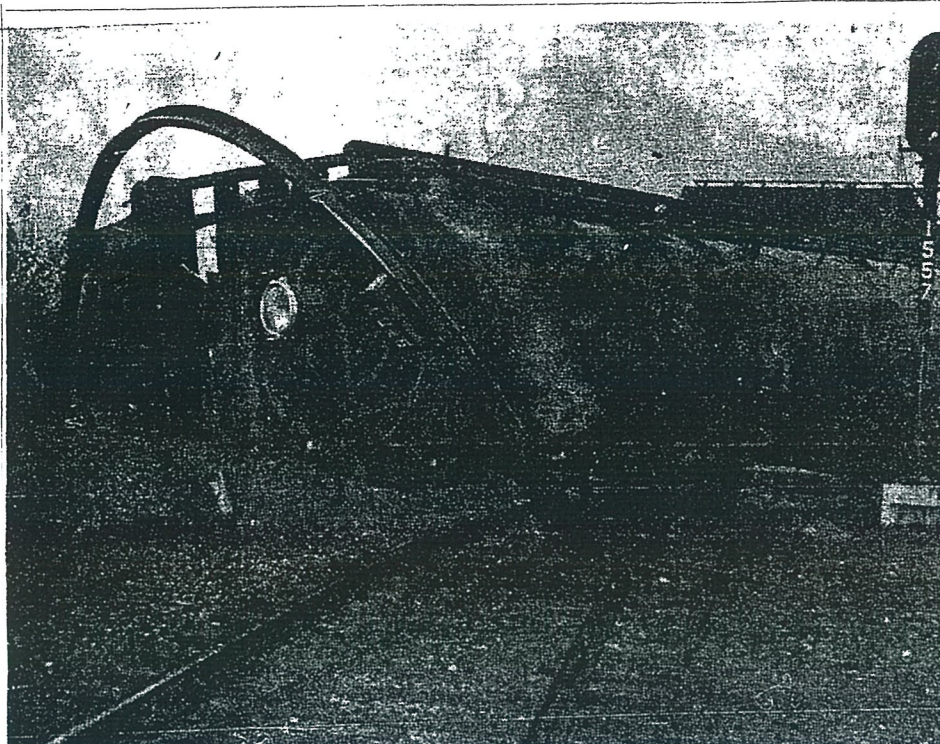


DERAILMENT
OF CNR 6046
AT VANCOUVER
OCTOBER 31ST,
1952



200-Ton Locomotive Upsets in CNR Yard

TWO ESCAPED UNHURT from cab of this CNR eight-wheeled locomotive when it split a switch, ploughed up rails and turned over in freight yards today. Engine

was arriving in Vancouver with 15-coach passenger train from Eastern Canada. Train was travelling at 15 mph and no passengers were shaken by sudden stop.



ENGINEER Edwin Dagg, 72 West Forty-seventh, set brakes and "just hoped" when he felt heavy engine split switch. Today was his 59th birthday.



FIREMAN of engine was Ronald Nicka, 2381 Imperial, Burnaby, who with engineer, Dagg, managed to escape from cab unhurt.

