previously mentioned, the possibility of extending existing facilities was given consideration but that clearly was not acceptable as a long-term solution. It was decided that a fully integrated, completely modern classification yard was the prime requirement. Selection of a suitable site was the next step and the metropolitan area was carefully surveyed for a site which would meet all desirable requirements such as operating convenience, accessibility to industrial areas, land availability, etc. The investigations inevitably led to a locale in the City of St. Boniface, now partially occupied by Paddington Yards, and extending south-eastward into the Municipality of Springfield.

Planning eventually reached the stage of deciding upon the type of yard to be provided. By employing the force of gravity to move cars into the appropriate classification tracks, a quicker and less costly operation is obtained. Taking into account present and projected traffic levels, it was apparent that the needs of Greater Winnipeg would best be served by an electronically-controlled gravity yard.

Fort Rouge Shops to be abandoned, with future heavy repairs assigned to Transcona and servicing of diesels transferred to Symington

248 acres of valuable property will be made available for other industrial and residential purposes when Fort Rouge Yard is retired

Consolidation of yard activity in a new location will entail consequent rationalization of the existing plant. Construction of a new diesel shop at Symington will allow the regular mileage inspections of diesel locomotives to be carried out there and all heavy or "back shop" repairs will be assigned to Transcona. Fort Rouge shops will then be abandoned, apart from a portion of the heavy repair depot which will be converted into a work equipment repair centre. The passenger coach servicing area at Fort Rouge will be retained and modernized. A large part of the yard trackage in Fort Rouge is slated for retirement, including the part known as "F" yard, which parallels Parker Avenue. The Fort Rouge rail plant will be transferred to Transcona. The property thus released (approximately 248 acres) will be made available for industrial, commercial or residential purposes. It is the intention of the Canadian National Railways to encourage development of each portion of the area in the way to which it is best suited, physically and geographically. New businesses doubtless will be attracted to the vicinity, thereby contributing to the economic growth of Greater Winnipeg.

Transcona Motive Power and Car Shops to be modernized and re-equipped to handle heavy repairs

Transcona yard trackage to be retained as storage and support yard.

Transcona will become the CNR's major mechanical repair centre for Western Canada. Some new shop construction is underway, but modernization here is largely a matter of converting and re-equipping existing facilities to carry out more effectively the heavy repairs to locomotives and cars. Most of the Transcona trackage will be retained to serve as a storage and support yard.

C.T.C. and yard radio will be integrated with overall terminal plan

Remote control of train movements (C.T.C.) throughout the terminal is now nearing completion and this system will be integrated with the overall terminal plan. It is planned, also, to equip yard engines with two-way radio communication in order that yard crews can be deployed more efficiently in switching operations.

Effect of new yard on local freight traffic

Service to local patrons to be improved by an estimated 50%, through time savings

Through trains terminal time reduced by 30%

By overcoming need for marshalling at outlying terminals, arrival times of all traffic will be advanced

Before turning to a detailed description of the new Symington Yard and its operation, it is of interest to consider the effect it will have on local railway traffic. The main objective of any industry is to turn out a better product at a lower cost. This, in effect, is what the CNR is endeavouring to do by streamlining operations in Greater Winnipeg. To a large extent, yard consolidation will eliminate time-consuming transfer movements between yards. This will enable the Railway to provide better service to its customers. It is estimated that the time required to place freight cars for unloading, after arrival in Winnipeg, can be reduced by 50% when the new yard comes into operation. Traffic moving through Winnipeg will have its terminal time cut by an estimated 30%, thereby permitting earlier delivery at destination points. Furthermore, the entire marshalling of freight trains at Winnipeg will result in a substantial reduction in time spent at outlying terminals, which will further advance the arrival times of all traffic handled.

Yard planning carried out in co-operation with Provincial and Municipal authorities

Many negotiations have had to be carried out with municipal and provincial authorities during the planning stages. Agreement was reached on road and power line diversions, drainage arrangements and highway crossings. All problems that arose were amicably resolved.

Care has been taken to ensure that the new yard will not obtrude offensively upon the surrounding area. The Canadian National is confident that Symington Yard will be a valuable asset to Greater Winnipeg and its future development.

Symington Yard

Introduction

Here is a project to stir the imagination of everyone, for it encompasses a vast engineering undertaking, intricate electronic devices and imaginative planning, all combined to produce the last word in modern freight yards. Herein also lies the Railway's claim to a share in the transportation industry of the modern age. In spite of the technological advances of the past 150 years, the steel rails that gave impetus to the Industrial Revolution are still the most effective way of carrying bulk traffic overland. Symington Yard marks a milestone in the long and fruitful association of the Canadian National Railways with Greater Winnipeg.

Description of new Symington Yard

The new Symington Yard, covering 628 acres, will employ modern electronics, television, radio and the latest types of communications systems to sort out a daily jumble of up to 7,000 freight cars and link them into trains. That figure represents 100 times the number of units of rolling stock owned by the old Manitoba and South Eastern Railway that created the first freight yard in the Paddington area. The main body of the yard will be two miles long and half a mile wide. It will have a standing capacity of 6,927 cars, with provision for future expansion to 10,842 cars.

The Symington project will actually encompass five separate yards. There will be the main classification yard, a huge fan of 62 tracks spreading out below the hump. On either side of the classification yard will be receiving and departure yards—a set each for eastern and western traffic. Altogether, the yard will have 96 operating tracks with varying capacities of 37 to 137 cars. The total number of tracks, for all purposes, in the yard will be 156, representing the overall length of 102 track miles.

A modern diesel locomotive servicing shop will be built, while at another part of the yard, facilities will be provided for running repairs and cleaning of freight cars.

