

HALIFAX
AND
SOUTHWESTERN.

December, 1923

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Canadian National Railways Atlantic Region Division Changes.

Canadian Railway and Marine World for October gave full particulars of changes which it was proposed to make by merging the Bridgewater Division of the Atlantic Region with the Halifax Division, under the latter name, abolishing the Bridgewater Division headquarters at Bridgewater, N.S., and placing the whole new division under J. T. Halsey, Superintendent of the old Halifax Division, transferring him from Truro to Halifax. At that time we published a circular issued by W. U. Appleton, General Superintendent, on Sept. 24, and approved by L. S. Brown, General Manager, Atlantic Region, announcing that the change would be effective Sept. 30, and we also stated that the Dominion M.P.'s for Colchester and Lunenburg had telegrams from the Minister of National Defense that the order had been suspended until the President, Sir Henry Thornton, could visit Nova Scotia, about the middle of October, when he would receive representations, this announcement being followed by General Superintendent Appleton issuing, on Sept. 28, a circular cancelling the one issued Sept. 24. Sir Henry Thornton also telegraphed the member for Lunenburg that the change would not be made until he visited Nova Scotia and explained personally to the representatives of the districts interested, the reasons for making it. Sir Henry went to Nova Scotia towards the end of October and met people in both Truro and Bridgewater, when he explained the reasons for the change and announced that the original decision would go into effect.

On Oct. 27, General Superintendent Appleton issued the following circular:

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would go into effect.

On Oct. 27, General Superintendent Appleton issued the following circular: "Circular 20, dated Sept. 28, is hereby cancelled. Effective Oct. 28, the position of Superintendent at Bridgewater will be abolished and the Bridgewater Division will become a part of the Halifax Division, under the jurisdiction of J. T. Hallisey, Superintendent, with headquarters at Halifax."

J. T. Hallisey, heretofore Superintendent of the old Halifax Division, has been transferred to Halifax, with jurisdiction over the new Halifax Division, extending from Truro via Halifax to Yarmouth, and the various connecting branches. J. Bain, who was Superintendent of the Bridgewater Division, at Bridgewater, has been given leave of absence, at the end of which he will be pensioned. H. V. Musgrave, Assistant Superintendent of the old Halifax Division, remains as Assistant Superintendent at Halifax for the present. W. E. Robinson, Assistant Superintendent, old Bridgewater Division, at Bridgewater, remains as Assistant Superintendent there for the present. The train dispatching offices at Truro and Bridgewater have been abolished, and all dispatching for the new division is being done from Halifax. M. M. McLearn, Chief Dispatcher of the old Halifax Division, having been transferred from Truro to Halifax. R. A. Black, Division Engineer, old Halifax Division, has been transferred from Truro to Halifax, and given jurisdiction over the new division. L. H. Robinson, heretofore Division Engineer, Bridgewater Division, is acting as Assistant Division Engineer at Halifax. T. W. Hennessey, Master Mechanic, has been transferred from Truro to Halifax. The Car Foreman, Locomotive Foreman and Yardmaster remain at Truro as heretofore. H. A. Mc

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Ellhinney, Bridge and Building Master, old Halifax Division, has been transferred from Truro to Halifax, and given jurisdiction over the whole new division. L. J. Saulnier, heretofore Bridge and Building Master, Bridgewater Division, at Bridgewater, has been appointed Assistant Bridge and Building Master there. C. W. Archibald, Roadmaster, has been transferred from Truro to Halifax, and has charge of the line between those points, and the Dartmouth branch. O. H. Lohnes, Roadmaster, has charge of the line between Halifax and Bridgewater, and is located there, having succeeded R. Dulhantry, deceased.

Proposal to Tax Publicly Owned

December 1923

Self Propelled Cars

How
The Canadian National Ry. is operating self-propelled cars as follows:—car 15,823, hauling trailer 15,754, between Tignish and Charlottetown, P.E.I., 115.2 miles, 1 round trip a day; 15,798, without trailer, between Lunenburg, N.S., and Mahone Bay, 7 miles, 4 round trips a day; 15,822, hauling trailer 15,758, between Halifax and Elmsdale, N.S., 32.1 miles, 3 round trips a day; 15,809, without trailer, between Stellarton and Sunny Brae, N.S., 16.2 miles, 2 round trips a day; 15,821, hauling trailer 15,755, between Oxford Jct. and Truro, N.S., 46.7 miles, between Truro and Sackville, 86.6 miles, and between Sackville and Oxford Jct., 39.9 miles, 1 round trip a day; 15,811, hauling trailer 15,752, between Stanley and Stanley Jct., N.B., 5.4 miles, 2 round trips a day; 15,792, hauling trailer 15,757, between Bathurst and Campbellton, N.B., 68 miles, 1 round trip a day; 15,793, without trailer, between Campbellton, N.B., and Mata-pedia, Que., 12.8 miles, 2 round trips a day.

Car 15,820, hauling trailer 15,744, between Lyster and Richmond, Que., 59.5 miles, between Richmond and Sherbrooke, 24.6 miles, and between Richmond and Coaticook, 46.1 miles, 1 round trip a day; 15,819, hauling trailer 15,738, between Sherbrooke and Richmond, 24.6 miles, and between Richmond and Quebec. 102.3