Last-Day Drive In 'Chest' Campaign

Two Loggers

Vancouver Times

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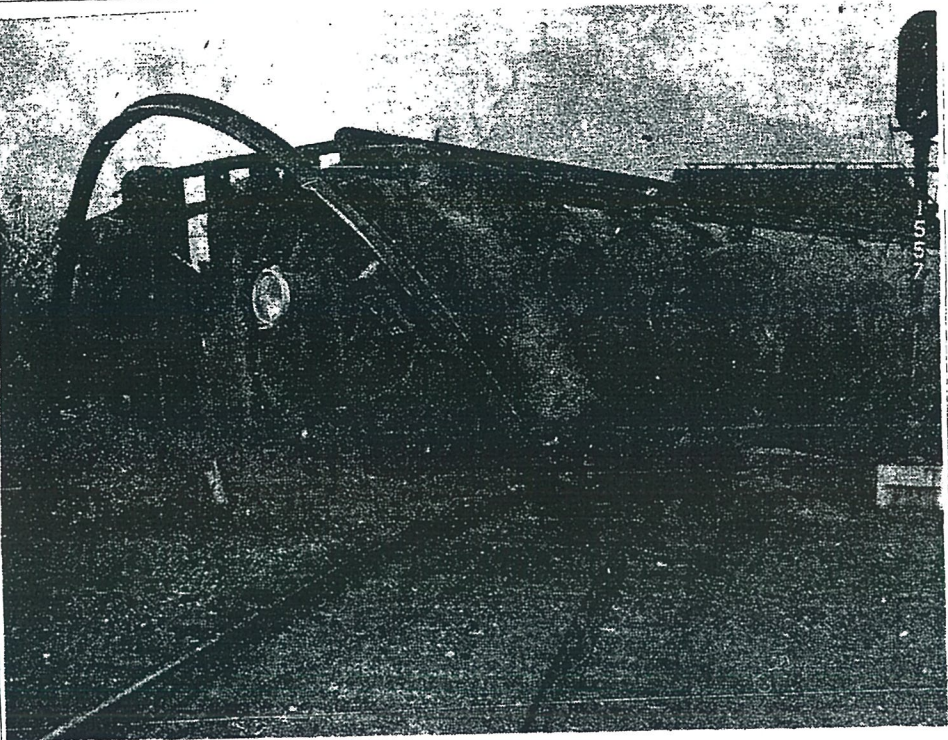
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40 YEARS LATE, FRESH AS JUNE BRIDE

PGE Starts Long-Delayed First Run to Prince George

By **PAUL ST. PIERRE**
Sun Staff Reporter

SQUAMISH, Oct. 31.—She was 40 years behind schedule, burdened with debt and stale jokes and bruised by the fast stick-handling of a score of political games.

But even the ghosts of the old railroaders must have been here to cheer today when the Pacific Great Eastern started her first scheduled run to Prince George.

For in 1952 the PGE is fresh as a June bride, and not half so nervous about the future.

This is a glory run and the passengers are cabinet ministers, civil servants, Cariboo pioneers, newspapermen and railroaders from as far away as the Chicago, Burlington and Quincy line.

At 9 a.m. Saturday they'll drive a silver spike into the roadbed about 20 miles north of Quesnel and the 82-mile link to Prince George will be officially declared open.

If it were the completion of a rail line it would be a gold-plated spike.

NO GOLDEN SPIKE YET

Jack Kennedy, the dynamic, white-haired railroader who now runs the PGE, wouldn't use a gold spike. The PGE doesn't rate that, he says, until the line stretches from the Peace River to North Vancouver.

Most of those aboard today's train had heard the old saying

"The PGE isn't as long as the CPR, but it's just as wide."

For that reason some were surprised to learn that the PGE is running the most powerful diesel locomotives on the North American continent.

Here in Squamish the line operates complete repair and maintenance shops.

\$2.5 MILLION BUSINESS

It has 500 employees, a one and a half million dollar payroll and last year it did two and a half million dollars worth of business.

In 1951 business was up 28 percent over 1950 and so far this year business is up 27 percent over 1951.

If it weren't for its appalling debt structure, the PGE would be making money for the province. But the interest charges on the \$80,000,000 spent to build the line accumulated during the lean years when the railroad didn't pay.

FLOATED IN 1912

The Pacific Great Eastern Railway Company was floated by contractors Foley, Welsh and Stewart in 1912. The McBride government backed the \$20,000,000 bond issue.