Thus, the yard is designed as a completely self-contained operating unit.

Operation of new Symington Yard

To understand how the Symington Yard will operate, it is necessary to follow the various steps taken as freight cars proceed through the yard.

As a train moves toward Winnipeg, personnel at the hump yard will receive a teletype message telling them such things as the car numbers, contents and destination of each car in the train. The train flashes past television cameras as it enters the receiving yard and, while car inspectors examine the train for any defects, the yard office determines from the closed-circuit TV screen where each car is located in the train. A list is quickly prepared that shows on which classification track each car is to be placed.

The train then proceeds to the hump, the "heart" of the new yard, where electronics take over from man in taking charge of free-rolling cars. The hump is a man-made hill over which the cars are pushed one at a time, travelling by their own inertia to their designated track. There are only two tracks on the hump, but a car can be placed on any one of the 62 classification tracks through an intricate series of automatically operated switches.

Control Tower

Presiding over the hump is the hump conductor in the control office, who receives information on each car by teletype from the yard office. He thus knows where each car must go and, accordingly, directs it to the correct track by simply pressing a button; or he can feed perforated tape into a teletype recorder that automatically directs the cars as they roll by.

Once a freight car begins its descent, an electronic brain goes into action to control its speed so that it will reach the designated point on the track at just the right speed for a gentle coup-

ling. No two cars roll at exactly the same speed. Such factors as weight, weather and car rolling resistance on the track influence the speed.

From hump, car movement will be controlled automatically

The "brain," or computer, automatically gathers and digests all factors governing the car's speed, as well as calculating how far the car must roll to its coupling point. To reduce the speed of a car, retarders on the track, resembling huge steel jaws, squeeze against the sides of the wheels.

Therefore, from the moment a car leaves the crest of the hump and comes to a halt in the classification track, its progress is controlled automatically.

The Symington Yard will have two tracks on the hump so that two trains may be classified simultaneously. The entire area will be lighted by mercury arc floodlights to enable 24-hour operation.

Cars carrying freight for the Greater Winnipeg area will move from the classification tracks to special tracks for local zoning and speedy delivery.

The smooth, efficient operation of the Symington Yard could not be accomplished without an efficient communications system. The yard offices, hump control office and the retarder tower will be linked by teletype as well as by telephone. Talk-back speakers will be located throughout the yard for use by ground personnel; while supervisors, car inspectors and checkers will carry portable radios. Waybills and other train information will be delivered by pneumatic tubes. Switch crews will receive their instructions by two-way radio sets installed in locomotive cabs.

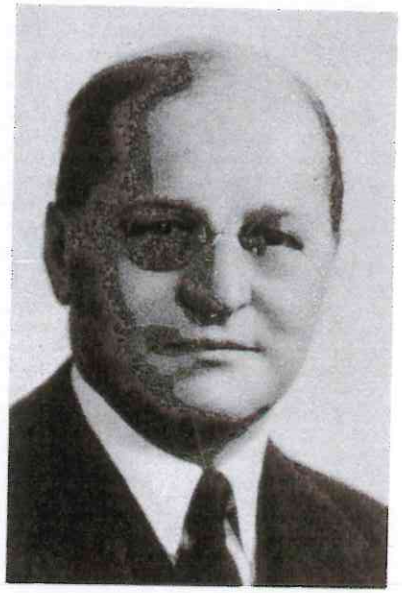
700 employees operate new yard

About 700 employees will be required to operate the new yard, while an additional 500 men in train and switching service will use the yard as their terminal.

The construction of the new yard will take four years to complete at an approximate cost of $24,000,000.

This, then, is Symington Yard, a symbol of Canadian National Railways' faith in the future of Greater Winnipeg and of Western Canada.

CANADIAN NATIONAL
RAILWAYS



THE HON. H. J. SYMINGTON,
P.C., C.M.G., Q.C.

THE HON. H. J. SYMINGTON, P.C., C.M.G., Q.C

Canadian National Railways' new freight hump classification yard in the Greater Winnipeg area will be known as "Symington Yard" in recognition of the contributions made to the Railway, and to Canada, by The Hon. H. J. Symington, P.C., C.M.G., Q.C.

Mr. Symington has a strong association with Winnipeg, for he began his law career there in 1905 following completion of his formal education at the University of Toronto and Osgoode Hall. He was solicitor for Grand Trunk Pacific Railway from 1905 to 1909 and, in 1918, was made a King's Counsel. During his years in Winnipeg he became an expert in freight rates and represented all western provinces in freight rate questions.

Moving east to Montreal in 1929, Mr. Symington headed toward even greater personal achievements. In 1936, he was appointed a director of Canadian National Railways and never missed a meeting of the Board of Directors during the next 20 years. In 1937, he became a director of the newly-formed Trans-Canada Air Lines, and four years later was named President. From 1941 until 1947 when he retired, he directed T.C.A. through its formative years to its place as one of the world's leading airlines. Mr. Symington shared in the formation of the International Civil Aviation Organization and the International Air Transport Association, of which he was the first President.

Also, during World War II, Mr. Symington was top adviser to the Department of Defence Production, and served as Power Controller of the U.S.-Canada Raw Materials Board of the War Control Board. In 1944 he was named a Companion of the Order of St. Michael and St. George by King George VI, and in 1956 he was appointed to the Privy Council, an honor rarely conferred upon a person outside the political field.

As a tribute to this man, who has unselfishly served his country, and the Canadian National Railways, the company is proud to name its newest terminal, Symington Yard.

Western Region
CANADIAN NATIONAL RAILWAYS
Winnipeg, Man.

September 30, 1958


CANADIAN
NATIONAL
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