

Canadian Railway and Marine World.

December, 1912.

Canadian Northern Railway Locomotive and Car Shops at Winnipeg.

By Frederick H. Moody, B.A. Sc.

The inception and marvellous development of the Canadian Northern Ry. system within the last fifteen years is a matter familiar to all, and yet none can stop to ponder over the fact without marvelling at the stupendous character of the undertaking, and the success which has attended the development from the very beginning, due to the tireless energy of the two promoters and the able body of men they have been able to gather about them. To meet this rapid growth the rolling

ping of the rolling stock, this being kept in repair and in service in the best manner possible under the circumstances, at the terminal points and in small and inadequate shops, moderately equipped, located close to the present Winnipeg Fort Garry station. Realizing that proper provision must be made for this very important part of a railway's many ramifications, large central shops were planned in 1908, taking concrete form in the present large and well-designed shops at Fort Rouge, a southern

the time of erection, being shown, for large extensions—in some cases doubling the capacity—have been and are being made to several of the buildings. A study of the plan will show the manner in which this policy was carried out; each instance will be noted in due course as the description of the individual buildings progresses. Under the guidance of S. J. Hungerford, Superintendent of Rolling Stock, and A. H. Eager, Superintendent of Shops, with the staff of foremen, the original plans

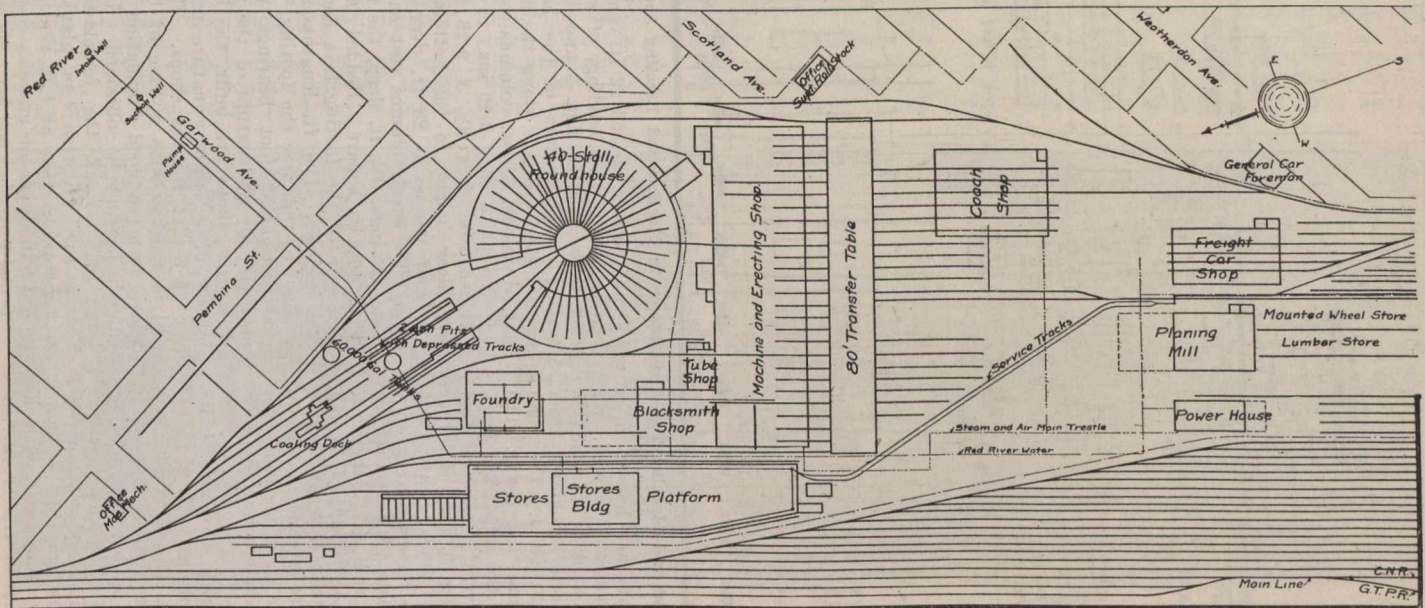


Fig. 1. Section 1.—Layout of C.N.R. Fort Rouge Shops—North End.

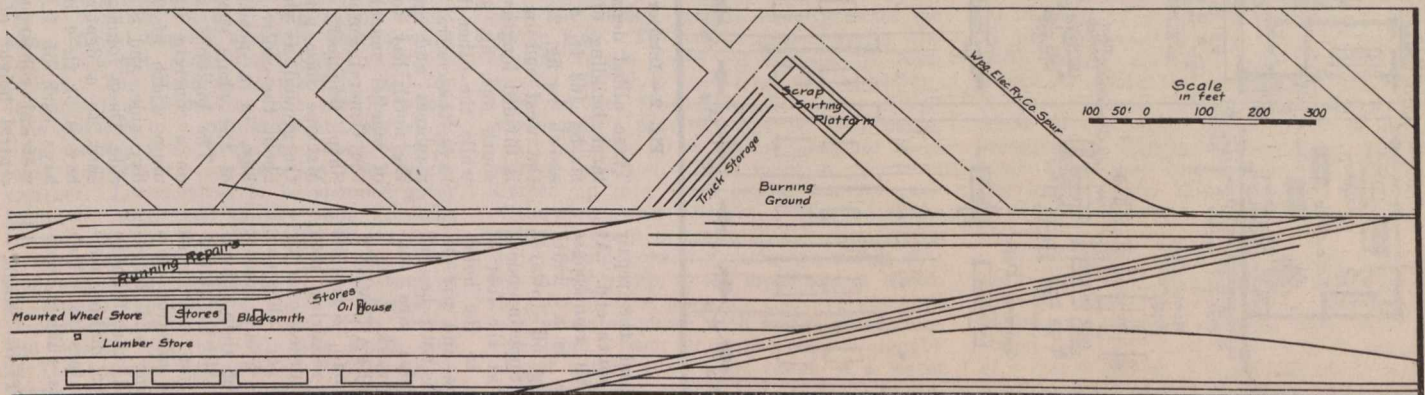


Fig. 1. Section 2.—Layout of C.N.R. Fort Rouge Shops—South End.

stock has grown apace—in fact, at a much more rapid rate, as the volume of traffic developed has increased much more rapidly than the mileage, great as that has been—so that to-day, the number of locomotives and cars to be cared for has reached a very large number, especially when the newness of the road is considered.

For the first decade so much attention was concentrated on the extension of the railway mileage that but little thought was given to the proper handling and shop-

ping of the rolling stock, this being kept in repair and in service in the best manner possible under the circumstances, at the terminal points and in small and inadequate shops, moderately equipped, located close to the present Winnipeg Fort Garry station. Realizing that proper provision must be made for this very important part of a railway's many ramifications, large central shops were planned in 1908, taking concrete form in the present large and well-designed shops at Fort Rouge, a southern

suburb of Winnipeg on the C.N.R. main line, which were completed in 1909. Here all the rolling stock of the lines west of Port Arthur has been shopped since that date. The layout of these shops is shown in the accompanying plan of the shop yard arrangement, fig. 1. With characteristic foresight ample provision was made for the future extension of the various units comprising the shops; and the wisdom of that provision is, even at the present time, just three years from

are being pushed forward and improved upon, so that the shops are now the equal of any of similar size in this country, and probably elsewhere.

The shops cover a considerable tract of ground on the main line, slightly over a mile southwest of Fort Garry station. On the north, the grounds extend from near the point where the line crosses Pembina street, to Kylemore avenue on the south, a distance of more than three-quarters of a mile, the buildings being for the most