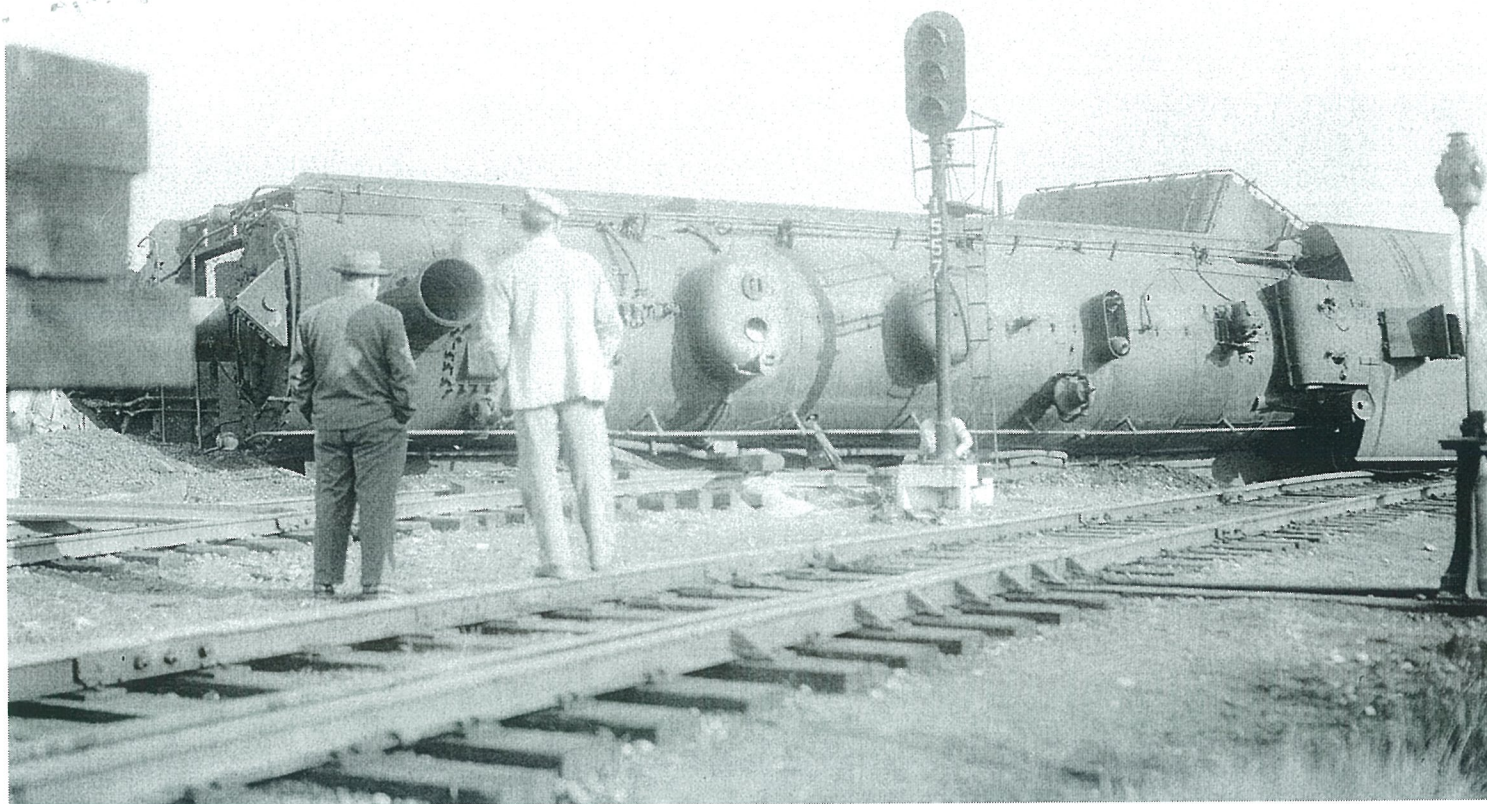
From 1912 to 1916 they built from Squamish to Lillooet and from North Vancouver to Whyte.

Please Turn to Page Two See "PGE"

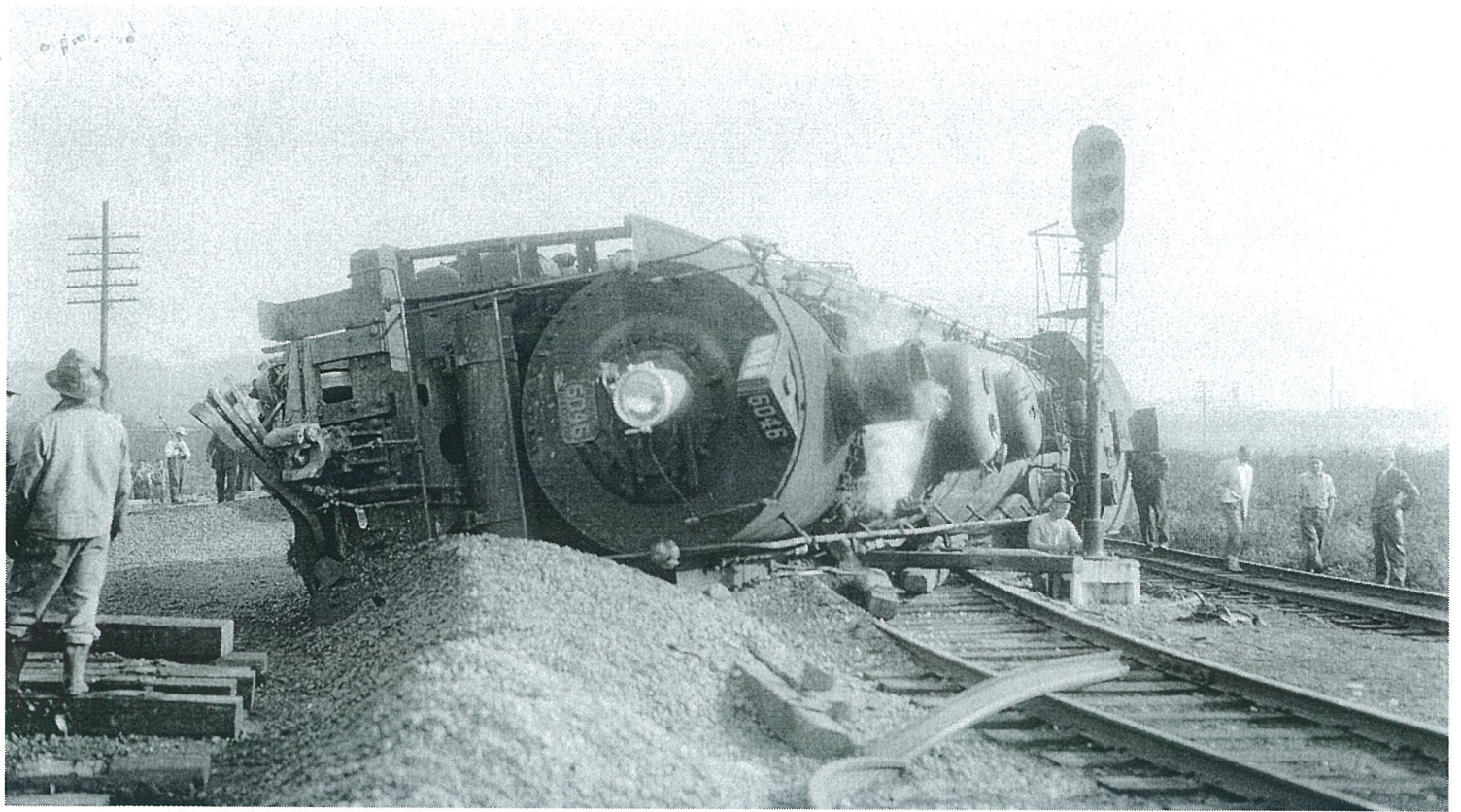
GUARDS SET ON CITY HALL

Two men will be on duty at the City Hall tonight to stop any acts of vandalism that might occur, civic officials said today.

They will be patrolling the grounds and keeping wary eyes on the statues of Captain George Vancouver and Gerry McGeer and the benches.



10/31 1952



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